
THE UPPER LAKES DISPUTE

Board of Inquiry's
Report to
Secretary of Labor

SIUNA Statement
to the
Board of Inquiry

Supplement in Centerfold

SIU DEMANDS US PROBE AIR FORCE TRANSFER OF MISSILE SHIP CONTRACT

—Story on Page 2

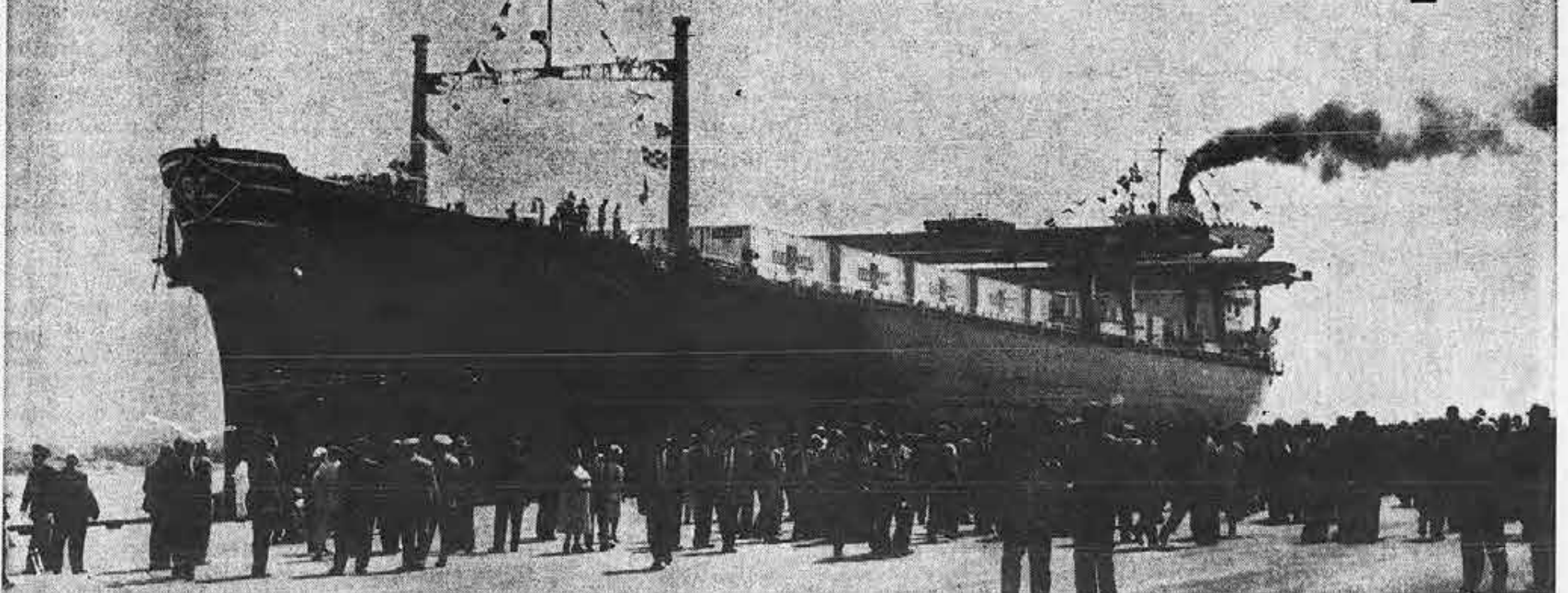
3,200-Member Group Affiliates With SIUNA

—Story on Page 2

MTD Unions Set Drive To End Bridges' Raids

—Story on Page 3

First of Four New Intercoastal Ships



SIU-manned containership Elizabethport was the highlight at dedication ceremonies for new waterfront installation at Elizabeth, N. J. The Sea-Land vessel is the first of four new ships slated to enter the company's intercoastal operations, and will provide a badly-needed shot in the arm to the once thriving East-West service. (See story on Page 3.)

SIU URGES US PROBE TRANSFER OF MISSILE PACT TO HIGH BIDDER

The SIU has called for an immediate investigation of the arbitrary manner in which the Air Force switched the missile tracking contract from the SIU-contracted Suwannee Steamship Company to a New York firm headed by former high Air Force and Defense Department officials.

In telegrams to President Kennedy, Defense Secretary McNamara, Air Force Secretary Zuckert and key Congressional committees, SIU President Paul Hall said that the transfer from Suwannee, which had received commendations for its operation of the eight ships involved over the past five years, to Marine Transport Lines, despite the fact that the latter company's bid was 65 per cent higher, "indicates a contempt for the national interest."

Hall said "the fact that Marine Transport is headed by H. Lee White, a former Air Force Secretary, and Roger Keyes, a former Assistant Defense Secretary, puts additional responsibility on the Government to make certain that the operation of Government-owned missile tracking ships is completely free of any political considerations, evidence of influence and questionable procedures in awarding of vital contracts."

Additional facts that were cited by the SIU president as "sufficient evidence of the need for prompt action to uncover the purposes behind the Air Force decision," were as follows:

- Marine Transport was awarded the sub-contract despite the fact that its bid was 63% higher than Suwannee's bid.

- Bids closed on June 28 and, despite the obvious need for cautious, careful study, the announcement of the award to Marine Transport was made on June 29.

- Suwannee has been commended for the efficient manner in which it operated the eight missile tracking ships, including the maintenance of stable and uninterrupted labor relations, and security

Checking Books

Three members of the SIU Quarterly Financial Committee looking over headquarters accounting operations (l-r) are **Floyd Peavy** of Mobile, **John Shannon**, Philadelphia, and **Warren Messenger**, Baltimore.



safeguards governing crew personnel employed in this vital operation.

- The ridiculously higher costs which the nation would have to pay Marine Transport to carry out the same function performed so satisfactorily for the past five years by Suwannee would be increased by the extra transitional expenses which the government would incur in changing over the operation from Suwannee to Marine Transport.

- Following a conference on August 28 with Air Force officials, Senator Spessard Holland and Representative Charles Bennett registered strong protest with the Air Force, have challenged the basis for its determination and have indicated the need to upset the decision.

Hall said the missile tracking operation should "not be maneuvered to serve as a source of unnecessary profit to individuals, nor to allow influence to by-pass due process and observance of proper procedure."

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Independent Oil Union Affiliates With SIUNA

BAKERSFIELD, Calif.—The membership of a major independent union in the California oil producing and refining industry has voted overwhelmingly to affiliate with the Seafarers International Union

of North America. The decision of the 3,200-member International Union of Petroleum Workers was announced here by the union's president, L. P. Taylor.

The independent union is a long-established organization in the Southern California oil industry. In recent months, Taylor said, the group has been under strong pressure from both Harry Bridges, president of the International Longshoremen's and Warehousemen's Union, and James Hoffa, president of the International Brotherhood of Teamsters.

Hoffa and Bridges have a working alliance in operation on the West Coast and have been threatening to raid and destroy the petroleum workers if they refused to surrender their jurisdiction.

Consequently, the union sought a relationship which would protect its autonomy and offer it the support and assistance of a strong, established AFL-CIO union. Since the SIUNA, through its various West Coast affiliates, has a strong base in that area as well as a record of firm opposition to Bridges and Hoffa, the Petroleum Workers decided their interests

would be best served through SIUNA affiliation.

Members of the petroleum union voted by a 4-1 margin in favor of SIUNA affiliation. They work in the California oilfields primarily and in Utah and Alaska. The acquisition brings the membership of the SIUNA well up near the 80,000 mark.

New Panel Enters Rail Tug Beef

NEW YORK—A new three-man panel has been named to assist in resolving the dispute over the manning of railroad marine craft in this harbor. Unsettled issues involving the jobs of SIU Railway Marine Region tugmen and members of two other unions led to strike action 20 months ago and are still pending.

In the latest action, US Secretary of Labor Goldberg, New York Governor Rockefeller and Mayor Wagner have appointed three officials to sit in with the unions and the railroads in seeking to unknit the manning question. The three men named are James Reynolds, Assistant Secretary of Labor; Joseph Finnegan, chairman of the New York State Mediation Board, and Harold Felix, City Labor Commissioner.

The panel is trying to work out a solution on the basis of a report issued by the White House-appointed Railroad Marine Workers Commission this past June. Over the strong dissent of the unions, including the RMR, the Marine Engineers Beneficial Association and the Masters, Mates & Pilots, the Commission recommended that the railroads be given the right to cut jobs.

The Labor Secretary, the Governor and the Mayor originally assisted in bringing about the settlement of the ten-day strike in January, 1961. Most of the issues except for the manning question that led to the strike have now been resolved and meetings are continuing on the basic job security issue.

Shipbuilding Booms—But Not For US

Out of the 64 vessels representing 18 nations that made maiden voyages into the Port of New York during the first six months of 1962, the US built only five.

Information based on maiden arrivals in the harbor brought the plight of the US shipbuilding industry into sharp focus.

Although one of the US-flag ships to arrive in New York was the largest merchant ship ever built in the States, the 940-foot oil tanker Manhattan, the US tonnage fared poorly when compared with the traffic from other countries.

Norway placed first with 18 ships, Great Britain was second with six, and the United States pulled even with Denmark and Sweden with a total of five.

AFL-CIO Upholds Ruling On Robin Line

NMU Guilty Of Raid Charge

An AFL-CIO Executive Council subcommittee has affirmed a ruling by the impartial umpire of the Internal Disputes Plan that the National Maritime Union violated the Federal union constitution in its attempted raid on SIU-contracted Robin Line ships.

The NMU had appealed the umpire's decision to the Executive Council, which submitted it to a subcommittee consisting of AFL-CIO president George Meany and vice-presidents James A. Suffridge, president of the Retail Clerks International Association, and Joseph A. Beirne, president of the Communications Workers of America. The subcommittee disallowed the NMU appeal and affirmed the ruling by the impartial umpire that the NMU was guilty of raiding.

Previously, the National Labor Relations Board's regional director in New York dismissed an NMU petition for a representation election aboard vessels of the Moore-McCormack—Robin Line as a unit. However, the NMU appealed this

decision to the labor board in Washington. The NLRB has yet to announce its ruling on the appeal.

The AFL-CIO has reported separately that out of 100 cases filed under the Internal Dispute Plan in its first seven months of existence, only ten cases involving violation of the constitution were found by

the impartial umpire. The AFL-CIO said that 54 of the 100 cases had been resolved through mediation and by mutual agreement without the necessity for a hearing or a determination by the impartial umpire, David L. Cole.

Fifteen of the 100 cases are now pending before the umpire or are awaiting a determination.

House Group Kills Extra Jobless Pay

WASHINGTON—Ignoring the fact that unemployment benefits have already been exhausted or will shortly run out for almost a million jobless workers, the House Ways and Means Committee has reject-

ed a proposal to extend state benefits under Federal auspices for an additional 13 weeks.

The committee vote was 13-12 against the measure, with one lone vote making the difference. Opponents of the bill said "the Administration had failed to make "a good case" for passage.

Last month, witnesses before the House tax group related the plight of more than a million workers who have been unemployed for 15 weeks and an additional 500,000 who have failed to find jobs for more than six months.

The urgent need for another extension of unemployment compensation benefits was pointed up by the fact that two-thirds of those who received benefits last year were the sole or primary support of a household. Another 26 per cent were working wives who con-

tributed much-needed support to the family.

In addition to those who voted against the proposal on the "failed to make a good case" basis, many business groups and state unemployment officials testified against the measure, claiming that it was a step toward Federal takeover of the state unemployment compensation program. The jobless, meanwhile, will have to try to get along on their own.

Union Has Cable Address

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

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

'Coastal Trade Gets Shot In Arm



FIRST OF 4 SEA-LAND SHIPS ENTERS EAST-WEST SERVICE

ELIZABETH, NJ—The long dormant US intercoastal shipping service will come alive again next month when the SIU-manned Elizabethport will inaugurate a regularly-scheduled trailership service to the West Coast. She is the first of four specialized ships that will be put on the 'coastal run by the early part of 1963.

The ship is a jumboized former Esso T-2 tanker that gained a new 419-foot midbody fitted with two huge gantry cranes that can lift a fully-loaded 35-foot truck trailer body and have it secured aboard in four minutes. She will carry 474 specially-designed trailer vans in the all-container service.

Canada Begins Hearings On Upper Lakes Dispute

MONTREAL — Superior Court Justice Norris is currently conducting a Canadian government inquiry into the Upper Lakes Shipping dispute that originated as a full-scale union-busting scheme aimed at the SIU of Canada. According to various estimates, the inquiry will last at least two months.

Earlier, on the American side, a three-man panel appointed by US Labor Secretary Arthur J. Goldberg issued its report recommending a "series of international conferences" to help resolve the issues. The board suggested meetings should be conducted jointly by Secretary Goldberg and Michael Starr, Canadian Minister of Labour.

The SIUNA presented a fully-documented statement outlining its position on the dispute in detail prior to the report announced by the special US panel originally appointed on July 12.

Due to the international nature of the dispute and the importance to the entire labor movement of the issues involved, the full texts of the board's report to the Secretary of Labor and the SIUNA's statement to the board are printed in a special supplement in this issue of the SEAFARERS LOG.

Upper Lakes is an American-owned shipping company operating on both sides of the Great Lakes, which had been under contract with the SIU of Canada. The dispute arose when the company broke its contract, locked out 300 Canadian crewmembers and recruited new crews through a newly-established union.

The government inquiries into the Upper Lakes matter in the US and now in Canada arose out of circumstances surrounding the disputes and the international nature of the operation.

SIUNA president Paul Hall presented the union's position to the panel named by Secretary Gold-

berg at one of the three sessions it held late in July. The board included Judge Samuel I. Rosenman, chairman; labor arbitrator David L. Cole and Prof. J. Healy of Harvard.

Hal C. Banks, president of the SIU of Canada, has already appeared before Justice Norris in the course of several days of hearings already held here and in Toronto.



Taking on container via its own crane (above, left), new intercoastal containership Elizabethport is pictured dockside at NJ terminal from which it will launch service next month. Above, Seafarers in deck gang (l-r) include Robert Simmons, Pete Prichl, Red Larsen, Dan Webb, J. Ledema and A. Farina.

Departing from a multi-million-dollar port facility built here and leased for a 20-year period by SIU-contracted Sea-Land Service, the Elizabethport will sail through the Panama Canal and then up the West Coast to Long Beach, where the trailers will be hooked up to truck cabs at dockside for delivery in the Los Angeles-Southern California area. Within 14 hours, the ship will head for Oakland, to speed delivery of East Coast container cargo to the San Francisco-Seattle area.

Turning around after an 18-day westbound run, the Elizabethport will head back through Panama to San Juan and then return here to Elizabeth.

The Elizabethport and her three sister ships are an extension of the long-range effort by Sea-Land to establish container operations in all domestic services. Sea-Land and Seatrail Lines, both under SIU contract, are the only common carriers left in the domestic shipping trades at a time when moves are afoot in Congress to open the entire field to foreign-flag operators.

Meanwhile, with an ambitious East Coast-based service about to begin, the SIU Pacific District and the SIUNA have taken a strong position in favor of efforts by American-Hawaiian Steamship to get back into the intercoastal shipping business on the West Coast. Turned down on an earlier try for Federal mortgage insurance on construction of three new vessels, American Hawaiian is currently in the midst of its second attempt.

Hearings on its application have been held in San Francisco and are slated next month in Washington and New York. The SIU Pacific District company proposes to build the first all-new vessels for intercoastal operation since before World War II, when domestic shipping services were the backbone of the US-flag fleet.

SIUNA executive vice-president Morris Weisberger, in noting the decline of intercoastal as well as coastwise American shipping and the jobs they mean for America seamen, cited the "negative role" (Continued on page 10)

MTD Sets Pacific Drive To Fight Bridges' Raids

WILMINGTON—Plans for a vigorous organizing drive and a counter-attack against raiding by Harry Bridges' International Longshoremen's and Warehousemen's Union were drafted at a special meeting here of the AFL-CIO Maritime Trades Department.

Meeting in the Don Hotel

on July 26-27, delegates from a number of SIUNA affiliates, from MTD member unions and from the state and local AFL-CIO agreed to set up a four-man MTD Coordinating Committee to direct the organizing campaign. The committee will be chaired by AFL-CIO regional organizer Irvan Cary and will include James Simmons of the Los Angeles County Federation of Labor; M. R. Callahan of the California Federation of Labor; and Gordon (Blackie) Ellis, port agent for the Sailors Union of the Pacific and president of the Maritime Port Council of Southern California.

In the discussions at the meetings, it was pointed out that the ILWU has established a catch-all division which has been raiding various AFL-CIO affiliates on the West Coast, including some of the fish and cannery affiliates of the SIUNA. It was necessary to coordinate the strength of AFL-CIO unions in the area to keep the ILWU from picking off small unions who lack the resources to compete with Bridges.

The new MTD grouping will also explore the numerous opportunities for organizing among southern California's fast growing industrial complex. Since this is one of the most rapidly-developing areas of the United States, with new plants and new enterprises springing up on all sides, the MTD committee will have an opportunity to organize many thousands of workers.

The two-day conference attracted wide participation by AFL-CIO unions in the southern California area. Among groups participating in the conference were the California State Federation of Labor and the Los Angeles County Federation, many of the building trades unions including the Carpenters, Painters, Plumbers, Plas-



Al Gruhn, President of California State Federation of Labor, addresses Maritime Trades Department meeting in Wilmington.

terers, Sheet Metal Workers, Cement Workers and Operating Engineers; the Machinists, Building Service Employees, Oil Workers, Chemical Workers, Glass Bottle Blowers, Rubber Workers and Dis-

tillery Workers; and from the deep sea field, the Masters, Mates and Pilots, Marine Engineers Beneficial Association, the SIU Pacific District unions and all segments of the SIUNA fish and cannery workers unions in the vicinity.

In a related action, the MTD Executive Board later voted to hold its next quarterly session, on October 22-24, at Honolulu, Hawaii, as part of the campaign to expand AFL-CIO organizing efforts on the island.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

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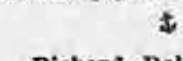
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THE INQUIRING SEAFARER

QUESTION: Have you found any favorite eating spots while you've been ashore in foreign ports?

Joseph Luburich, engine: The Pilot House and the Copenhagen Bar in Yokohama both have a good crowd of Seafarers there and the meals are inexpensive and tasty. Steak and eggs are my favorites at the Copenhagen. The Pilot House is a good spot too. All the Yokohama cabbies know where these places are and can help you locate either of them.



Richard Delaney, steward: The best atmosphere and cordiality I've found is at the Aristocrat on Dewey boulevard in Manila. The place is open around the clock and Seafarers are especially welcome. Their house specialty is filet mignon and you can really enjoy a meal served on their landscaped patio. It's a very fine experience.



J. Graddick, steward: When I hit Singapore I'll usually set myself up at the Delta Hotel on Stanford road near the Capitol Theatre. The best feature is the fact that a Seafarer can get a decent room at moderate cost and have all the conveniences in one spot. Their American-style meals are very good and inexpensive. You can really enjoy yourself and meet fine people.



Jose P. Rivera, engine: I've found the International in Bremerhaven to be a fine place, though it is not actually a hangout for seamen. Their seafood is of the best quality and prices are fair. The other customers seem to enjoy having us visit there; I think I enjoy the place most of all because of this friendly atmosphere. We don't run into this every place we go.



Sven Regner, steward: Two particularly good eating places are in Durban—the 67 Club and the Playhouse. Anybody on a Robin Line ship can tell you about the Buffalo steaks and the tasty lobsters there. An added attraction is the service by turbaned waiters, sort of an extra treat when you consider the moderate dinner prices. I try to get there whenever I have a chance to pay the place a visit.



Raul Iglesia, engine: One place in the world I find relaxing is the Istanbul Hilton, though it's by no means a thrifty spot. They have a downstairs and upstairs bar-restaurant arrangement, with nightly shows downstairs. I know a lot of Seafarers gather there because it is modern and comfortable. You can live it up in style there as long as you can carry the freight. It's a very good place to know about if you've got time off and want to try it.



AFL-CIO Umpire Rules

Engineers Upheld On Export Jobs

The right of the Marine Engineers Beneficial Association to continue to man vessels of the Isbrandtsen Steamship Company transferred to a division of American Export Lines was upheld by the impartial umpire of the AFL-CIO Internal Disputes Plan.

The umpire, David L. Cole, has ruled that the MEBA was within its rights in seeking to keep its members on the Isbrandtsen ships. He said that in doing so the MEBA was not raiding the Brotherhood of Marine Officers, which has a contract with American Export.

His ruling in favor of MEBA was based on the fact that the union was protected against any loss of jobs by virtue of its contract with Isbrandtsen.

The National Maritime Union, with which the BMO is affiliated, had filed a complaint under the Internal Disputes Plan charging the MEBA with violation of the AFL-CIO constitution when it sought to protect its jobs on the Isbrandtsen vessels. The MEBA filed a counter-complaint.

In his decision upholding the MEBA position Cole took note of the fact that an arbitrator who previously heard the dispute had ruled that the jobs properly belonged to MEBA members. The company had refused to abide by the arbitrator's decision.

Advance Meeting Schedule For West Coast SIU Ports

SIU headquarters has issued an advance schedule through December 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 a resolution adopted by the Executive Board last December. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
September 17	September 19	September 21
October 22	October 24	October 26
November 19	November 21	November 23
December 17	December 19	December 21

(Regular monthly meeting schedule for all SIU constitutional ports appears below.)

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Fruits Help Fill Out The Menu

Considering the fact that fruits and vegetables are so widely popular on ships and their value in the daily diet is so vital, all menu planners and stewards should be familiar with their quality.

The United States Government has determined grades and specifications for most of the fresh fruits and vegetables on the market. These are called US Grades and, in general, are known as US Fancy, US No. 1, US No. 2, US Commercial, US Combination and unclassified, though for some products there are more grades and for others fewer. The less perishable fruits and vegetables have the greatest number of grades.

Some foods, such as mushrooms and sweet cherries, have only two grades, US No. 1 and unclassified; others, such as potatoes, may have as many as six or even more. The basis for grading in both fruit and vegetables is size, color, stage of ripening, maturity, cleanliness, truthness to name and freedom from disease and insect injury.

Cases, cartons, crates, bags and sacks of fresh fruit and vegetables must at least be spot checked and examined immediately upon their delivery at shipside and spoiled or deteriorated products should be rejected and the Port Steward or Commissary Department notified. Further, these products should be inspected and sorted each day during their storage on the ship and spoiled products removed.

Fruits should be used frequently on the menu. They furnish important food essentials and also add variety, color and refreshing flavor to the meal. Fruits fit into all three meals of the day. They can be served at breakfast, alone as a juice or in combination with cereal. For lunch or dinner, they may be used as a first course appetizer, as juice, a salad or dessert. Fruit compotes, made of a combination of two or three cooked fruits, make a pleasing light dessert for the meal of the day. Fruits contain little protein and little fat, but are high in energy value because of their sugar and carbohydrate content. They also contain vitamins and very valuable mineral salts.

Wash all fresh fruits thoroughly to remove any insect sprays which might be present. If possible, pare fresh fruits immediately before using. When pared and left in contact with the air, some fresh fruit becomes discolored.

Apples—Look out for signs of decay in apples, such as brown, squashy spots or overall softness. The best quality are ones of medium size, firm and bright in color. . . **Bananas**—Bananas should be over five inches long. If they are delivered slightly green, let them ripen until the skins are flecked with brown. When they are delivered ripe, be sure they are free from the black areas that mean decay.

Grapes—Look out for signs of decay in grapes, such as brown, squashy spots or overall softness. The best quality are ones of medium size, firm and bright in color. . . **Bananas**—Bananas should be over five inches long. If they are delivered slightly green, let them ripen until the skins are flecked with brown. When they are delivered ripe, be sure they are free from the black areas that mean decay.

Grapefruit—Good grapefruit is firm and springy to the touch, not soft, wilted or flabby. The fruit should be well shaped and heavy for its size. This heaviness indicates a thin skin and lots of juice. . . **Grapes**—Grapes should be firmly attached to the stems. Be sure the grapes are not soft, over-ripe, discolored or moldy. . . **Lemons**—The skin of good lemons is smooth, thin and bright yellow in color. Decay begins as a mold or a soft discolored patch at the stem end.

Honeydew Melons keep a long time. They may be taken aboard before they are ripe, but must be allowed to ripen before they are used.

Melons—Quality in cantaloupe is determined by sweetness, fine texture, flavor and ripeness. One way to tell whether a cantaloupe is ripe enough is to look at the netting on the skin and the condition of the scar at the stem end. The netting should be coarse, corky, well-developed and of a grayish color. The scar at the stem end should be slightly sunken and

Watermelon—Ripeness is the most important thing to check when inspecting watermelons. Thump the melon with your knuckles. If there is a dull hollow sound, the watermelons are ripe. If there is a ringing sound, they are not yet ready for eating. . . **Oranges**—The best oranges are firm and heavy. The skins are bright colored and of fine texture. Decay shows up as a squash area that molds quickly.

Peaches—Peaches spoil quickly and so they should be used within two or three days after receiving. Watch out for decay. It appears in the form of brown spots which spread rapidly. . . **Pears**—Pears should be firm and well formed, not hard, wilted or shriveled. They should be used right away if they are at all soft. . . **Plums**—Good plums are plump, clean, of fresh appearance, and soft enough to yield to slight pressure.

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

ANTINOUS (Waterman), May 13—Chairman, Cecil Woltick; Secretary, Oscar Raynor. All departments are running smoothly and it looks like a clean payoff. Two men hospitalized in Honolulu and one in the Canal Zone. One man missed ship in Yokohama but rejoined in Kobe. Lined aboard ship is very bad. Captain refuses to get any fresh fruit or vegetables in the Panama Canal.

COLUMBIA (Cape Waterways), Jan. 10—Chairman, Claude Lomars; Secretary, Charles L. Shirah. No beefs reported. Shirah elected ship's delegate. All members asked to help keep the messhall clean. Crew requests clarification on vacation.

PENN TRADER (Penn Shipping), May 6—Chairman, Paul J. Onufur; Secretary, J. P. Austin. Ship's delegate reported no beefs. Ship has good food and fine cooks. Steward department given a vote of thanks.

DIGEST of SIU SHIP MEETINGS

MADAKET (Waterman), May 14—Chairman, John Nash; Secretary, A. G. Espenada. Ship's delegate promised to see chief mate about passage-ways being painted and sougeeing of rooms. \$5.19 in ship's fund. More pressure needed to flush toilets. Crew requested not to leave cups all over the deck back aft. All hands urged to cooperate. Mail service very poor. Better quality luncheon meat requested.

PENN TRANSPORTER (Penn Shipping), May 2—Chairman, John Bergeria; Secretary, John C. Howard. See patrolman at payoff regarding dirty water tanks. They need cleaning badly as water is foul tasting.

STEEL VENDOR (Isthmian), May 13—Chairman, C. A. Hancock; Secretary, Fred Shale. All repairs were taken care of with the exception of the painting of toilets and showers. This has been promised to be done this trip. All disputed OT was paid. New wringer was supplied for the washing machine. \$14.35 in ship's fund. A schedule has been posted for the cleaning of the laundry room.

PENN VANGUARD (Penn Shipping), April 1—Chairman, A. J. Doty; Secretary, E. B. Hardcastle. No beefs reported. J. Shiner elected ship's delegate. Crew requested to turn in dirty linen each week and to flush toilets. Request that fresh canned milk be served after fresh milk is

out. Steward department to cooperate.

SEAMAR (Calmar), May 30—Chairman, N. Barbour; Secretary, J. Garber. Ship's delegate reported one man missed ship in San Francisco. No beefs reported by delegates. Crew asked to make less noise in passageways and to flush toilets at all times. Sanitary men to do more cleaning in laundry.

STEEL MAKER (Isthmian), May 21—Chairman, L. Ceprano; Secretary, Pedro Saquilayan. Ship's delegate reported some disputed OT in engine department. Captain promised to get cigarettes in Spain. Matter regarding draws in travelers checks sent to Union hall. Crew warned not to take radios ashore in India to be repaired.

THETIS (Rye Marine), May 7—Chairman, M. A. Huff; Secretary, S. M. Simos. \$30 in ship's fund. Huff elected ship's delegate. Everything running smoothly.

E-42-1836 (Suwannee), April 11—Chairman, William Heater; Secretary, J. J. Naughton. No beefs reported by department delegates.

ALCOA PENNANT (Alcoa), April 20—Chairman, G. W. McAlpine; Secretary, L. A. Gardier. No beefs reported by department delegates. Request that all lockers be fixed. Crew to start a ship's fund at payoff.

STEEL CHEMIST (Isthmian), May 15—Chairman, T. Dyer; Secretary, Gus Lopez. \$23.00 in ship's fund. No beefs reported. Suggestion that soup should be served twice a day. Department delegates will discuss matter with steward. Motion that garbage should be thrown back aft.

E-42-1836 (Suwannee), May 12—Chairman, Houston White; Secretary, John Naughton. No beefs reported.

STEEL KING (Isthmian), May 13—Chairman, A. Power; Secretary, C. A. Nelson. One member of deck department hospitalized in Singapore. Motion made that all men be allowed maximum of 12 months on one ship. Motion to change \$400 vacation pay. The following will be taken up with patrolman: Awning for fantail area, poor menus, better stores, better coffee and meats, fumigation, need for heavy duty washers.

PENN EXPORTER (Penn Shipping), April 22—Chairman, Tex Strickland; Secretary, G. M. Atcherson. No beefs reported by department delegates. \$2.75 left in ship's fund. Two men hospitalized and one missed ship in Rijeka. Headquarters to be notified to have a representative of the Food Plan sent to the ship. Suggestion made by all departments regarding service in messhall. Steward is too lenient with his crew. Request that English be spoken in the messhalls during meal time.

SIU MEETINGS

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

New York	Sept. 4
Philadelphia	Sept. 4
Baltimore	Sept. 5
Detroit	Sept. 7
Houston	Sept. 10
New Orleans	Sept. 12
Mobile	Sept. 14

THE PACIFIC COAST SEAFARER



West Coast Fleet Gets 3rd Mariner

SAN FRANCISCO—The last of a trio of new Mariner ships for American Mail Line was delivered to the owners last month, marking completion of the first step in the company's replacement program.

The new ship, dubbed the SS Phillipine Mail, will rendezvous with her sister ships, the Washington Mail and the Japan Mail. The Washington Mail was delivered in January and has proceeded to break two international speed records on the Yokohama-British Columbia run on her maiden voyage.

Rated at a speed of 20 knots, the Washington Mail eclipsed the previous passenger ship record for the cross trans-Pacific run by 22 minutes. The Japan Mail was transferred to AML by her builders in April.

With her home berth in Seattle, the new Phillipine Mail will try her sea legs on the Pacific run to Japan, Korea, Hong Kong and the Philippines, with side voyages to India and Southwest Asia.

With six ships still due to be replaced in its nine-vessel fleet, the SIU Pacific District-contracted company recently called for bids on the next three ships slotted in

its construction program. Sealed bids were due to be opened in Seattle late this month and construction of the ships was expected to be apportioned over the rest of 1962 and 1963 once an award is made.

The completion of the replacement program will take place in 1964-65 when the last three-ship changeover will be made.

'Orphan Ship' Wins A Home

SAN FRANCISCO—The long orphaned 12,800-ton freighter Coast Progress has apparently found a home.

Matson Navigation has completed negotiations for the purchase of the vessel from the Maritime Administration, and it will be added to the SIU Pacific District company's Los Angeles-Hawaii service.

Matson bid \$751,000 for the ship, which is expected to start operating under its new house flag in mid-September. The purchase will enable Matson to add 17 freighter sailings annually to its present 50 routing to Hawaii, or approximately three departures every two weeks.

The Coast Progress was constructed by the government in 1946 and underwent reconditioning late in 1956. Formerly known as the Nevada and Willis Vickery, it had been in the Suisan Bay Reserve Fleet in California.

Maritime had tried on several occasions to sell off the vessel since C-4s normally are of interest to potential buyers when a call for bids is announced. The Coast Progress was the exception to the rule for a while when no "responsive" bids were received.

On this page is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs.

Three Lines To Team Up On Terminal

LOS ANGELES — Three SIU Pacific District-contracted companies are planning to use the new \$16 million passenger-cargo terminal being built here as tenants operating through a jointly-owned subsidiary.

American Mail Line, American President Lines and Pacific Far East Lines have sought the approval of the Federal Maritime Commission for their combined venture.

The jointly held concern, to be known as Global Marine Inc., would operate the terminal and at the same time serve each of the lines independently without cutting competition for cargoes and passengers between the three companies.

The new terminal has been heralded as one of the most modern passenger-cargo facilities in the world and is expected to be ready for occupancy next January.

NATO Goes Cuban, Moves Red Cargo

The current mass shipment of food, arms and technical equipment from the Soviet bloc to Cuba has been accomplished with the aid of some of the closest allies of the US in the North Atlantic Treaty Organization. Shipowners in Britain, Norway and Greece, among other countries, supplied most of the tonnage running to Havana and other Cuban ports. The "emergency" shipments were made necessary by Cuba's failure to provide enough of the necessities of life for her people, under the present Communist system. President Kennedy disclosed that the US had discussed the Cuban shipping excursions by NATO country shipowners and said he would make every effort to have them curtailed.

The move by our allies to ship Communist supplies to Cuba is considered a direct contradiction of NATO policy, which is to stand firm against the Communist menace. Any weakening of this structure could have severe repercussions to the Western world.

Canadian Security Ship Manned By Alien Crew

MONTREAL—Many shipowners have left no stone unturned in their efforts to undermine the wages and living conditions of seamen, but one Canadian shipowner developed a new twist when he established a runaway operation with a vessel that had already been "scrapped."

The Canuk Trader, operated under SIU of Canada contract was, according to her owners, slated for scrapping when she reached Japan after a trip from Canada, with this understanding, crewmembers were flown back to Canada.

But the owners of the Canuk Trader never got around to scrapping the ship. Instead, one partnership interest sold his share in the ship to another partner interest, and the latter then assumed complete control of the vessel.

After picking up a skeleton crew in Japan, the "scrapped" ship, still under Canadian registry, set sail for Hong Kong, where she enlisted

the services of an all Chinese crew.

The Canuk Trader then embarked on another phase of the "scrapping" program by sailing for Nassau where the entire ceremony was completed with the hauling down of the Canadian flag and the raising of Bahaman colors. The ship then headed home to find a lucrative contract from the Canadian government waiting. The runaway had been designated as one of the ships to haul strategic defense material to Canada's northern defense bases in the Arctic. This contract was awarded to her owners despite the fact that Canadian-owned and registered ships are lying idle and Canadian seamen are out of work. In effect, the Canadian government has awarded the owners with a lucrative contract for locking out Canadian seamen.

Upon arrival in Canada, the Chinese crewmen aboard the Canuk Trader related the deplorable conditions they had to put up with on board. Wages ranged from \$25 a month to the paltry sum of \$60 monthly for a bosun.

The SIU of Canada has registered a strong protest with the Canadian Government over the action, and has established informational picket lines to make the Canadian taxpayer aware of what is being done with his tax money.

Hong Kong Crimp Joint Offers Global Service

An enterprising Hong Kong agency is advertising on a world-wide basis that it can supply a shipowner by air with a Chinese crew anytime and anyplace. Announcement of the service appeared in the "Journal of Commerce and Shipping Telegraph," a British shipping publication.

The agency boasts that it is able to supply sufficient crew at all times and will charter an airplane to fly the crew anywhere it is needed.

Cost of flying a crewmember from Hong Kong to Europe, some 12,000 miles or more, runs from \$220 to \$280 per man. The seamen are signed on for ship's articles of 12 to 18 months for about \$50 a month for an AB (\$70 a month in American waters). What the seaman might have to kick back to the agency was not specified.

In recent years, European shipowners have been replacing their country's nationals with Asian seamen at a wholesale rate, while not paying their regular wage scales. A 1959 survey of British shipping reported some 44,000 Asian seamen on British-flag ships, none of whom receive British wages.

This practice was the subject of a bitter complaint by the Swedish Seamen's Union at the recent ITF Congress in Helsinki. The union spokesman noted that Swedish ships employ some 8,000 aliens, including many Asians and Africans, all of whom do receive the same wages as Swedish seamen. He called on the ITF and particularly the British unions, to take long-overdue steps to end the abuse of standards on their own flag vessels.

Normal wages for Asian seamen range between \$20 and \$30 a month, which indicates that the Hong Kong agency is making a handsome profit on each crew hired out. In addition, the shipowner has to put up the money for transportation both ways, something which they are happy to do in light of the wage savings over a period of 12 months or more.

Wages for Europeans on European-flag ships under existing contracts are in the vicinity of \$125 to \$150 per month and also run higher in some instances.

Use Only One Mail Address

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

US To Scrap Aged Angelina

WASHINGTON—The former Bull Line Liberty ship Angelina, long familiar to Seafarers, is up for scrapping as one of group of eight ships just put for sale by the Maritime Administration. The Angelina was traded in a year ago as part as building program Bull later abandoned.

Maritime announced that bids for the Angelina and her sister "low-priority" Liberties will be accepted until September 5 at its offices here. The bids are offered to US citizens only for scrapping within the confines of the US. There is no published minimum acceptable bid price.

Built at the Bethlehem shipyard in Baltimore in 1943, the Angelina now lies in the James River, Virginia, reserve fleet. She was originally bought by Bull in 1947 and operated steadily until last year on the Puerto Rico run.

Last year Bull traded the Angelina and the Carolyn for two C-4s on which conversion work was started for container operation. The company subsequently had to sell off the partially-completed vessels and they were bought by Waterman. They have since been chartered to Sea-Land and are being used in the Puerto Rico service.



After a life of steady, rugged duty, the SS Angelina is headed for the scrap heap. The vessel is shown here in a photo taken several years ago on her return from a Puerto Rico run.

Pacific District Shipping

PORT	SUP 7/23 to 8/9	MFOW 7/1 to 7/31	MC&S 7/29 to 8/9	TOTAL
San Francisco	220	234	716	1,170
Seattle	57	64	43	164
Portland	33	35	20	88
Wilmington	116	(no hall)	250	366
New York	27	*	37	64
New Orleans	9	7	2	18
Honolulu	2	31	25	58
San Pedro	(no hall)	215	(no hall)	215
TOTAL	464	586	1,093	2,143

*No report available



SEAFARERS ROTARY SHIPPING BOARD



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

July 1 Through July 31, 1962

SIU shipping rose again in July to make it the busiest month on the job front in 1962. The increase did not show up in all departments as the gain was mostly in the black gang. Steward department shipping actually dropped off a bit. The total of 2,790 jobs dispatched also included a slight rise in shipping on deck.

Registration was way up over the June figure, totalling 3,048 compared to 2,737 in the previous month. In this instance, the increase was primarily among class A men in all departments. Class B registration went up only a small amount and only among deck department men. By the end of July, the overall registration on the beach was down except for Class A men in the engine department and Class B in the steward department.

The month's shipping gain was reflected by busier ship activity in virtually all ports (see right), with only four

ports (Baltimore, Jacksonville, San Francisco and Seattle) showing less ships in port than in June. A considerable increase in sign-ons during July apparently accounted for a big part of the shipping rise.

Among the ports where shipping was heaviest, New York and New Orleans were very busy again, and Houston, which actually shipped less men than in June, again led all ports in the number of jobs dispatched. Its total was 683. Baltimore, Tampa, Mobile and Wilmington showed the only other gains, but in small amounts. Shipping is least active on the West Coast these days, with Seattle still way off its usual pace.

By seniority group, shipping was up in all classes, but mostly for class C. The proportion of the total shipping in July for class A and B men actually dipped a bit, as is customary during the summer months.

Ship Activity

Table showing ship activity by port with columns for Pay Offs, Sign On, In Trans, and TOTAL.

DECK DEPARTMENT

Table for Deck Department showing registered and shipped numbers for Class A, B, and C across various ports.

ENGINE DEPARTMENT

Table for Engine Department showing registered and shipped numbers for Class A, B, and C across various ports.

STEWARD DEPARTMENT

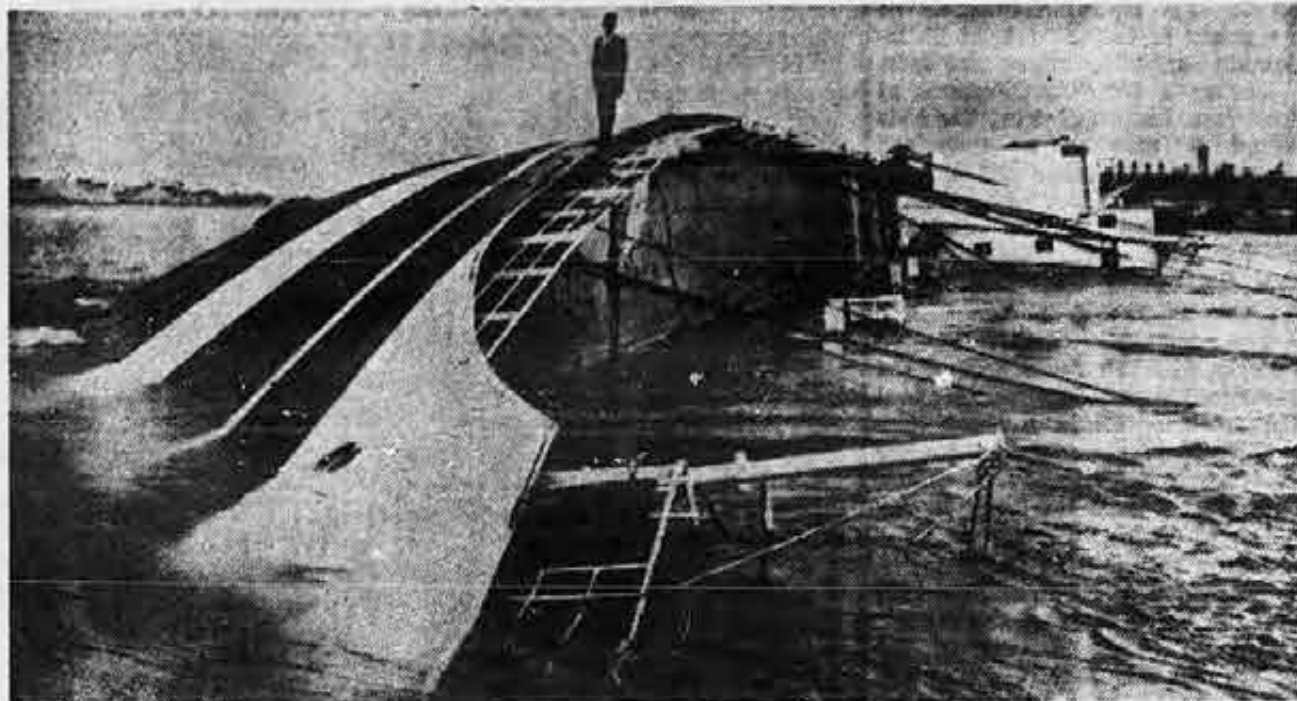
Table for Steward Department showing registered and shipped numbers for Class A, B, and C across various ports.

SUMMARY

Summary table combining data from Deck, Engine, and Steward departments.

Skipper 'Walks The Decks' Of His Capsized Vessel In Detroit River

THE GREAT LAKES SEAFARER



Lakes Fleet Gets Major Salvage Job

DETROIT — Merritt-Chapman and Scott Company of Cleveland, whose dredges and salvage boats are manned by SIU Inland boatmen, has taken on the task of raising the British freighter Montrose which collided with a cement barge here July 30 and lies partially submerged in the Detroit River.

The 4,993 ton British motorship was clearing Detroit, bound for Fort William, when she angled toward mid-stream and collided with a southbound cement barge towed by the tug the B. H. Becker. All hands were rescued.

Loaded with mixed cargo, the Montrose slowly settled on her left side in about thirty five feet of water while rescue operations for the 41-man crew aboard were put into effect.

Salvage operations were scheduled to begin at the end of this month. The work has to be rushed because the vessel is partially blocking the southbound channel.

The work is made complex by the position of the ship, which lies on her side with the holed plates directly on the bottom of the river.

The plan of action seems to be to try to lift the Montrose with derricks, repair any holes that may be visible, pump her out and then try to float her again.

According to the contract signed with the British shipping firm that owns the vessel, Merritt-Chapman will receive nothing if it fails to raise the ship

Capt. Ralph Eyre-Walker looks over his ill-fated vessel, the British freighter Montrose, as she lies on her side smack in the middle of the shipping channel in the Detroit River. The Montrose collided with a barge and fell over on her side in 35 feet of water. IBU salvage firm has been awarded job of trying to right the vessel.

Great Lakes SIU Ballot Nears End

DETROIT—With practically all the votes in from crews on SIU Lakes vessels and members ashore, the biennial election to name officers of the seven Great Lakes SIU officers is coming to a close.

Voting is taking place during the entire month of August. Lakes SIU members can cast their ballots at the union halls or aboard contracted vessels, where ballot boxes are taken aboard in accordance with the union constitution while the vessels are in transit.

Seventeen candidates are competing for the seven elective posts of the Great Lakes SIU this year.

Nominations were accepted on July 1-15 for the following posts: Secretary-treasurer, assistant secretary-treasurer, and for port agents in the major ports of Buffalo, Cleveland, Chicago, Frankfort and Duluth. The credentials of members nominated for any of these jobs were scrutinized carefully by a membership-elected committee and ballots were then prepared.

Union Veteran Named Lorain Harbormaster

LORAIN, Ohio—A former organizer for the AFL-CIO Maritime Trades Department and a veteran ship's master at the age of 33, John W. Degan, Jr., has been appointed harbormaster for this Great Lakes port.

Degan was awarded the position on the basis of having the highest score on a civil service examination required of all applicants.

With prior service as commandant of a navigational school for the Masters, Mates & Pilots, Degan has ample credentials for his new post, including licenses as master, mate and pilot for ships of any gross tons on all Great Lakes and connecting tributary waters. He has served as a tugboat master and harbor pilot in New York, Chicago, Conneaut (Ohio) and Lorain harbors, and has seen service on the New York State Barge Canal system, the Hudson River and both the Illinois and Mississippi waterways.

Army Veteran

A veteran of the US Army, Degan enlisted in the airborne division in 1947 at the age of 18. During his tour of duty he served in Japan and made 63 parachute jumps. He was discharged in 1950.

He is a native of this city and lives here with his wife, Angelina. He has already been sworn in for the post. His appointment ends a four-month search for a new harbor master.

Sub Troopships Next In Convoys?

US shipbuilders have proposed that the Pentagon give some serious thought to submarine military transports as a means of getting troops to battle, particularly since the Defense Department doesn't seem too keen on water surface transport in any event.

US Defense Secretary McNamara some time ago dropped his own "bomb" on the shipbuilders when he strongly opposed future construction of superliners with so-called "defense features" as a means of moving troops to the battlefield. He favored mass airlift of troops and equipment instead.

The shipbuilders have since suggested the underwater transport method as something even better yet, since it offers several advantages—for one, they would be involved in the construction at a time when the industry is hard-pressed for orders.

The nuclear submarine would not be used to house troops, but would be utilized as a propulsive device to haul troops in a different vessel.

As compared to air troop movement, which in addition to being a great expense is somewhat dependent on the cooperation of the weather, a nuclear-powered under-

sea troopship would have the advantage of complete self-sufficiency of power. It would also be able to function as a mobile base and would eliminate the necessity for vast airfields and their components.



LABOR ROUND-UP

Complete returns from the first nationwide collective bargaining election ever held among Federal employees show a decisive victory for AFL-CIO postal unions, who won exclusive rights to bargain nationally for 417,000 out of a possible 495,000 workers... Members of the United Auto Workers Local 155 ended a seven-week strike at the Detroit Plastic Molding Company after winning a substantial wage increase, paid holidays and vacations, night shift premiums, seniority rights and grievance procedures.



Seven locals of the Retail Clerks International Association have signed a 33-month contract with Acme, Food Fair and A&P supermarket chains. The pact provides members with an average wage increase of \$15 per month... The Aluminum Workers have settled a one-day strike of 16,000 workers against Alcoa and Reynolds Metals, winning new national contracts with protection against loss of jobs due to automation. The two-year pacts provide for special types of pensions plus an option for vacation time based on seniority in addition to standard vacations.

The National Labor Relations Board has reversed three of the four findings made by a trial examiner in the stereotypers strike against the "Portland Oregonian" and "Journal". The board rejected rulings that the union had struck to enforce a closed shop. It said that a demand for negotiations on the number of members to man machinery was "a clearly and entirely proper subject" of concern to the union.



Ten Trappist monks at the Abbey of Our Lady of Guadalupe in Lafayette, Ore., have become full-fledged members in Millmen's Local 1120 of the Carpenters Union. The monks are skilled cabinetmakers who turn out fine quality church furniture in the abbey's woodworking shop. Their product will carry the union label in the future... The first American farm worker to benefit from a union-negotiated pension has retired from employment at Seabrook Farms in New Jersey. Seabrook is the only factory farm in the US under a union shop contract.



Wage and fringe benefit improvements averaging 15 cents hourly over two years are key points of a tentative settlement by the Commercial Telegraphers covering some 23,000 Western Union workers across the country. Up to 25 cents an hour more will go to special technical employees... Election results that went against the American Bakery & Confectionery Workers were set aside at a Tennessee plant of the Ideal Baking Company after ABC proved the employer had shown an anti-union film the night before the vote that unfairly influenced the decision. An NLRB examiner set aside the balloting because the union had no chance to counter the company's effort.

Great Lakes Shipping

June 16 - July 14, 1962

Port	DECK	ENGINE	STEWARD	TOTAL
Alpena	35	27	11	73
Buffalo	19	14	9	42
Chicago	19	18	11	48
Cleveland	18	10	8	34
Detroit	109	64	51	224
Duluth	6	7	6	19
Frankfurt	39	32	29	100
TOTAL	245	173	123	540

SEAFARERS

PORT O' CALL

New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

GE GIVES KIDS A CIVICS LESSON

SYRACUSE—The General Electric Company is big on progress ("progress is our most important product"), but it doesn't want to be bothered with questions asked by schoolchildren, especially the embarrassing variety of questions.

GE's pique at the questions that some students asked on a recent tour through the plant here resulted in the firing of a schoolteacher.

The students were from the Liverpool, NY, Central School. In their social studies class, taught by probationary teacher Paul R.

Jessee, the youngsters had discussed the recent conviction of a number of GE officials in Philadelphia for fixing prices and bids.

During a GE "Contributions of American Industry" tour, the kids asked a number of questions about the price-fixing and bid-rigging. Within a short while, Jessee was identified as the students' teacher and he readily admitted that the matter was discussed in his current events class.

The company apparently reacted quickly, as a letter was sent to the Liverpool Board of Education about the matter. Within a short time a 6 to 2 vote was taken to fire Jessee. He did not have a chance to appear before the body to say anything on his own behalf.

Jessee appealed to the International Union of Electrical Workers and the union took up the matter, trying to obtain a copy of the letter. So far, both GE and the school board have reportedly refused to reveal it.

The business agent of the local in the GE plant accused the company of putting pressure on the board. After all, he pointed out, all GE had to do was cite the heavy taxes it pays to the community and how there would be no school at all if it weren't for GE tax payments.

As in the Philadelphia affair, the schoolchildren have gotten another lesson in civics, this time one much closer to home.

Labor Day Marks Year Since Pay Law Changed

WASHINGTON—Labor Day next month marks the first anniversary of the effective date on 1961 amendments to the Federal wage-hour law benefiting more than 27 million of the lowest-paid US workers. The amendments, representing one of the major advances since enactment of the Fair Labor Standards Act in 1938, brought land boatmen and seamen never before covered are affected by the changes adopted by Congress last year.

Strongly supported by the SIU and AFL-CIO Maritime Trades Department when they came up for action in the previous Congress, the wage-hour amendments established coverage under the law for the first time affecting over 3.5 million workers. They also put into law changes in minimum wages for millions of workers already covered by the legislation.

The time-table for those previously covered by the law follows this schedule:

- Sept. 3, 1961, minimum was raised from \$1 an hour to \$1.15 for 23.9 million workers.

- Sept. 3, 1963, the minimum goes from \$1.15 to \$1.25.

For 3.6 million newly-covered workers:

- Sept. 3, 1961, minimum established at \$1 an hour straight time, no overtime.

- Sept. 3, 1963, no increase in minimum pay, but overtime must be paid at time and a half after 44 hours in a week.

- Sept. 3, 1964, \$1.15 an hour and overtime after 42 hours.

- Sept. 3, 1965, \$1.25 an hour and overtime after 40 hours in one week.

The newly-protected workers who must wait until next year for the beginning of stepped-up improvements include 2.2 million retail and service employees, one million construction workers, 100,000 seamen, 93,000 transit workers, 86,000 in service stations, 33,000 in fish processing plants and 30,000 telephone operators.

HASTINGS (Waterman), May 25—Chairman, Leo Kozak; Secretary, J. E. Wells. Jeffrey Sawyer elected ship's delegate. Everything running smoothly aboard ship. One man missed ship in Puerto Rico. \$5.72 in ship's fund. Ship's delegate will see that a new library will be put aboard. Ordinary on sanitary work was commended on good job. Patrolman to see port captain about changing rooms to mid-ship.

SEATRIN TEXAS (Seatrains), May 27—Chairman, George Chandler; Secretary, C. Collins. Everything running smoothly. \$20.46 in ship's treasury. Discussion on keeping poop deck

DIGEST of SIU SHIP MEETINGS

clean. Patrolman to check with Captain on sailing board and sailing time. Ship sailing before time posted on sailing board and all hands not aboard. Crew asked to take better care of washing machine.

CATHY (Sea Tramp), May 20—Chairman, Gene Dore; Secretary, W. J. Barnes. One man hospitalized in Rotterdam. One man did not join ship in Rotterdam at departure. Motion to have present vacation plan changed. Urged all men to keep screen doors closed in port to keep longshoremen out of passageways. The matter of captain not putting draw out to man while sick and unable to work will be discussed with patrolman.

ALCOA RUNNER (Alcoa), May 22—Chairman, William D. Burke; Secretary, Clarence J. Hall. No beefs reported. Motion that ship's delegate find out why ship can't furnish fresh water to wash down inside passageways after loading sugar, etc. Motion that a better boat service be furnished in various ports.

STEEL ARCHITECT (Isthmian), May 26—Chairman, John Pickerson; Secretary, Gerald J. Burke. John Dickerson elected ship's delegate. \$20 left in ship's fund. One dollar contribution requested from each man. No beefs reported.

SEATRIN LOUISIANA (Seatrains), May 25—Chairman, J. B. Block; Secretary, Barney Kelly. Howard T. Gleson re-elected ship's delegate. \$15.05 in ship's treasury and \$190.30 due on

the coke machine, with thirty-one cases on hand. No beefs reported by department delegates.

OVERSEAS EVA (Maritime Overseas), May 14—Chairman, Thomas Liles, Jr.; Secretary, Otto Pederson. Repairs taken care of except for a few items. Motion that SIU representative look into the storing on ships at Oakland, California, Army Base. Trucks bringing stores have to unload all types of stores two and three blocks from ship, thus causing spoilage and theft.

OMNIUM FREIGHTER (Mol), No date—Chairman, James Bell; Secretary, Ervin Anderson. No beefs reported. Request spare agitator for washing machine. Exterminator needed aboard. Vote of thanks to the steward department for excellent food and service.

CHOCTAW (Waterman), May 16—Chairman, Donald Forrest; Secretary, F. Meinerth. Entire new crew hired aboard this vessel following a shipyard lay-up. All problems including repair lists being resolved. Bob Kongehak elected ship's delegate. Ship's delegate spoke on the importance of solidarity within the Union and the added strength we obtain by organizing inland industry.

PORTMAR (Calmor), May 30—Chairman, William Bilger; Secretary, Jiggs Jeffers. Ship's delegate reported everything running smoothly. No beefs from department delegates. \$28 in donations for TV repair. G. Halimisis was elected ship's delegate. Vote of thanks for getting TV on SIU ships. Ship's delegate to find out about last trip's delayed sailing beef.

ALCOA PENNANT (Alcoa), May 18—Chairman, none; Secretary, L. A. Gardier. Alfredo Carmosco elected new ship's delegate. Crew asked to keep laundry clean. Vote of thanks to steward department and also to former ship's delegate. \$7.75 in ship's treasury. No beefs reported.

KEVA IDEAL (Keva), May 27—Chairman, Richard V. Gelling; Secretary, Harold W. O'Leary. No major beefs reported. A few hours disputed OT in deck and engine departments. Motion to allow deck department at least one-half hour coffee time before a callout. Steward asked men to return coffee cups to the mess room. Check patrolman about heat in the scrapmen's fo'c'sle.

JOHN B. WATERMAN (Waterman), May 24—Chairman, A. Blomsson; Secretary, H. Ridgeway. W. H. Harris elected ship's delegate. No beefs reported by department delegates. Motion to contact headquarters regarding crew's quarters on this type ship.

Hard-Luck Trip Stalls Mt. Evans

The SIU-manned Mount Evans (American Tramp Shipping) was forced to return to port for repairs twice and still hasn't gotten started on scheduled voyage with a load of grain from Mobile to India.

When the hard-luck trip began, the vessel sprung a leak in her engine room plating while running off the North Atlantic coast and had to return to Newport News for repairs. Efforts to plug the hole at sea were not successful.

After being patched up, the Mount Evans got underway to continue her Indian voyage and had to turn back after getting only 138 miles off the Virginia coast. She radioed that she was taking water and in danger of sinking.

A Coast Guard patrol boat and a tanker came to her aid and escorted her back to Newport News again with her shaft alley and No. 5 hold flooded. After unloading, she was towed to Baltimore, where repairs are being made to try and get her seaworthy again.

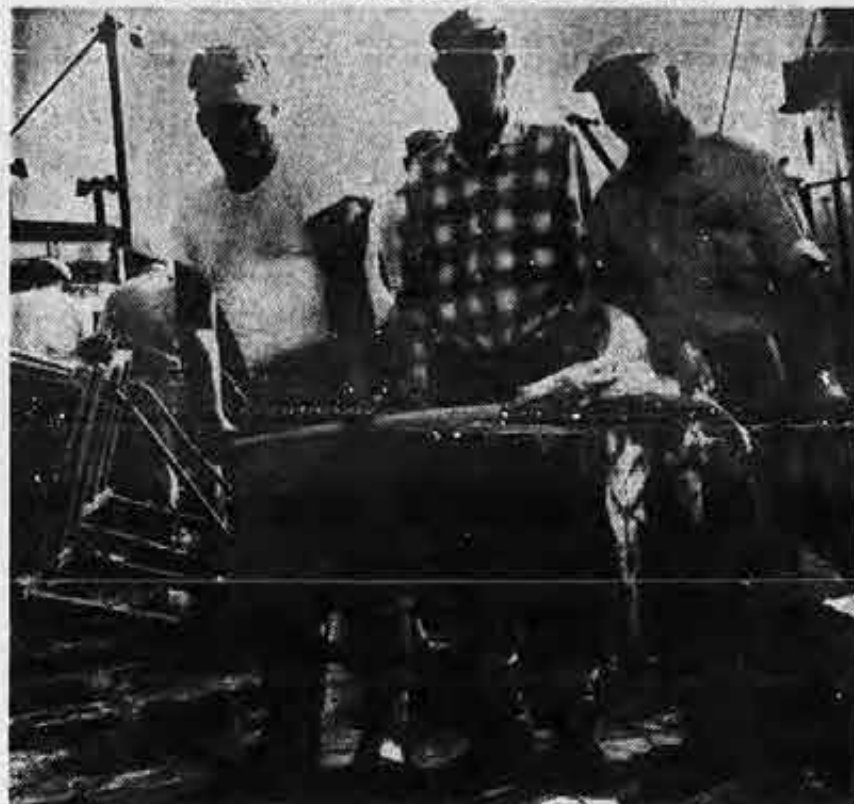
Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

THE FISHERMAN and CANNERY WORKER

Swallow Gets A Mouthful



Back from a trip, Boston fishermen on the Swallow show sample catch speared by Jim Martin (left). Martin, W. Oxner and mate Ned Powers, all off the Swallow, are members of the Atlantic Fishermen's Union.

Red Trawler Fleet Playing Space Role

Russian trawlers are busy at tasks other than working the fishing banks these days, a fact which was established soon after a pair of Soviet astronauts began orbiting the Earth earlier this month.

Members of the Atlantic Fishermen's Union had previously reported increasing numbers of Russian fishing boats in the area of Georges Bank—nearly 100 of them having been spotted on one occasion.

In a separate development, the SIU-contracted Seatrain New Yorker was photographed by cameramen on a Soviet trawler 50 miles

east of Charleston, South Carolina, perhaps because the Russian fishermen thought the Seatrain was "spying" on them.

One of the big reasons for the influx of Soviet boats in traditional American fishing waters came to light, however, on August 11.

On that day, a Mackay Radio tracking station on Long Island intercepted both voice and code transmissions in Russian. The senders were estimated to be 50 miles east of the station, at Southampton. Mackay Radio said that message traffic had increased "noticeably" several days prior to the space shots that carried two Russians on their million-mile space journeys.

A New York radio station was also "jammed" by code transmissions since the Russians were sending on a close-enough frequency to cause such interference.

The overall developments indicate that the trawlers do more than routine fishing tasks and were among those in the know well in advance of the spectacular twin Soviet space shot.

Bill Would Up Fish Subsidy

WASHINGTON—A bill designed to help the depressed New England fishing fleet compete against a mass foreign invasion of its fishing grounds off the New England coast has been introduced in the House.

It would improve on an earlier measure adopted by Congress under which the Federal Government will pay subsidies of up to one-third of the construction cost of new fishing vessels. The new bill would increase the construction aid for wooden vessels to 35 percent and for steel vessels to 50 percent.

The effort to upgrade the position of the American fishing fleet in the face of cut-rate foreign competition gains added meaning from the news that the Japanese fishing industry is planning to send its first trawler into the North Atlantic.

Imposition of a 12-mile limit by many of the newly-independent African nations along with a depletion of fishing resources off Australia and New Zealand is hastening the arrival in the North Atlantic of the No. 2 Aoi Maru of the Aoi Fisheries of Tokyo. It departed from Nagasaki last month.

Gloucester Holds Rites

GLOUCESTER—The 68th Annual Fishermen's Memorial Service was held here on Sunday, August 5, in honor of Gloucester fishermen lost at sea.

Participating in the wreath-laying ceremonies at the Gloucester Fisherman's Statue and the Blynman Bridge was Al Hayes, representing the SIUNA-Affiliated Atlantic Fishermen's Union. Others who placed wreaths included representatives from Gloucester fishermen's associations and the City of Gloucester.

THE CANADIAN SEAFARER



Canada SIU Organizes 4 More Lakes Outfits

MONTREAL—The SIU of Canada has organized four new companies operating two big Lakes bulk carriers and two St. Lawrence River ferry services. Agreements have already been signed covering the pair of bulk ships.

The Papachristidis Company and Eastern Lakes Carriers operate two similar newly-built vessels constructed to meet the maximum 730-foot length possible for St. Lawrence Seaway service. Papachristidis is running the new Montrealais, a huge Lakes carrier hauling record loads of grain between Canada and the Lakehead to Montreal. The Hamiltonian is operated by Eastern Lakes Carriers.

The Montrealais was built at Vickers Shipyard in Montreal and

caused damage by riding up on the rocks or into the bridge. called her crew from this port. The Hamiltonian was constructed by St. John Dry Docks Ltd. and called her crew from the SIU hall in Halifax.

Both companies signed standard Great Lakes agreements after negotiations that took place while the vessels were being completed. This resulted in Union representation and servicing of crews from the time they were turned over to the owners by the shipbuilders.

Preliminary steps are underway for negotiations covering the ferry companies, North-South Navigation and La Compagnie de la Traverse du St-Laurent.

North-South operates one boat, the Pere Nouvel, a vessel formerly utilized as an automobile ferry before construction of the Mackinac Islands Bridge. The other ferry operation involves two boats.

Canada Tug Acts Fast, Saves Ship

VANCOUVER—Manned by Canadian seamen the tug M. R. Cliff averted a disastrous ending for the 10,000-ton Greek freighter Tharros after the vessel slipped its moorings and began helplessly drifting towards the Lions Gate bridge in a heavy ebb tide.

The tug, inbound, received a call from Lions Gate to "check a ship that seemed to be out of control." It attempted to push the freighter around but couldn't stop the drift of the vessel towards the bridge.

Gary Ash, mate on the tug, ultimately went aboard the freighter and assisted the skipper, who apparently was unfamiliar with the local waters. Giving necessary directions to the helmsman, Ash was able to guide the ship through the Lions Gate bridge to safe anchorage in English Bay.

No cause has been determined as to why the freighter slipped her moorings. If the tug hadn't come on the scene, the freighter stood the chance of suffering seri-

Hauls Record Grain Cargo

TOLEDO—The biggest shipment ever loaded from Toledo grain elevators can be added to the laurels of the SIU of Canada-contracted vessel J. N. McWatters a laker owned by Scott Misener Steamships, Ltd.

The record-setter occurred last month, when the McWatters took on a cargo of 992,000 bushels of corn and soybeans for shipment to the company's transit elevator at Baie Comeau, Quebec, near the mouth of the St. Lawrence.

The SIU vessel set a previous port record last November when it was loaded with 901,000 bushels of corn and wheat for homebound transport.

Canada SIU Welfare Expanding Drug Plan

MONTREAL—With the facilities of the SIU Medical Center here now a year old, the SIU of Canada has continued to enlarge on its program of providing the improved welfare services for its members and their dependents.

The union's welfare plan has just announced further expansion of its reduced-cost drug-purchasing program through privately-managed outlets in various ports. It has added stores in Toronto and Three Rivers, Quebec, where Canadian seafarers and their families can avail themselves of substantial savings in the purchase of drugs and medical prescription items.

The SIU of Canada's medical center, the first to be established for Canadian seamen, is located in the Union's headquarters building here and emphasizes preventive medicine in the same manner as SIU clinics across the border. If any hospitalization, surgery or other specialized services are required for a seaman or his family, the welfare plan provides cash ben-

efits to outside facilities which handle actual treatment.

Addition of two new stores which will participate in the drug program puts the services of seven such outlets at the disposal of Canadian seamen.

Every store authorized by the welfare plan to take part in the drug plan has been thoroughly checked for dependability and efficiency of service.

These stores serve a dual purpose by providing the seamen with medicine and drugs at considerable savings.

In addition to the new outlets in Toronto and Three Rivers, authorized outlets for cut-rate drug purchases are located in Montreal, Vancouver, St. Catharines and Thorold, Ontario, and Levis, Quebec.

Registers In Baltimore



Seafarer Jacob A. Orreba, who sails in the black gang, is shown registering recently in the Baltimore hall after he had put in a tour on the SS Suzanne (Bull).

Domestic Carriers Hit Pro-RR Bills

WASHINGTON—The remaining deep-sea domestic water carriers—Seatrain and Sea-Land—along with Lakes and inland barge operators, have opened an attack on bills which would give railroads a distinct edge over shipping.

Two transportation bills sponsored by the Administration would give the railroads exemption from minimum rate regulation on bulk commodities and other products. The domestic water carriers and the maritime unions see this as a means of providing the railroads with a big stick for use in destroying water-borne competition.

John Weller, president of Seatrain, testified as the spokesman for the Common Carrier Conference of Domestic Water Carriers. He charged that passage of the bill would inevitably put an end to the coastwise and intercoastal shipping industry.

Weller reviewed the past action of the railroads in reducing rates on those specific items, such as canned foods and juices, for example, which constitute much of the traffic for the water carriers. The roads, he pointed out, reduce the all-rail rate for these shipments, but charge high prices for the rail-to-dock movements. The result is that shippers send their products via all-rail routing and the shipping companies lose traffic accordingly.

Such action and the objectives of the bill, he said, contradict the President's message on transportation which cited the need for joint rates between railroads and other modes of transportation.

In another area, New York railroads demonstrated an expected lack of concern for improved waterway facilities, as they testified in opposition to the development of a deep-water route shortening the passage for barge and ocean traffic between the St. Lawrence Seaway and the Port of New York. The plan, long dormant, drew support from most segments of the maritime industry at hearings in

Albany on August 28.

It was estimated at hearings called by the Joint Legislative Committee on Commerce and Economic Development that the proposed route, called the "Champlain Waterway," would cut the distance between New York and Canadian Seaway ports by about 1,000 miles.

The Railroads claim that the deeper channel would force abandonment of railroad service in northeastern New York. This position was refuted by officials of the State Waterways Association, who noted, to the contrary, that railroads had prospered in other sections of the country where waterways had been improved. The association also cited the fact that while the volume of water-borne traffic on New York canals had declined, the rest of the country was experiencing a boom in volume.

MEET YOUR DELEGATE

Cooperation between department delegates and the ship's delegate will avoid many hassles that never should have developed, Walter Fitch, ship's delegate aboard the Robin Hood, explained recently.

"Sometimes a department delegate will say something in trying to settle a beef that should not have been said and the ship's delegate winds up with the headache of setting things right," Fitch declared, adding that being delegate is not the most appreciated spot.

Living Conditions

"Generally, on around the world runs, the most problems involve living conditions aboard ship like uncooled water and lack of awnings in the tropics. Sometimes, a miserly skipper will hold off on draws, and this can really get a crew worked up," Fitch observed. Then the ship's delegate has some the job of trying to square things.

A veteran of 16 years aboard SIU ships and with delegate's

Unions Hold Off Okla. 'Work' Law

OKLAHOMA CITY — Opponents of a so-called "right-to-work" proposal in Oklahoma won an additional 60 days in which to challenge a petition to put a proposed constitutional amendment on the ballot. The report that more than one-third of the signatures examined were found to be "fraudulent and false."

Oklahoma Secretary of State William N. Christian granted the extension after attorneys for citizen groups opposing "right-to-work" challenged 50,000 of 145,000 signatures and said samplings indicated that many others would be invalidated through comparison with county voter registration books.

Spokesmen representing a group of union officials, educators, business and professional leaders and farmers who have challenged the petitions, advised the secretary of state:

"There can be little doubt that fraudulent and improper signatures to this petition were not only accepted but actually encouraged by some of the circulators . . . who were paid on the basis of each signature obtained.

"In Mayes County, our first check showed 75 percent of the petition signers either not registered or registered improperly," they reported. "A sampling of 4,700 voters in Tulsa County revealed less than 50 percent valid signatures." The petition examination turned up nearly 2,000 instances where the same name appeared more than once and cases where the same name appeared four times.

Right-wing groups sparked by the US Chamber of Commerce's new "Committee for Voluntary Unionism" launched the petition drive in January after "right-to-work" proposals had been killed in the legislature. They hope to get the proposed constitutional amendment on the November election ballot.



Fitch

Europeans Holler About US, Make Out OK On Ship Aids

WASHINGTON—European shipowners, who are vocal in their complaints against cargo preference laws and other US assistance to American flag ships, don't do so badly themselves in the Government aid department.

A study issued by the Maritime Administration shows that major maritime nations are more than generous in providing both direct and indirect assistance to shipbuilders and shipowners.

In the area of construction subsidy, both France and Italy pay generous sums. France pays a direct subsidy to the shipbuilder of up to 20 percent of the cost as compared to lower-cost yards in other countries. Italy pays a subsidy based on the tonnage and horsepower of the vessel as well as a subsidy for over-age ships which are scrapped.

Operating subsidies are provided by three countries—France, Italy and Japan. France subsidizes "national interest" services, including the French Line, through yearly appropriations. Italy provides nearly \$38 million a year in operating subsidies to a group of four Government-controlled shipping companies. Japan has modest operating subsidies on some special runs.

The favored way of assisting shipping is through special tax benefits. These are provided in varying forms by West Germany, Greece, Italy, Japan, Sweden and the United Kingdom.

In Germany, a shipowner pays a special low tax rate on his earnings. Greek shipowners pay nothing in taxes for several years if they register vessels under Greek flags. Italy has widespread exemptions from duties and taxes for ship provisions and equipment.

Japan offers partial exemptions on earnings in international trade, while Sweden permits the ship operator to set aside some earnings in a tax-free account for construction of new tonnage. The British permit the shipowners to charge 40 percent of the cost of a new ship against his profits, thus reducing profits for tax purposes considerably.

Owners in many countries, in-

cluding France, Germany, Japan, Netherlands, Italy and Sweden, can get long-term, low interest loans for new construction guaranteed by the government in whole or in part.

Preference laws on cargo similar to our 50-50 and domestic serv-

ice laws exist in France, West Germany and Greece. France requires two-thirds of her oil imports to come on French or French-approved tankers. Coastwise traffic is exclusively French. Germany reserves its coastal trade to German-flag vessels and Greece does the same for its domestic services.

Visitors From Kenya



Operations of SIU medical center in Brooklyn are explained to visitors from Kenya as Dr. Joseph Logue, medical director, escorts group. Pictured (l-r) are technician Ben Iannotti; Philip Muinda, president, Kenya Federation of Labor; Dr. Logue; Alphonse Okuku and Francis Kasina, both of Kenya.

Your Gear . . .

for ship . . . for shore

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

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



the SEACHEST

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Shop Wisely On Car Insurance

You can overpay for auto insurance today if you don't shop for the company with the lowest costs for your circumstances. In just two years the auto insurance industry has gone through a competitive upheaval. Rates today do not have the traditional uniformity, and the rate you pay can vary sharply depending on the company you choose.

This is especially true if you have a young driver in the family, or have suffered recent accidents or convictions for violations, or drive your car more than ten miles to work or are near 65. And strangely enough, it also may be true if you have a particularly good safety record and very little road exposure.

Until recently it was simple enough to determine which companies had lowest costs, since most of the stock companies charged the "board" or standard rates for each area, while the mutual companies and other ratecutters gave discounts at the beginning, or dividends at the end of policy period.

But the old-line companies saw that they were losing considerable business to the rate-cutters, and have instituted a number of competitive measures of their own.

A leading insurance authority reports that among other measures the old-line companies have reduced commissions to agents and brokers, are trimming administrative expenses and are offering modified policies to compete with the rate-cutters on simplified coverage. They also have developed new classifications, which reduce the cost of insurance to some drivers but increase it for others.

The classifications used by most of the insurance companies to determine how much you pay are (in order of increasing cost):

- (1) Class 1-A—Car used mainly for pleasure with no male drivers under 25.
- (2) Class 1-B—Car used for driving to and from work, not over 10 miles each way, and with no male driver under 25.
- (3) Class 1-C—Car used to commute to and from work over 10 miles but with no young drivers under 25.
- (4) Class 3—Car used for business purposes (salesmen, collectors, messengers, etc.) with no young driver under 25.
- (5) Class 2-A—Car operated occasionally by a male driver under 25, who is a resident in the household. It also can include a vehicle operated by a married male driver under 25.
- (6) Class 2-C—Car operated principally by or owned by unmarried male driver under 25.

However—and this is an important clue to shopping for auto insurance today—many companies have their own variations of this classification plan. For example, certain companies use age 23 as the upper age limit for the young male classification. Some take 24½ as their cut-off date. Some companies will classify as "2-A" young male operators who are steadily employed.

There also are variations affecting young male operators who own their cars. Those who have had driver training in high school or college receive discounts, usually ten percent. Some companies are experimenting with psychological exams for young male drivers. Those who pass get a discount. A number of companies give discounts to young drivers who get high marks in school.

Some companies also have a special classification for drivers over 65. There are still other variations.

Many insurance companies also now have the "Safe Driver Award Plan." Under this plan you fill out an application on which you state the number of your accidents in the previous three years, and also the number of convictions or citations for traffic violations such as speeding, illegal turns, etc. A driver with no recent convictions or accidents gets discounts of from 20 to 30 percent or more, depending on the individual company's plan. Some companies even give discounts of 40 percent and more for drivers with clear records going back five years.

On the other hand, drivers with a record of accidents or convictions are penalized, depending on the number. A driver with several convictions or accidents could find his rates sur-charged as much as 100 per cent or more, and he might have to pay very high rates for three years. Other companies apply different yardsticks to convictions and accidents, producing variations in the amounts paid by drivers with much the same record.

With all the variations, there can be tremendous difference in the price of car insurance in a large city or well-settled suburb—in fact from \$75 to \$600.

That means a car owner today needs to shop widely for his insurance. In these circumstances, it is hardly advisable to buy from a salesman representing just one company, or by mail, without comparing costs with other companies for your particular classification and circumstances. One company may have low rates for Class 1-A but high rates if you have a young driver (male), while another may be more moderate with the youngster. Another company may have low rates if you have no convictions but may charge more if you do.

The best way to shop for auto insurance at this time, especially if you have a young driver in the family, or have convictions or accidents, or drive your car more than ten miles to work, or have other classification problems, is to consult two or three well-qualified brokers as well as the rate-deviators (the mutual companies and direct writers.) How a particular company classifies you now has become as important as its theoretical deviation from the standard rates.

Intercoastal Ship Ready

(Continued from page 3)

of the Department of Commerce in promoting the domestic merchant marine as required by law.

He vigorously called on appropriate Government shipping agencies "to end the scandalous delay and promptly approve the American Hawaiian application so that these vessels may be built and may provide employment for American seamen." American - Hawaiian hopes to build three 24-knot ships capable of hauling 992 cargo containers in the East-West domestic service in a run of nine days via Panama.

Sea-Land's full-time entry into the intercoastal field will end its original holding operation with conventional C-2s that began last year while the tanker conversions were going on.

It entered the East-West service after Luckenbach suspended its intercoastal operations. Shortly afterwards, Pope & Talbot, a West Coast company, also retired from the field after 112 years of company participation in the service. Like Luckenbach, P&T suffered from the same kind of rate regulation and railroad favoritism by the Interstate Commerce Commission that has killed off virtually all domestic operators.

SIU LEGISLATIVE DEPARTMENT



MARITIME STATISTICS—As of July 1, 1962, there were 915 vessels of 1,000 gross tons or over in the active oceangoing United States merchant fleet, seven more than the number active on June 1. There were 27 Government-owned and 888 privately-owned ships in the active service. There was an increase of eight active vessels and a decrease of seven inactive vessels in the privately-owned fleet. Two freighters were delivered from construction and one freighter was traded in to the Government. The total privately-owned fleet increased by one to 986. MA's active fleet decreased by one ship, while its inactive fleet decreased by five. This increased MA's fleet to a total of 1,892. Seafaring jobs numbered 53,950. Of this total 12,542 were licensed and 41,408 were unlicensed.

VISITORS—A group of American shipping specialists have departed for the Soviet Union to participate in the US-USSR exchange agreement program. The US delegation is sponsored by Maritime under the auspices of the Department of State as part of the exchange visits by technical, scientific, and cultural groups. The delegates will discuss, observe and exchange information on the operation of seagoing vessels, organization of loading and unloading operations in ports, and repair of ships in port. The visit will involve thirty days in the USSR. On July 19, a group of Soviet shipping officials ended a 30-day visit here after observing merchant shipping and port activities on the Atlantic and Gulf coasts and Lake Erie.

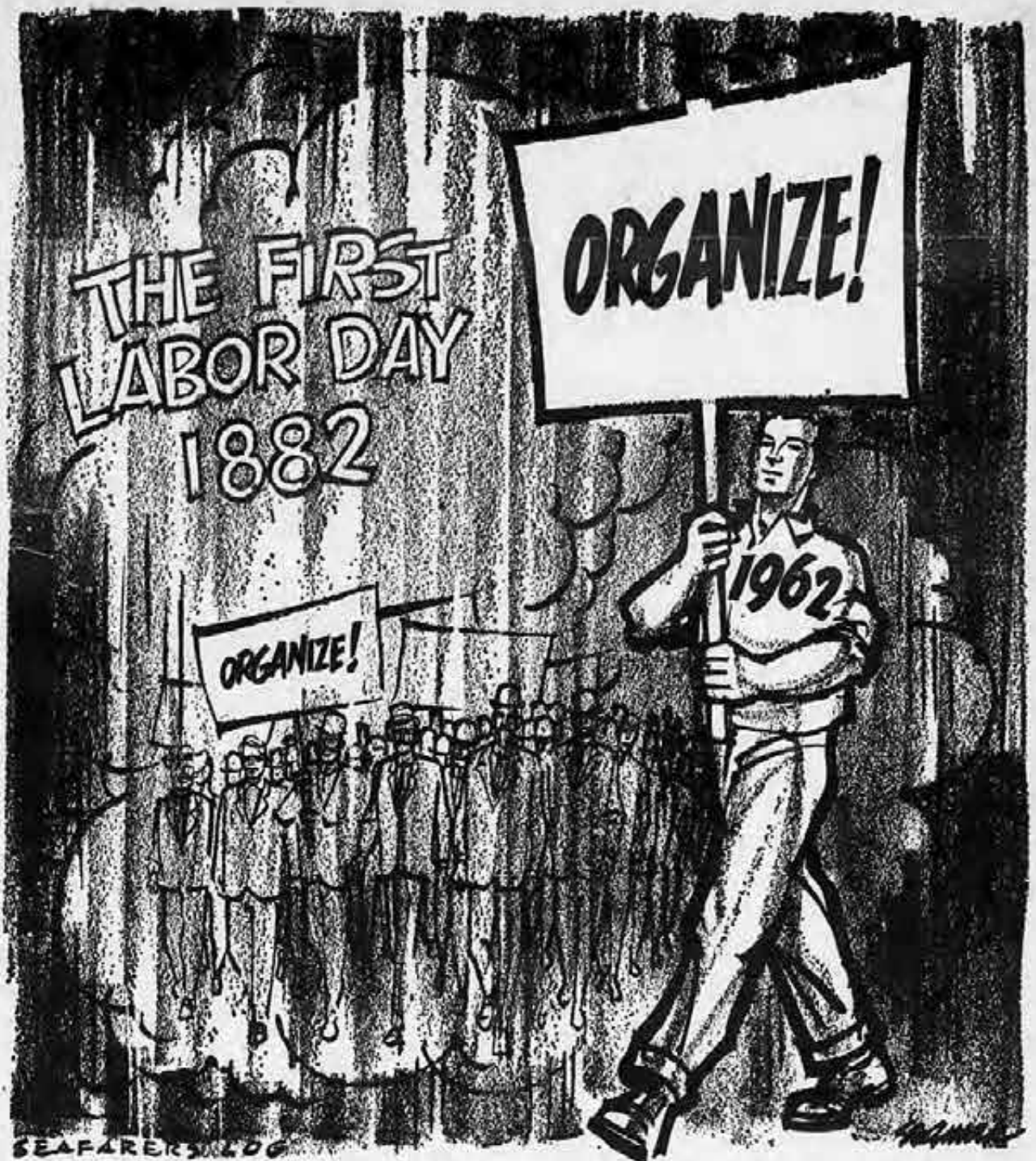
SHIP CONSTRUCTION—The revived Maritime Administration ship construction program for subsidized operators contemplates the building of 14 new vessels for the Far East trade. A House-approved measure carries a fiscal year 1963 appropriation of \$50 million for ship construction and, in addition, an Administration request for \$14.2 million more for 1963 construction is being considered by the Senate Appropriations Committee. This is designed to cover increased cost of the 14 vessels for the Far East. The total program by MA calls for the construction of 18 ships out of 1963 funds. Three of the Far East vessels would be for the account of American President Lines and two for American Mail Line. Lykes Brothers Steamship and US Lines have proposed a total of nine, to make up the fourteen.

DEFENSE PROCUREMENT—The Department of Defense will extend its "Buy America" program to purchases of space aboard American-flag vessels, as embodied in a directive to the military forces to purchase supplies within the United States rather than from foreign sources. Defense has agreed that implementation of the program is desirable not only as a support of the American merchant marine, but also as an aid in the flow of gold problem. Defense stated it uses only American-flag ships for the movement of material which it owns. "In addition, we are now studying the question of procurement of petroleum products to see if a change in our method is advisable. Here, as with other bulk commodities which are not owned by the Department of Defense at the time of shipment, we may encounter difficulties in fitting the use of American shipping under the 50 percent premium cost rule. There are indications that shipping costs for bulk quantities on United States-flag ships may exceed foreign cost by 100 percent. We are assembling information on this question now."

PIPELINE—Edwin M. Hood, president of the Shipbuilders Council of America, has predicted the US fleet will suffer a sharp additional contraction next year when a 1,800-mile pipeline linking Gulf Coast refineries with Middle Atlantic and East Coast markets is completed. Mr. Hood presented data showing that 51 T-2 tankers or their equivalents will immediately lose employment when the Colonial Pipeline begins operations next year. This is based upon the announced initial transmission rate of 600,000 barrels per day of refined petroleum products. He urged MA to consider construction of a semi-automated, economy-class tanker to demonstrate the economic feasibility of such a vessel. The pipeline transmission rate is expected to be stepped up to 800,000 barrels per day soon after operations commence, and by 1965 a total of 94 T-2 tankers would be displaced if minor modification to Colonial's pumping system were made. He called attention to an earlier study which "erroneously" concluded that only 10 to 15 T-2 equivalents would be temporarily affected by the new pipeline.

CARGO PREFERENCE—The Export-Import Bank has stated that loans made pursuant to so-called "secondary lending" under financing extended to foreign governments and banks, will be so controlled as to insure that United States materials purchased with such loans will move in American-flag vessels in compliance with Public Resolution 17, 1934. That resolution provided that in connection with loans made by the United States to foster exports, there shall be provision that the exports be carried exclusively in vessels of the United States unless waivers are granted due to unavailability of such vessels.

LEGISLATIVE ROUNDUP—A new bill introduced in the House calls for the promotion of the foreign commerce of the United States and development of the American merchant marine through the use of mobile trade fairs. It is a similar measure to S. 3389 which was introduced in the Senate . . . The President has signed the Department of Defense Appropriation Act, which carries an item of \$7.5 million for commercial sea transportation of Defense Department civilian and military personnel on American-flag vessels . . . A bill which would authorize the Secretary of the Interior to construct two modern stern ramp trawlers to be used in connection with research in fisheries science has been referred to the House Merchant Marine Committee for consideration . . . The establishment of through routes and joint rates by carriers serving Alaska or Hawaii and the other states, was passed by the Senate and is now cleared for Presidential approval. The Senate has approved six bills designed to permit documentation under United States laws with coastwise privileges of a number of small foreign vessels, including tugs, barges, and ferryboats. Some of the craft were built in the United States and transferred foreign, while others are foreign-built.



When the first Labor Day was proclaimed back in 1882, the principal problem confronting the fledgling trade unions of the day was how best to organize and bring union protection to millions of unorganized workers.

Over the years, as we know, enormous progress has been made but, at the same time, the American population and the American economy have grown enormously as well. As a result, while the trade union movement has set the pace for wages and conditions covering all American workers, organized and unorganized, there are many millions of workers who still lack the essential protections that a union offers.

These protections are not, as popularly supposed, limited to the negotiation of wages and job improvements. The myth that unions are only concerned about wage standards has been persistently cultivated by anti-union employers. In many instances, employers have made it a practice to match dollar for dollar or, in some cases, to exceed existing union wage scales, while carefully concealing from their employees the nature of those other, equally-important union services and protections.

The trade unionists of the 1880's—and those who were not in unions—knew very well what those union protections involved. Their major reason for joining a union was simply to obtain a degree of job security. A union to them, first and foremost, was a means whereby they could insure themselves against arbitrary employer reprisal—including loss of jobs and blacklisting—because they might disagree with an employer or seek some improvement in the terms and conditions of their employment.

It is only when workers have such assurance and protection that they are in a position to bargain effectively on other terms and conditions. Lacking this, they have to approach the employer hat in hand, or suppress their complaints altogether. This is the area in a relationship with an employer which makes all the difference between "union" and "non-union." The union man can

bring up his grievances and propose on-the-job improvements knowing that he is shielded from personal retaliation by his employer. The non-union man, no matter how desirable his conditions may be, lives at the mercy of his supervisors' whims from day to day.

The big difference, of course, lies between the grievance machinery established in union contracts and that which is available to non-union members. No matter how camouflaged the system may be in a non-union plant, the final disposition of all grievances—even the permission to bring up a grievance—rests solely with the employer.

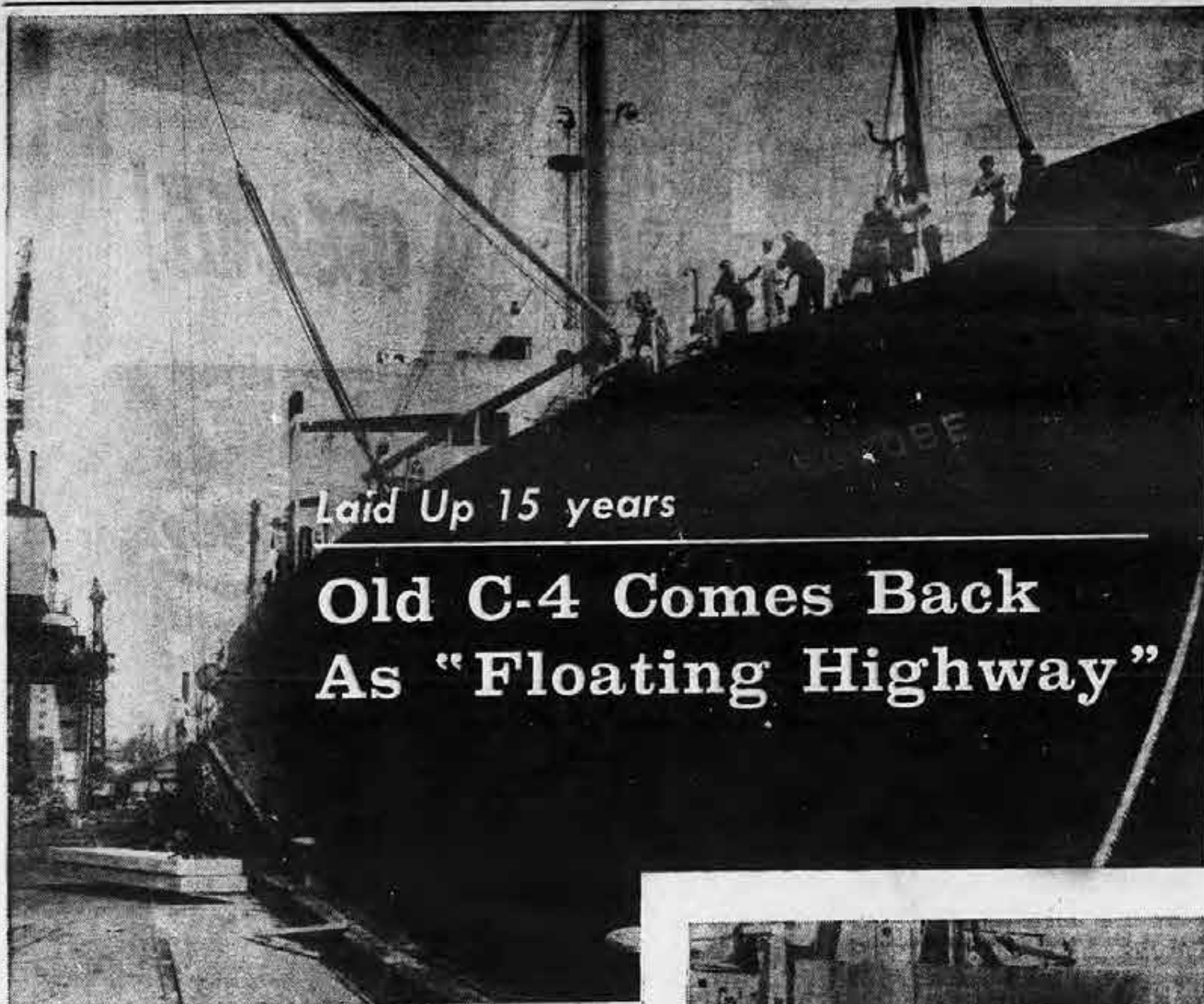
It's easy to imagine what this means in the case of a man who is fired because of a disagreement with his immediate supervisor. He has to come in on his hands and knees. That's when he first realizes he doesn't have essential protection on the job.

The union pioneers of the 1880's were well aware of this problem. They lived from day to day, never knowing when the axe would fall and when they would be placed on an industry-wide blacklist. They dared to form unions in the first instance because of their hunger for an organization that could shelter against an employer's unreasoning vengeance.

Today these vital issues have largely been obscured. Too many American workers, particularly in the white collar categories, have proceeded on the false illusion that as long as they do their jobs, nobody will mistreat or fire them.

Much to their dismay, some are now beginning to discover that when computer equipment is installed, they are "pl. d out" of a job without any ceremony or any protection. Unlike the union member, they have nobody to fight on their behalf or to win some assurance of appropriate severance pay and similar benefits.

Consequently, today, just as 80 years ago, the need for job protection and security is widespread among millions of workers who are not in unions. It is these millions who can and should be reached through effective union organizing programs.



Laid Up 15 years

Old C-4 Comes Back As "Floating Highway"

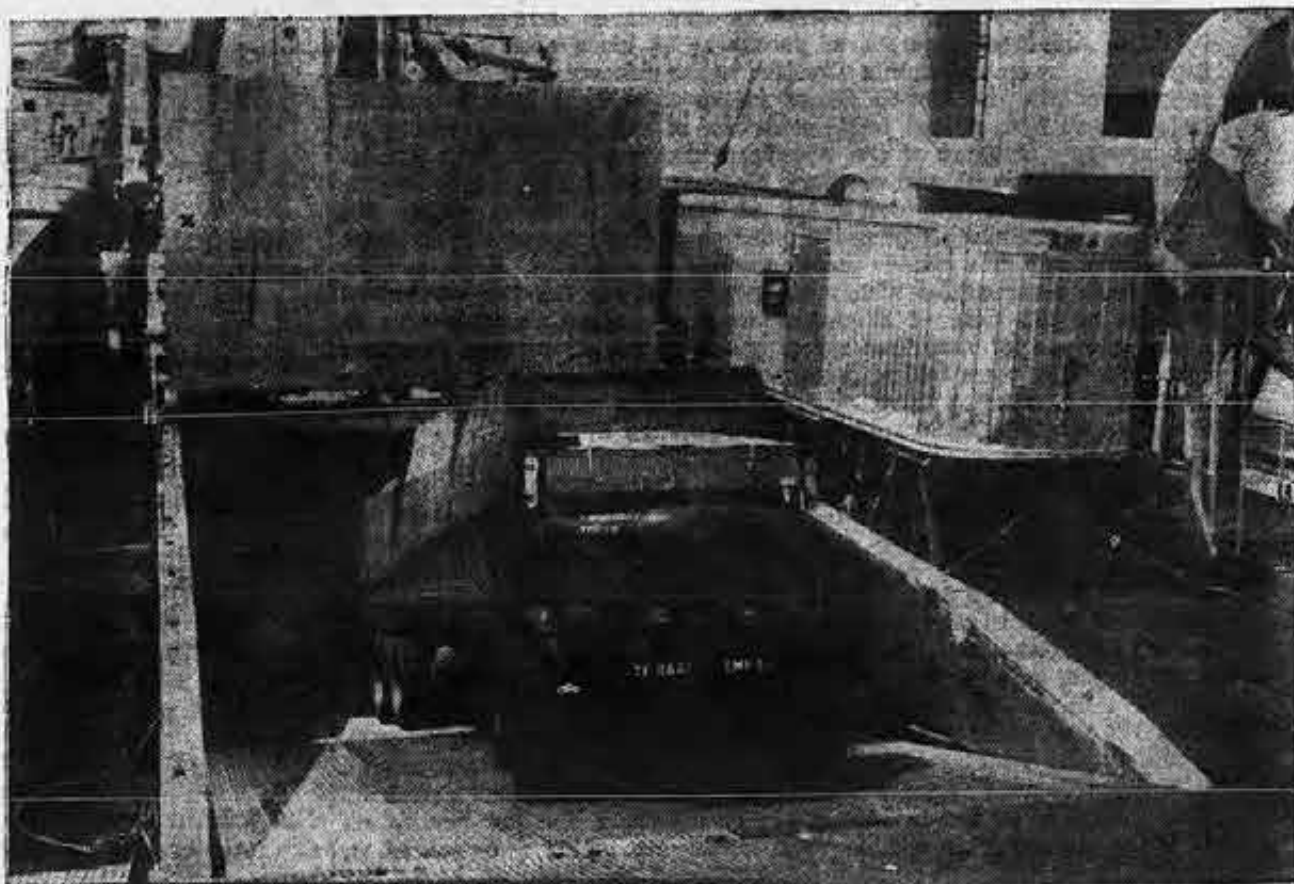
BUILT in 1944 as a troopship version of the standard C-4 cargo vessel, the SS Transglobe sailed actively in World War II and was then laid up in the Suisun Bay, Calif., reserve anchorage until early in 1961, when she was bought up by the Hudson Waterways Corp., her present SIU-contracted owners.

With Military Sea Transportation Service approval, plans for a special roll-on/roll-off conversion program were put into effect and the present vehicle carrier emerged a year later. She has since made her "maiden" voyage to France and paid off in New York.

The photographs here show scenes on the vessel, which today has a stern ramp, two side ports with ramps and a series of interior ramps for easy sorting and transfer of vehicles. She also carries a quantity of general cargo in a forward hold.



Work on generator keeps electricians **George LaStrange** (left) and **A. E. DeLaney** busy on arrival in New York.



Heavy-duty Army truck rig rides up ramp from below-decks after making run from France back to the States. Entire ship is designed for safe and quick handling of vehicles.



At Brooklyn Army Base, gangway group includes (l-r) **Cecil Wiggins**, bosun; **Raul Rivera**, OS; **C. E. Dixon**, chief engineer; **Huey Thomas**, OS, and SIU rep. **Pat Marinelli**.

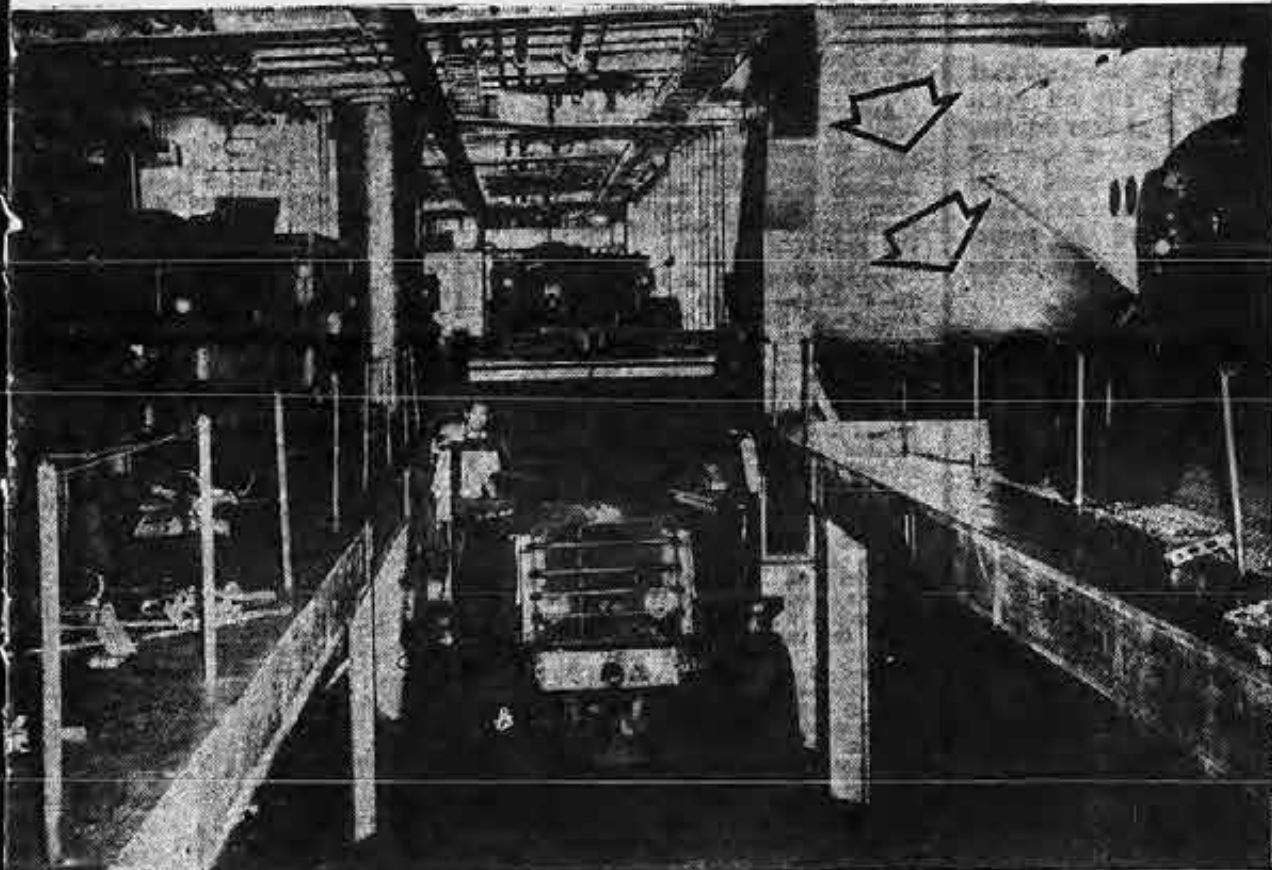


Payoff time aboard reveals (right to left) **Huey Thomas**, OS; **George Williams**, engine; **Cecil Wiggins**, bosun; **Levi Reynolds**, waiting their turn with the paymaster. The ship's 18-knot speed and basic design made for a fast turnaround after reaching Europe.

Alphonse Troner checks gauges on Balley Board (left) that covers operation of the ship's main plant.



Work goes on during heavy rizzle out on deck, as "Bugger" Phillips, AB, tightens fitting on ramp sailing.



Maze of interior ramps that provide easy access for stowage of vehicles in the three-hold, three-deck ship is indicated above. Arrows point to ramp that leads to main deck.



Raymond Thomas, baker (left), and Cecil Martin, chief cook, are on the job here in the galley.



Meal hour is busy time, so Henry Koppersmith, (left), and George Crawford keep things moving.



Card game occupies time of Lawrence Maples, AB; 2nd electrician G. LaStrange and bosun C. Wiggins.



Ship's meeting for all SIU crewmembers aboard discussed conditions on initial voyage of the vessel as well as Union developments ashore while crew was away. SIU rep. Pat Marinelli (standing, center) is checking how ramp machinery operates while in port.



In foc'sle, ship's delegate Joe Tucker (left) and Joe Barrone, both in deck department, catch up on latest SIU and industry news via the SEAFARERS LOG.

THE SIU INDUSTRIAL WORKER



Plant Workers Visit Union



Seeking union representation, workers from the Astro Lamp Company stopped in at last UIW membership meeting in New York to discuss plant problems. Pictured (l-r), with Union representatives, are A. Forbes, SIU rep. Hank Brower, George Ruffen, SIU rep. Pat Marinelli, Thomas Kea and Henry Bell. The company is located in Brooklyn.

UIW Regional Constitutions Approved By 9-1 Margin

A new regional union structure has been established by members of the United Industrial Workers as the result of the overwhelming vote approving proposed regional constitutions for the Atlantic and Gulf areas of the union. Adopted by 9-1 majorities during four weeks of secret mail balloting that ended August 20, the new constitutions went into effect immediately.

The results of the voting were certified by a three-man rank-and-file tallying committee on August 21. Each proposed constitution was carried by a 90 percent of the members voting. The vote signified strong membership endorsement of the program to

assist the continued growth and advancement of the UIW and its members. The regional constitutions reaffirm all membership rights guaranteed in the parent national UIW constitution.

Balloting began July 23 under the terms of detailed voting instructions mailed to members in each area.

The membership committee that conducted the tally verified the eligibility of all voters to be sure there was no duplicate balloting and that no one voted who was ineligible.

A constitutional committee designated at the first annual UIW convention last year drafted the proposed constitutions for membership approval.

The new documents provide for regional elections in June of 1963 and for interim officers to serve without pay until then to assist in carrying out the terms of the constitution and its objectives on behalf of the membership. No change has been made in union dues, as each regional constitution merely restates the dues structure presently outlined in the parent UIW constitution.

NY Metals Plant Okays Wage Boost

NEW YORK—Continuing the wrap-up of contract renewal negotiations at shops in the metropolitan area, the SIU United Industrial Workers has completed a brand-new agreement with the Armand-Edwards Metal Products Corporation of Brooklyn.

Overwhelmingly approved by UIW shop members employed at the plant, the contract provides for a new schedule of automatic hourly wage increases as well as an additional paid holiday. Armand-Edwards workers will now receive ten paid holidays a year.

In addition to other changes in working conditions, members will receive a full day's wages for each day of sick leave that is not used up. The contract also calls for a guaranteed minimum wage, allowances for up to two coffee breaks per day and complete coverage under the UIW health and welfare program. The agreement went into effect this month and runs for a two-year period.

Armand-Edwards Metal Products handles the manufacture of fabricated sheet metal for many types of industrial uses.

Seatrains Shop Signs

EDGEWATER, NJ—The United Industrial Workers and Seatrain Lines, Inc., have agreed to a new contract covering the company's shoreside workers at its marine terminal here.

The new pact is for a two-year period and provides for an immediate pay increase plus a wage opener after the first year. Workers will also be paid for any unused sick leave they may accumulate during the year.

Workers at Edgewater maintain and repair the containers used on the Seatrain vessels to move all types of cargoes by railcar and special "piggyback" truck trailers.

Red Tanker Fleet Way Out Front

An oil company study has revealed that tankers representing more than one million deadweight tons were under construction or on order for the Soviet Union in 1961. This represents almost triple the tonnage slated for US-flag operation.

The U.S. total of 449,000 tons under construction or on order, an increase of 53,000 tons over 1960, accounted for less than three percent of the 15.7 million total tonnage being built around the world.

At the end of 1961, the world tanker fleet consisted of 3,250 ships amounting to 68.9 million deadweight, or equivalent to 4,305 T-2 vessels. This represented a gain of about six percent for the year.

Liberia Leads

Liberia, whose tax concessions and non-interference policy has made her one of the favorite stamping grounds for runaway ship operators, continued as the leading flag of registry, with 735 T-2 equivalents, followed by the United Kingdom and Norway. The American tanker fleet, which ranked fourth, continued to decline in position during 1961.

Liberia also had the biggest and fastest tankers, with the US again bringing up the rear by having the oldest and smallest fleet.

At the end of 1961, the fleet that was controlled by US oil companies under all flags was equivalent to 784 T-2 tankers. Out of this total, only 29 percent were registered under the American flag. Some 54 percent was registered in Liberia, Panama and the United Kingdom.

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SIU Atlantic, Gulf Lakes & Inland Waters District

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Jeff Gittetta, Agent 229-2793
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BRADFORD ISLAND (Cities Service), April 24—Chairman, M. E. Cooper; Secretary, A. Capote. Ship's delegate reported a few minor beefs to be taken up at payoff. \$2.50 in ship's fund. Suggested that crew hold special meeting before payoff concerning inadequate feeding, change of coffee and toilet tissue. Request donations to improve TV reception.

EAGLE VOYAGER (United Maritime), April 8—Chairman, David P. Sykes; Secretary, Alexander D. Brodie. Kenneth Winters elected ship's delegate. Request slop chest list to be posted. Quarters should be painted and fans checked.

WAGOSTA (Waterman), April 1—Chairman, Ervin Moys; Secretary,

DIGEST of SIU SHIP MEETINGS

Nicholas Melgimios. Ship's delegate reported everything okay. One man was taken off the ship in Germany to go to the hospital. Vote of thanks to steward department for wonderful food.

ORION PLANET (Orion Shipping), April 8—Chairman, Bernard Macos; Secretary, Lindsey R. MacDonald. Ship's delegate reported that four men replaced in Yokohama. \$33.15 in ship's fund. Request that skivies not be worn in messhall, and cups and glasses be brought back to pantry.

ALCOA PIONEER (Alcoa), April 22—Chairman, J. M. Foster; Secretary, J. Miller. Ship's delegate reported no beefs at present. Crewmen advised to clear through their respective department delegates prior to taking up any beef with the ship's delegate. Steward found old repair list and noted that nothing had been done. Delegate to refer same to chief mate and master. Steward requests no hoarding of linen, dirty or clean. Safety meeting discussed.

SUZANNE (Bull), April 27—Chairman, E. Armstrong; Secretary, J. R. Brown. No beefs reported. Suggestion brought up to Union to have two men on watch in engine room.

AMES VICTORY (Victory Carriers), April 15—Chairman, Bryant; Secretary, W. Pedersen. Ship's delegate reported most repairs taken care of. Meeting to be held on safety program. \$15.50 in ship's fund. All hands requested to wear pants in messhall and pantry.

ORION CLIPPER (Colonial), April 19—Chairman, Joseph Morton; Secretary, Frank Nakielicki. \$16.02 in ship's fund. Motion made for the Union to get in touch with the Company to see why a better grade of meat is not put aboard. Low grade meats put on in Singapore. Safety department should be notified of the unsafe working conditions around the main cargo pumps; oil and water cannot be drained properly. Catwalks should be placed around each pump.

STEEL EXECUTIVE (Isthmian), March 15—Chairman, C. C. Lawson; Secretary, G. R. Wood. No beefs reported by department delegates. Suggestion that better grade of cold cuts for night lunch be placed aboard.

April 22—Chairman... C. C. Lawson; Secretary, C. R. Wood. Ship's fund is \$18.00. Two men hospitalized in steward department. Food beef settled. Discussion on new washing machine for crew.

EAGLE TRAVELER (Seatrains), April 22—Chairman, J. Lewis; Secretary, N. Merrick. Ship's delegate reported that captain cut draw list. \$20.00 in ship's fund. Delegates to find out who is responsible for shortage of food. Crewmembers have been hungry and don't want this to be the same for the next crew. Vote of thanks to Stevenson, ship's delegate, for job well done.

ALCOA PEGASUS (Alcoa), April 29—Chairman, V. Dalhouse; Secretary, W. Hill. No beefs reported by department delegates. Steward department meeting held. Steward requested to issue more coffee to crew pantry at night for watches.

TITAN (Overseas Oil), April 28—Chairman, Huddleston; Secretary, Schaeffer. Ship's delegate said one man was taken off ship at Pedro due to illness. A few beefs will be taken up with patrolman at payoff. Crew requests bookcases be installed in messhall.

Feb. 13—Chairman, R. C. Pappas; Secretary, T. A. Brown. Suggestion made to paint all living quarters and get fans for quarters as per agreement.

DEL RIO (Mississippi), April 29—Chairman, W. F. Long; Secretary, I. R. Llenoa. \$2.50 in ship's fund. See patrolman about getting more LOGs sent to ship. Crewmembers with oil and paint on pants are asked not to come into messhall and sit on chairs.

HASTINGS (Waterman), April 29—Chairman, Clifford Pressnal; Secretary, J. Wells. Ship's delegate reported everything running smoothly. Special meeting to be held with patrolman to iron out deck department beefs. Motion to change vaca-

tion plan. Vote of thanks to the steward department and to chief cook and baker for job well done. Vote of thanks to deck delegate for backing up his department.

GLOBE EXPLORER (Maritime Overseas), May 7—Chairman, W. Kevilly; Secretary, A. W. Brown. Ship's delegate reported that one man went to hospital in Bahamas. No beefs reported. Vote of thanks to ship's delegate for job well done, and to the steward department.

STEEL SCIENTIST (Isthmian Lines), May 7—Chairman, P. R. Wagner; Secretary, F. S. Omega. \$17.05 in ship's fund. D. L. Dickerson elected ship's delegate. No beefs reported.

ZEPHYRHILLS (Pan-American), Feb. 9—Chairman, Carl Page; Secretary, W. H. Dunham. G. C. Peterson elected ship's delegate. No beefs reported. One man missed ship last trip. The matter of fumigation for roaches will be taken up with patrolman.

March 15—Chairman, V. C. Smith; Secretary, William Dunham. No beefs reported. \$9.50 in ship's fund. Donations collected for flowers to be sent to the family of the skipper. Suggestion made that the time for early supper should be posted early in the day. All old jams and jellies, and condiments in general, should be thrown out when molded. Exterminator will be used to get rid of pests.

April 21—Chairman, J. Bullock; Secretary, A. P. Hargis. No beefs. Vote of thanks to steward department.

STEEL DESIGNER (Isthmian), April 22—Chairman, Paul J. Franco; Secretary, J. J. O'Rourke. Everything running smoothly. \$19.50 in ship's fund. Anderson resigned as ship's delegate and was re-elected. Bosun complimented galley on well-prepared, good food. Vote of thanks to galley workers and to crew messman for job well done.

CITIES SERVICE BALTIMORE (Cities Service), May 12—Chairman, A. C. Wilson; Secretary, W. Clegg. No beefs reported. Everything in good order. Charles T. Gaskin elected new ship's delegate. Suggestion that coffee be made in percolators.

DEL CAMPO (Mississippi), April 29—Chairman, M. Sanders; Secretary, J. W. Picou. No beefs reported. Suggestion made for all hands to help keep messhall and pantry clean at all times. Vote of thanks given to steward department for job well done.

DEL RIO (Delta), May 5—Chairman, B. M. Moye; Secretary, Henry C. Gerdes. One man missed ship in Lake Charles. New York will clarify vacation plan. \$12.44 in ship's fund. Discussion on wiper cleaning officer's laundry. Crew requested not to use slop chute before 7 AM.

KENMAR (Calmar), May 6—Chairman, W. S. Porter; Secretary, Francis L. Gooley. Ship's fund is \$7.80. Chief cook walked off ship at Long Beach. One oiler paid off to go to hospital. Ship's crew feel that there should be some way of taking care of a member's dependent who has a nervous breakdown, as this does not seem to be covered by the welfare plan.

DEL ALBA (Mississippi), May 4—Chairman, Orlando L. Guerrero; Secretary, U. LaBarrere. Ship chartered to States Marine. Delegate reported very bad mail service. No LOGs received. One wiper and chief steward got off in Hawaii with medical slips. \$11 in ship's fund. Motion that letter be written to headquarters regarding safety on ship. Not one safety meeting held in three-month trip.

FRANCES (Bull), May 13—Chairman, Al Padu; Secretary, James Bryant. Delegates requested to have all beefs ready upon arrival in New York. Motion made to write to headquarters requesting clarification on vacation payments. Vote of thanks to steward department.

ROBIN LOCKSLEY (Robin Line), May 12—Chairman, Willie Walker; Secretary, Maximo Bugawan. Chief steward authorized to purchase in foreign ports if the ship's stores run short and the voyage lasts longer than the 95 days. Willie Walker elected new ship's delegate. Crew requested not to use the dryer in the laundry after nine o'clock at night due to too much noise. Crew asked not to leave cups, glasses and dishes on tables in the messroom at night especially when the ship is at sea. Early eaters should give other members a chance to eat and not stay in messroom too long as there isn't enough room at the tables for everyone to eat at one time.

AZALEA CITY (Sea-Land), May 18—Chairman, R. Lasso; Secretary, John Coyle. Ship's delegate reported no beefs and will see about getting crew quarters painted. \$2.76 in ship's fund. Suggestion that when ship goes to shipyard, air vents should be installed in crew quarters as an aid to keeping quarters cool in hot weather.

JOHN C (Atlantic Carriers), May 11—Chairman, Payne; Secretary, E. Abusly. Ship's delegate to contact captain regarding new washing machine. Food plan to be contacted regarding coffee. Ship needs to be fumigated.

PACIFICUS (Orion), May 12—Chairman, Louis J. Bollinger; Secretary, O. T. Busciglio. Ship's delegate reported that the steward was hospitalized in Sicily; chief cook advanced to steward. No beefs of any kind. Ship's steering engine to be checked by the patrolman.

THE SIU INLAND BOATMAN

IBU Wins Contracts For Two New Fleets

ST. LOUIS—Two more fleets here and in Mobile, Alabama, have come under IBU contract following the successful wind-up of negotiations by the SIU Inland Boatmen's Union with both companies.

Here in St. Louis, the Alton Towing Company, whose boatmen voted unanimously for SIU-IBU representation in April, has signed a brand-new, two-year contract covering the men on its two vessels in the harbor area. The company had only one boat at the time of the voting and is expected to expand still further.

The second operation is the River-Gulf Towing Company, which has one boat running from Mobile to Birmingham on the Warrior River. It signed for a one-year pact that will expire at the same time as agreements with other IBU-contracted fleets doing the same type of work in the area.

Both new agreements provide wage increase for all crewmen, full job security-seniority protection and complete welfare coverage for the men and their families. They establish paid holidays, strict grievance procedures and other benefits standard in IBU agreements. In addition, the Alton pact calls for a wage review next May.

Alton operated one boat, the 800-hp MV Spencer at the time of the National Labor Relations Board voting it has now acquired the 1,700-hp Davy Crockett and may add others. Its 29 boatmen are engaged primarily in making up tows for various other barge lines in the harbor area. The company is the second harbor boat operation to come under an IBU contract in

IBU Boat Opens New Gulf Canal

HOUSTON—SIU boatmen aboard the tug Pop Ellis won the distinction of towing the first two barges ever to cross the Intracoastal Canal to Victoria County, Texas, via the brand-new Victoria Barge Canal.

The barges docked at the temporary facilities of the duPont chemical plant where a cargo of caustic soda was pumped directly from the barges through five miles of underground pipeline to storage facilities ashore. Caustic soda is the only material shipped into the plant at the present time, since work on the canal and barge slip right up to the plant site, seven miles away, is not completed.

Ultimately, barge transportation is expected to be used for other materials as well. Right now, about ten barge loads a month are expected to be unloaded at the temporary dock. The Pop Ellis is one of five tugs operated by the Ellis Towing Company, which came under contract with the SIU Inland Boatmen's Union in the summer of 1961 after its boatmen voted for SIU-IBU representation in National Labor Relations Board balloting.

The Victoria Barge Canal is situated in the flood plain of the Guadalupe River in Victoria and Calhoun counties, Texas, and will eventually intersect several US rivers. The project calls for a sea-level canal for barge traffic.

St. Louis, where the IBU also represents Ford Towing.

River-Gulf runs the MV Coal King on the Warrior River in the same type of service as the IBU-manned Gulf Canal Line, Coyle Line and Dixie Carriers. The company employs 11 men.

Lakes IBU Drive Nets Solid Gains

DETROIT—Casting a unanimous vote for representation by the SIU Inland Boatmen's Union On The Great Lakes, employees of the Seaway Cartage Company here added another company to the union fold via a National Labor Relations Board election last month.

Negotiations with the company are beginning immediately as part of a stepped-up effort by the Great Lakes Tug & Dredge Region-IBU to bring additional non-union companies under union contract. The vote at Seaway Cartage was on July 26.

At the same time as the vote count was announced, four more companies in the Chicago area came under IBU agreements to assure their workers the full protection of union contracts.

The four companies included Federal Barge Company, Great Lakes Towing Company, Kertzman Dredging Company and the Marine Towing and Salvage Company. IBU members in these fleets are now covered fully under the job security, welfare and pension programs that are the backbone of IBU area contracts. Organizing efforts are also proceeding at several other companies engaged in undermanned, cut-rate operations on the Lakes.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact 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.

New Security Program Hit By AFL-CIO

WASHINGTON—The AFL-CIO has called for defeat of a bill giving Congressional sanction to an "industrial security" program, warning that passage would cause "serious damage" to basic constitutional rights.

The bill would permit the Secretary of Defense "to deny basic constitutional liberties of American citizens; namely, the rights to confront and cross-examine witnesses and the right to appeal to the courts from adverse decisions." Its history goes back to 1959, when the U.S. Supreme Court held the Government's industrial security program invalid in an eight to one decision. The court held that without statutory authority for such a program, denial of confrontation and cross-examination of government witnesses was illegal.

Former Pres. Eisenhower issued an executive order restoring the program with some changes to meet the court's objections, but did not apply the confrontation and cross-examination principles to all cases.

The present bill is an attempt to give the order Congressional sanction to make further legal challenges more difficult.

Although it purports to deal with procedures to protect classified information in industrial plants, it would apply also to any "educational, or research organization, institution, enterprise, or other legal entity located in the United States."

Baltimore Pair Couples Up



Baltimore boatmen Ed Schaeffer (left) and Walter Anderson bear a hand to secure rail lighter to bridge as tug (not shown) holds vessel to the dock. Both veterans work for IBU-contracted Baltimore Towing & Lighterage Co.

Transport Census Long Overdue, Still Needs \$\$

WASHINGTON—Congress may brush off some of the dust on a proposal for a transportation census originally authorized in 1948 and in subsequent years allotted no funds so that it could be put into effect.

President Kennedy's transportation message to Congress several months ago apparently provoked the lawmakers into taking action on the matter.

The President asserted that a complete overhaul was needed on existing legislation governing transportation in this country and specifically called for close examination of defects in several major areas of maritime operations.

The urgent need for a transportation survey is pointed up by the fact that although the industry overall accounts for one-fifth of the gross national product, or \$100 billion, there are huge gaps in the data available. This makes it next to impossible to determine the geographic distribution of a specific commodity from manufacturing point to market.

Information is also lacking on the type of carriers used, the volume in which it moves, their origins and destinations, the length of haul and the important items of cost.

These deficiencies in data exist despite the fact that as many as 30 Federal agencies collect information of one kind or another about the movement of freight and

passengers. The divergency of agencies, some regulating air and water transport, others highways and still others harbor and ship construction, leads to a mass of statistics without a central body to coordinate them.

The census will attempt to clear up the transportation puzzle by delving into the three areas considered most revealing: Shipments of manufactured goods, their origin, destination and method of transport; truck transportation and the number of privately-owned trucks, for-hire trucks and trucks operating solely in intrastate commerce, and questions on passenger transportation, the type of transportation used, etc.

The transportation census issue is alive again because next year the Government will embark on its regular census of retail and wholesale trade, services, manufacturing and minerals that it makes at five-year intervals. Chief opposition to the idea is coming from the private carriers, such as many trucking concerns who have no regulation, but fear some may be forthcoming if their method of operation is revealed.

Many of these operations have cut sharply into cargo that would ordinarily be shipped by water.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Don't Neglect Personal Sanitation

Many Seafarers in their travels around the world, particularly in South America and in sections of Europe, have come across the bidet, which has been described simply as a "sit-down bathtub" for spot-bathing of anal and genital areas where cleanliness is most important. The bidet has been held in low esteem by Americans mainly because of the stories of travelers returning from abroad who regard the bidet solely as a feminine sanitary accoutrement.

Actually, this equipment is regarded by medical specialists as a valuable hygienic aid which, if used regularly, would prevent diseases which arise from lack of personal hygiene.

It has been pointed out that most people make it a practice to wash their hands after going to the toilet, yet the body parts which need washing most are neglected. Since it is not practical for an individual to take a shower after going to the toilet, the bidet permits proper cleansing of the anal and genital areas with soap and water.

As one physician put it, in a recent editorial for a professional journal: "Toilet tissue has been perfumed, tinted and made antiseptic, but nevertheless, it is still paper and only a step better in evolutionary improvement than the pages from the mail-order catalogue or the barbaric plantain leaf."

Proctologists—medical men who specialize in diseases of the colon and rectum—regard this procedure as an essential preventative which could eliminate numerous painful, embarrassing and serious ailments. The bidet is also useful as a foot bath, with equal cleansing and therapeutic values.

It is strange that Americans, with their fetish for personal hygiene and cleanliness, should be so hostile to the use of the bidet because of its associations in the popular mind with ladies of easy virtue. Oddly enough, most of the

bidets in use throughout the world are manufactured in the United States, but 95 percent of them are exported.

Our neighbors from south of the border or Europe could be pardoned for looking down at their noses at the primitive state of sanitation in United States hotels and homes which lack this very important fixture.

The hostility or indifference to bidets is such that even American hospitals are not equipped with them, although they could be most useful in cases where patients are unable to take a shower or tub bath. For that matter, not all proctologists themselves have them in their homes. Like the shoemaker who walks around with holes in his shoes, they do not always follow their own advice. That shouldn't keep other Americans from installing bidets in their homes or using them on their travels whenever they are available.

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



That's A Ship, Irene



With daughter Irene, 4, in tow, Seafarer Basil Undertajlo, OS, points out model of Steel Traveler, Isthmian C-3 outside shipping hall at headquarters, with legend describing successful SIU drive to win "biggest ever" election in maritime.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



A Minimum Shipboard Safety Plan

One subject that bears repetition from time to time is the procedure for maintaining a safety program aboard SIU vessels and for holding shipboard safety meetings to deal with problems that may or frequently do arise. These procedures established several years ago have served well in keeping our shipboard program operating and while this is but one aspect of the overall objective, ships' meetings on the specific subject of safety continue to demonstrate a very useful purpose.

Generally, each vessel participating in the program has five safety committees set up to assist in accident prevention. Each of them requires the cooperation of all hands to make them work successfully.

SENIOR SAFETY COMMITTEE. The Senior Safety Committee, consisting of various ship's officers and an unlicensed representative from each department (elected by the department), meets once per month at a time designated by the vessel's master.

A minimum suggested agenda for this meeting is the following:

- Discuss a safety subject.
- Discuss accidents since last meeting.
- Consider recommendations forwarded from the departmental safety meetings.
- Consider findings and recommendations of Inspection Committee.

(See "Vessel's Safety Inspection Committee" below).

Formal minutes of this meeting are kept and forwarded to the various company safety departments in duplicate. The companies should also forward a copy of the minutes to this department for study and possible joint action.

DEPARTMENTAL SAFETY COMMITTEE. Each Departmental Safety Committee meets once a month prior to the meeting of the Senior Safety Committee. Membership of these committees is as follows:

The departmental safety representative, plus the chief mate, first assistant engineer or chief steward (depending on the department) and all members of the department off watch.

The minimum suggested agenda for each of these meetings is the following:

- Safety representative's report on the previous Senior Safety Committee Meetings.
- Discuss a safety subject.
- Discuss unsafe practices and/or conditions observed.
- Recommendations to be taken to the next Senior Safety

Committee meeting. **VESSEL'S SAFETY INSPECTION COMMITTEE.** This committee shall consist of the following members:

- One Mate (Appointed by the Master).
- One Engineer (Appointed by the Master).
- Deck Department Safety Representative.
- Engine Department Safety Representative.
- Steward Department Safety Representative.

The ship's Safety Inspection Committee should make an inspection of the entire vessel at least once a month. The inspection is best made department by department and, during the inspection of a particular department, in addition to the mate and the engineer, only the Safety representative for that particular department is usually in attendance.

During their inspection they should look and report any existing unsafe practices or conditions. They shall also observe and report on the progress being made on previously-approved recommendations and whether the previously-approved recommendations seem to be accomplishing the desired results.

If this minimum program is followed and all hands aboard work together for the desired result, progress can continually be made on eliminating hazards and accidents that are costly and unnecessary for all involved.

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



SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

- USPHS HOSPITAL, NEW ORLEANS, LA.**
- Samuel Bailey
 - Joseph Basch
 - Alonso Bettis
 - Anne L. Blizzard
 - Solomon Brian, Jr.
 - Daniel Buster
 - Donald Brooks
 - Roderick Brooks
 - Daniel Byrne
 - Paul Capo
 - Virgil Leo Cash
 - George Champlin
 - Adie Coleman
 - Gerald Coll
 - Thomas Dalley
 - Gordon Davis
 - William Davis
 - Eugene Englehardt
 - Francesco Fraone
 - Eugene Gallaspy
 - Needham Galloway
 - Henry Gerdes
 - James Gllason
 - Lewis Griffin
 - John Guidry
 - Harry Hammond
 - Carle Harris
 - Charles Hickox
 - Roland Karns
 - Leonard Kay
 - Carl Gibbs
 - William Kennedy
 - Thomas Loarents
 - George La Fleur
 - Oscar Lee
 - Gerhard Linden
 - Daniel Luizza
 - Luis Malta
 - Rosindo Maro
 - Norman McDaniel
 - Lawyer McGraw
 - Demetrios Miofas
 - John Mills
 - Victor Miorana
 - Hazel Morris
 - Ferrill Nesbit
 - Raymond Oiso
 - William Padgett
 - Richard Pardo
 - Harry Peeler
 - Jack Peralta
 - Calvin Rome
 - Aubrey Sargent
 - Ralph Shrotzky
 - Wayne Sisk
 - John Talbot
 - William Thumonge
 - Guy Thrasher
 - Roland Wilcox, Jr.
 - Carmond Williams
 - Eugene Williams

- USPHS HOSPITAL, GALVESTON, TEXAS**
- G. W. Alexander
 - Edmund Ainsworth
 - Isham Beard
 - Leon Hebert
 - George Howard
 - John Jelletto
 - Herbert Jackson
 - Joseph Johnson
 - N. Katonl
 - Donald Ikerd
 - Emelio Lerma
 - Vicent Medina
 - Julian Mendoza
 - Jesse Puckett
 - Alfredo Perez
 - Joseph Revill
 - U. Richardson
 - Arthur Siger
 - Hamilton Seburn
 - Berkey Schuler
 - William Wirtanen
 - William Walker

- USPHS HOSPITAL, SEATTLE, WASH.**
- Frank Airey
 - Hebert Armfield
 - George Brady
 - Jay Jackson
 - Robert Meloy

- USPHS HOSPITAL, BRIGHTON, MASS.**
- Jose Leeton
 - Lindley McDonald
 - Ralph Mendall
 - Charles Robinson
 - Jerry Wood

- USPHS HOSPITAL, SAVANNAH, GEORGIA**
- Donald Hampton
 - John H. Morris
 - Oliver Lee
 - Perry Lee

- USPHS HOSPITAL, NORFOLK, VIRGINIA**
- Herbert Geley
 - Clyde Mariner
 - James Marks

- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
- Paul Arthofer
 - Calvin Bettinger
 - Burt Hanback
 - Charles Hippard
 - Talmadge Johnson
 - Theodore Katros
 - Marion Maynard
 - Arthur Nelson
 - Ranger Olsen
 - Alexander Potoraki
 - Milton Reeves
 - Delbert Smith
 - J. T. F. Sigmon
 - Lloyd Thomas
 - Victor Valencia

- USPHS HOSPITAL, BALTIMORE, MARYLAND**
- Domingo Aguila
 - Lupo Aloba
 - William Barber
 - James Beck
 - Algot Bogren
 - John Breen
 - Jacob Bryan
 - Charles Crockett
 - Edward Czosnowski
 - Anthony Ferrer
 - Eusbie Gherman
 - Arthur Graf
 - Charles Graham
 - Thomas Hendricks
 - Henry Gawkowski
 - George Lesnansky
 - Jobe Mullen
 - Lars Johansen
 - William Lang
 - Bienenido Ledo
 - Dionisias Loukas
 - David Miller
 - Roy Newbury
 - Francis Laughlin
 - Roy Rayfield
 - Thomas Riley
 - George Saucer
 - James Shipley
 - F. Teigerio
 - Richard Toler
 - A. Voyevotaki

- USPHS HOSPITAL, STATEN ISLAND, NEW YORK**
- Kaid Abdul
 - John Alldringa
 - Agnar Anderson
 - Anegeilo Arons
 - Otho Bobb
 - John Barone
 - Wm. Bergquist
 - Francisco Bayron
 - Robert Burton
 - Arthur Campbell
 - Arcanjo Crasto
 - Chas. Dougherty
 - Romuldo Garcia
 - Joseph Gilliard
 - Edward Hawkins
 - Charles Haymond
 - Tirado Igasio
 - William Jordan
 - John Kehrrieder
 - Frederick Kenfoot
 - Theodore Lord
 - Claude McNorton
 - Joseph Nagy
 - James Purcell
 - Vincente Remolar
 - Pastor Retoriano
 - Jose Romero
 - Mohamed Said
 - Abbas Samet
 - Sherman Shumate
 - Walter Stucke
 - Adolph Swenson
 - P. Wedroxowski
 - Stanley Yodris

- USPHS HOSPITAL, FORT WORTH, TEXAS**
- Warren Alderman
 - Benjamin Deibler
 - Isaac B. Duncan
 - Harry Emmett
 - Abe Gordon
 - Thomas Leahy
 - Arthur Madsen
 - Max Olson
 - Grant L. Saylor
 - Wille A. Young
 - Bozo G. Zelencio

Get Certificate Before Leaving

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



In the hospital?

Call SIU Hall immediately!

SAILORS SNUG HARBOR STATEN ISLAND, NEW YORK

- Henning Bjork
- Alberto Gutierrez
- Thomas Isakson

USPHS HOSPITAL, CHICAGO, ILLINOIS

- William Thompson

USPHS HOSPITAL, MEMPHIS, TENNESSEE

- Stephen Emerson

VA HOSPITAL, WEST ROXBURY, MASS.

- Raymond Arsenaull

VA HOSPITAL, KERRVILLE, TEXAS

- Willard T. Cahill

PINE CREST HAVEN, COVINGTON, LA.

- Frank Martin

US SOLDIERS HOME, WASHINGTON, DC

- William Thomson

Physical Exams—All SIU Clinics

June, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	76	14	8	98
Houston	108	4	6	118
Mobile	60	12	6	78
New Orleans	286	10	14	310
New York	370	18	17	405
Philadelphia	39	4	12	55
TOTAL	939	62	63	1064

SIU Welfare, Vacation Plans

Cash Benefits Paid—June, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)....	7,158	\$ 30,187.20
Death Benefits (Welfare).....	37	73,550.00
Disability Benefits (Welfare)...	341	51,090.00
Maternity Benefits (Welfare)...	42	8,400.00
Dependents Benefits (Welfare)...	655	66,145.49
Optical Benefits (Welfare).....	480	4,318.47
Outpatient Benefits (Welfare)...	10,140	49,683.00
Summary (Welfare)	18,853	\$283,374.16
Vacation Benefits	1,383	\$ 234,587.79

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD.... 20,236 \$517,961.95

SIU Blood Bank Inventory

July, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	0	7
New York	19	41½	20	40½
Philadelphia	112	0	0	112
Baltimore	59½	4	4	59½
Norfolk	15	0	0	15
Jacksonville	42	0	0	42
Tampa	4	2	0	6
Mobile	14	3	0	17
New Orleans	22	6	2	26
Houston	42½	0	0	42½
Wilmington	4	0	0	4
San Francisco	(4)*	9	1	4
Seattle	15	0	0	15
TOTAL	352	65½	27	390½

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

SIU SOCIAL SECURITY DEPARTMENT

SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



Labor's New Bid For 35-Hour Week

Organized labor's new campaign for a 35-hour week with no cut in earning is a revival of a recurrent bargaining and legislative issue that has featured the American economy since the Revolution, according to an analysis in the current AFL-CIO "American Federationist." At one time the demand was for a 10-hour day. That won, the cry was for the 8-hour day, the 40-hour week.

In nearly four decades ending in the mid-1930s, the generally prevailing workweek was slashed from 60 hours to 40 hours, a rate of roughly 5 hours a decade, says the article prepared by the AFL-CIO Department of Research. Now, it continues, "nearly 30 years have passed with no further general reduction in the workweek." The analysis makes these points:

- Full-time workweeks shorter than 40 hours are more common than is generally realized, with an estimated 10 to 15 percent of wage and salaried non-agricultural workers affected. Most work either 35 or 37.5 hours.

- The opposition of employers to shorter hours is traditional and consistent.

"Their attitudes have not been a guide either to the economic or social desirability or to the practicability of hours reduction," the article says. "The unqualified opposition typical in the last century and early part of this one has shifted in more recent years, however, to more sophisticated arguments that reduction may be sound—but only at some unspecified future period."

- In the past shorter hours have been won through the two avenues the AFL-CIO Executive Council has just voted to utilize—collective bargaining and Government action. The role of bargaining is generally recognized; the Government has acted through legislation, as with the Wage-Hour Act, by developing cuts in hours in specific areas, as for women and minors, and by encouraging shorter hours as it did during World War I and the depression. In a few cases, employers have acted unilaterally.

- Past cuts in the workweek have come for the most part "in spurts and in large amounts rather than gradually." About 15 of the 20 hours cut from the standard workweek this century came over short periods of time.

- The timing and amount of reduction have not always been economy-wide, as "broad industry variations have persisted."

- The pattern of reduction also has varied—from hours (10 to 9 to 8) in the early 1900s, through days per week (Saturday, first from a full day to a half-day, then eliminated completely), now back to hours per day (especially to a new standard of 7 hours).

In addition, in the last 20 years there have been cuts in hours not in the workday or workweek but in the form of paid vacations and holidays. Their present levels average over the work year somewhat less than 2.5 hours a week.

There has been a change in the reasoning behind shorter hours, the AFL-CIO article points out. Moves to cut the 10-hour day were based on social factors with economic factors usually a secondary consideration. The claim for the 5-day week, however, was based on economic reasons, "to help

maintain and stimulate employment." The desire for greater job security is similarly behind labor's current demand for a shorter week.

"Occasional arguments of the past that reduction of hours would reduce national output and prevent increases in living standards were not borne out, for continuing advances in productivity have enabled both greater output and improved standards of living," the analysis states.

Sixth Pint



A "regular" at SIU medical center in Brooklyn.. Seafarer Torsten Lundkvist recently donated his 6th pint of blood to the blood bank. He was last on the Madaket.

SIU Special Equipment Benefit Spurs Recovery

Rehabilitation programs now underway for the dependents of two Seafarers point up the flexible and expanding structure of the SIU Welfare Plan with its provision for a special equipment benefit.

The special equipment feature covers the maze of situations where regular medical treatment has gone as far as it can, and the use of items ranging from high-powered hearing aids to motorized bed frames for the home treatment of invalids is most needed.

Such equipment, which is authorized by the trustees of the Plan on the merits of each case, is in addition to regular cash benefits for hospitalization, surgery and medical care in the case of Seafarers' families or for seamen themselves.

Action by the trustees last



Harper

Christian

month in approving a special surgical back brace for Mrs. Irene Harper, wife of Seafarer Carroll Harper, points up the value of this SIU Welfare Plan feature.

Mrs. Harper underwent surgery for a back condition some time ago that resulted in a Welfare Plan payment of \$804 for hospital, surgical, ambulance and medical fees. She also drew a separate payment of \$175 earlier for other surgical and hospital expenses.

Recovering now, she was advised to obtain a brace which would aid her recuperation and contacted the SIU for assistance. The brace was thereafter arranged for by the Plan and is a big help in her rehabilitation.

A similar situation involves Donald Christian, the son of Seafarer Walter Christian, who required use of a wheelchair following hospital treatment for a hip and joint condition. This too was recently approved and young Donald is now better able to get around while recovering from his disability.

Another 8 Veteran Seafarers Retiring On Union Pensions

The number of SIU veterans retired on Union benefits reached 52 this year as eight more Seafarers were added to the roster of old timers receiving lifetime \$150 monthly pensions.

The new SIU pensioners are Alexander G. Anapol, 54; Paul Catalano, 68; Justo Escalante, 65; Wlodzimierz Pietrucki, 66; Manuel Rodriguez, 58; Frederick Tonucle, 66; Andrew Vidal, 66; and Fritz A. Widegren, 66.

With seetime on US ships dating back to the 1930s, Brother Anapol joined the SIU in New York in 1955. Born in the Philippines, he sailed in the steward department until signing off the Steel Scientist (Isthmian). He and his wife, Vernell, reside in Houston.

Another steward department



Anapol



Catalano



Escalante



Pietrucki

pensioner is Paul Catalano, whose last ship was the Seatrain New York (Seatrain). He joined the SIU at New Orleans in 1948. An Army veteran of World War I, Catalano and his wife, Edna, live in New Orleans.

Brother Escalante joined the SIU in New York in 1938. An Army veteran, his last ship was the Jefferson City Victory (Victory Carriers), serving in the engine department. Born in Peru, he currently resides in New York.

Brother Pietrucki joined the SIU at New York in 1947, sailing in



Rodriguez



Tonucle



Vidal



Widegren

the steward department. A native of Poland, he last shipped aboard the Mankato, (Victory Carriers). He and his wife, Helen, make their home in New York City.

A member of the SIU since 1955, Brother Rodriguez retired after 40 years of service in deep-sea vessels. A native of Spain, he last sailed aboard the Beatrice (Bull) in the engine department. He currently resides in New York.

Brother Tonucle, a member of the SIU since 1953, last sailed in the steward department aboard the Cities Service Miami. Born in Philadelphia, where he currently resides, he joined the SIU in the

Port of New York.

Brother Vidal joined the SIU at New Orleans in 1938 and sailed on deck. He logged more than 18 years aboard Mississippi Shipping Company vessels, his last vessel being the Del Mar. Born in Spain, he and his wife, Josephina, live in New Orleans.

Brother Widegren joined the SIU in 1938 at Mobile, sailing in the steward department and last shipping aboard Penn Shipping Company vessels. An Army veteran of World War I, he tallied 43 years of seetime overall aboard US-flag vessels. He resides in Silver Hill, Ala., with his wife, Rosemary.

Cites Labor Welfare Advances

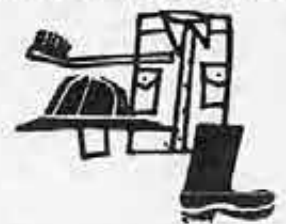
WASHINGTON—The number of workers covered by union negotiated welfare and pension plans more than doubled between 1950 and late 1960, the Labor Department Bureau of Labor Statistics reported. Those covered by negotiated health and insurance plans increased from about 600,000 workers in 1945, when the BLS study began, to seven million in 1960 and to 14.5 million in 1960. Pension plan coverage during the same period climbed from a "negligible amount" in 1945 to 5 million in 1950 and 11 million by the end of 1960.

Health and insurance coverage increased by about 4.4 million workers between 1948 and 1950, and pension coverage rose by about 3.4 million workers. The bureau found that at the end of 1960, health and insurance plans covered about 78 percent of all workers under collective bargaining agreements, and pension plan coverage affected 60 percent.

The bureau reported that labor-management negotiations during the 1950s not only increased the number covered but also achieved many improvements in existing benefits, broadened the range of benefits, and gradually eliminated employee contributions.

The non-contributory SIU Welfare Plan got underway in 1950 and union pension coverage began in 1952.

for SIU MEMBERS!



EVERYTHING YOU NEED IN SEA GEAR AND SHORE WEAR—FROM A TOOTHBRUSH TO A SOUTHWESTER—ALL AT SPECIAL SEA CHEST PRICES

your SEA CHEST

SHORE WEAR & SEA GEAR SEA GEAR & SHORE WEAR IN THE NEW YORK & BALTIMORE HALLS

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$5,800 in maternity benefits and a maturity value of \$725 in bonds:

Gina Puglisi, born June 12, 1962, to Seafarer and Mrs. Joseph A. Puglisi, Brooklyn, NY.

Jose D. Guevarra, born April 13, 1962, to Seafarer and Mrs. Arnold Guevarra, New Orleans, La.

Michael Navarre, born March 7, 1962, to Seafarer and Mrs. Thomas R. Navarre, San Pedro, Calif.

Regina Rigney, born April 6, 1962, to Seafarer and Mrs. Richard S. Rigney, Arnold, Md.

Robert O'Neill, born May 16, 1962, to Seafarer and Mrs. Frank T. O'Neill, Drexel Hill, Pa.

Christina Adkins, born May 13, 1962, to Seafarer and Mrs. Philip Adkins, Portsmouth, Va.

Andrea Mossi, born May 9, 1962, to Seafarer and Mrs. Ernest Mossi, Kingston, NY.

Tracey L. Lewis, born June 24, 1962, to Seafarer and Mrs. Kenny Lewis, Mobile, La.

Rondall Taylor, born May 25, 1962, to Seafarer and Mrs. Lee Taylor, Hammond, La.

Robert G. McCarthy, born June 7, 1962, to Seafarer and Mrs. Gerald McCarthy, Yarmouth, Nova Scotia.

Tina Southwick, born June 8, 1962, to Seafarer and Mrs. Curtis Southwick, Jamestown, NY.

Anthony Oreo, born May 30, 1962, to Seafarer and Mrs. Anthony Oreo, Philadelphia, Pa.

Omar Hernandez, born June 8, 1962, to Seafarer and Mrs. Isabel Hernandez, Galveston, Texas.

Glen Davocol, born June 4, 1962, to Seafarer and Mrs. Freddie Davocol, Seattle, Wash.

Cynthia Sullivan, born April 23, 1962, to Seafarer and Mrs. Frederick Sullivan, New Orleans, La.

Lysette Bonfont, born April 25, 1962, to Seafarer and Mrs. Genaro Bonfont, San Juan, PR.

Stella Clark, born June 26, 1962, to Seafarer and Mrs. Terrill G. Clark, Springhill, Ala.

Laura A. Sisk, born June 24, 1962, to Seafarer and Mrs. Wayne W. Sisk, Tampa, Fla.

Timothy and Anthony Barbour, born June 19, 1962, to Seafarer and Mrs. Norwood A. Barbour, Washington, NC.

Kenneth Johnson, born April 24, 1962, to Seafarer and Mrs. Hubert H. Johnson, Mobile, Ala.

Cynthia Banister, born May 13, 1962, to Seafarer and Mrs. Robert Banister, New Orleans, La.

Karl Lawrence, born June 16,

1962, to Seafarer and Mrs. Sandy A. Lawrence, So. Norfolk, Va.

Hebert Hollings Jr., born June 27, 1962, to Seafarer and Mrs. Hebert Hollings, Mobile, Ala.

Roseanne Harford, born June 27, 1962, to Seafarer and Mrs. Richard Harford, New York, NY.

Sandra Rosales, born March 18, 1962, to Seafarer and Mrs. Orlando Rosales, San Francisco, Calif.

Michael Hollings, born June 29, 1962, to Seafarer and Mrs. Claude Hollings, Mobile, Ala.

Raymond Sarayano, born June 11, 1962, to Seafarer and Mrs. Julio Sarayano, Brooklyn, NY.

Johnny Thomas Wolinski, born June 6, 1962, to Mrs. Frank Wolinski, wife of the late Seafarer Frank Wolinski, in New Orleans, La.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$19,500 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Joseph Cvitkovich, 36: A hemorrhage was fatal to Brother Cvitkovich on December 22, 1961, at the USPHS Hospital, Seattle, Wash. He began sailing with the SIU in 1961 in the engine department. Nicholas Corak, of Seattle, has been appointed administrator of the estate. Burial was at Calvary Cemetery, Seattle. Total benefits: \$4,000.



Millard Byron, 41: Brother Byron died of a liver condition while aboard the SS Cara Sea near Rijeka, Yugoslavia. He joined the SIU in 1957 and sailed in the deck department. His mother, Mrs. Georgia Byron, of Nitro, W. Va., survives. Burial was at sea. Total benefits: \$4,000.



Louis Colon, 55: Brother Colon died of compound fractures in an accident ashore on July 6, 1962 at Charity Hospital, New Orleans, La. He had been shipping in the steward department with the SIU since 1943. His wife, Antonia Colon, of New York, survives. Burial was in New York. Total benefits: \$4,000.



Harry Lowther, 37: A heart attack was fatal to Brother Lowther on May 15, 1962 in San Francisco, Calif. He joined the SIU in 1954 and sailed in the deck department. His wife, Miyoko Lowther, of Yokohama, Japan, survives. Burial was at Olivet Memorial Park, San Francisco. Total benefits: \$4,000.



Herman Meyer, 56: Brother Meyer died of natural causes on April 11, 1962 at the USPHS Hospital, Staten Island, NY. He started shipping with the SIU in 1948 and sailed in the deck department. His sister, Neeltje Van Der Wel-Meyer, of Rotterdam, the Netherlands, survives. Burial was at Sailors Snug Harbor, Staten Island. Total benefits: \$500.



Albert M. Morse, 60: Brother Morse died of a liver condition on June 27, 1962 at the USPHS Hospital, Baltimore, Md. He joined the SIU in 1944 and sailed in the steward department. His sister, Mrs. Mary F. Hayes of Chelsea, Mass., survives. Burial was at Holy Cross Cemetery, Malden, Mass. Total benefits: \$500.



Perfecto Hierro, 64: Brother Hierro died of a heart condition on April 15, 1962 at the USPHS Hospital, San Francisco, Calif. He started shipping with the SIU in 1955 and sailed in the engine department. His wife, Maria Hierro, of Manila, the Philippines, survives. Burial was at Holy Cross Cemetery, San Francisco. Total benefits: \$500.



Carl F. Kumrow, 72: A stomach condition was fatal to Brother Kumrow on July 19, 1962 at Hahnemann Hospital, San Francisco, Calif. He began shipping in the steward department with the SIU in 1947 and had been receiving special disability benefits since 1960. A friend, Val Cardinal, of San Francisco, survives. Burial was at Olivet Memorial Park, San Francisco. Total benefits: \$1,000.



James Antoniadis, 67: Brother Antoniadis died of a heart condition on June 2, 1962 in Ocean-side, NY. He had been shipping with the SIU since 1939 in the engine department and began receiving special disability benefits in 1960. His daughter, Marie Ryder, of Brooklyn, NY., survives. Burial was at Bethpage Cemetery, Bethpage, NY. Total benefits: \$1,000.



MOUNT RAINIER (Bull), Mar. 31—Chairman, R. Hampshire; Secretary, L. Pepper. Ship's delegate reported that fans are being repaired. No shore liberty or draws while in Japan for bunkers. No beefs reported by delegates.

WARRIOR (Waterman), Mar. 20—Chairman, H. L. Graham; Secretary, M. B. Elliott. Ship's delegate reported everything okay. Deck engineer flown back to the States due to illness. Motion made that milk passed by American Consul in foreign ports be purchased as the crew does not like the new canned milk. Suggestion that new clock be put in recreation room aft. Vote of thanks to steward department.

JEAN LA FITTE (Waterman), Apr. 1—Chairman, Gunner Hansen; Secretary, George Craggs. Ship's delegate reported no beefs. \$40.00 in ship's fund. Gunner Hansen elected ship's delegate. Vote of thanks to steward department. Crew requested not to dump trash over the side. Need new toilet bowl for crew hospital and also new mirror.

FORT HOSKINS (Cities Service), Apr. 28—Chairman, E. Dakin; Secretary, R. J. Koch. Ship's delegate reported that several men missed ship since last payoff. Crew messman asked cooperation to keep messroom clean. Still trying to get an awning for fantail. Balance in ship's fund, \$12.00. TV antenna to be purchased in Boston. See Port Steward regarding better grade and variety of fruit. Increase night lunch.

OCEAN DINNY (Maritime Overseas), Apr. 10—Chairman, James Adams; Secretary, Joseph A. Long. Received letter from headquarters in reply to questions relative to vacations. Ship's delegate acted as chairman at this meeting called because of scuttlebutt that he wasn't doing his job right. He wanted to straighten this out, resign and let one of the complaining brothers take over. Result of meeting was that delegate will stay on by acclamation. \$8.00 in ship's fund. Launch service very poor for engine room watchstanders. Vote of thanks to steward and his department for doing a good job the whole trip.

ALCOA CORSAIR (American Bulk), Apr. 15—Chairman, Harry B. Hastings; Secretary, Fred Duchmann, Jr. Ship's delegate reported one man hospitalized. Reported on water and heat but could not get any satisfaction from officials on board the vessel. Make sure enough medical supplies are on board before ship sails from States. Motion made that any ship signing nine months' articles should have at least 90 days stores. Vote of thanks to steward department for job well done.

INES (Bull), Mar. 7—Chairman, Edward J. Wright; Secretary, Roger L. Hall. Ship's delegate reported many repairs from last trip not done. One

man missed ship. Request Union to investigate why company is not providing enough American money for draws. Motion made that agreement be changed to have companies pay by the day and not on a thirty-day month basis. J. Yates re-elected as ship's delegate.

MORNING LIGHT (Waterman), Apr. 15—Chairman, Hugh Hallman; Secretary, B. J. McNally. Ship's delegate reported everything OK. Have ship fumigated at the first American port. Chairs in crew messroom to be repaired or renewed.

ALMENA (Marine Carriers), Apr. 22—Chairman, J. J. Howart, Jr.; Secretary, E. J. Riviere. Three men got off in Honolulu. Beefs to be brought to patrolman upon arrival. Motion that ship will not sail from LA district before a new washing machine

DIGEST OF SIU SHIP MEETINGS

is furnished. Discussion on chief mate and captain refusing to cooperate with crew and disregarding delegates. Vote of thanks to steward department.

CARA SEA (Bleakley), Apr. 15—Chairman, T. Driscoll; Secretary, B. Smith. Ship's delegate reported that up to present date all was running smoothly. Ace Arlinghaus elected new ship's delegate. Safety meeting should be held occasionally.

HENRY (Progressive), Apr. 13—Chairman, W. Banks; Secretary, none. \$10.91 in ship's fund. J. Hanners elected ship's delegate. Water tanks need to be cleaned.

SEATRAN TEXAS (Seatrains), Apr. 19—Chairman, Van Whitney; Secretary, C. Collins. Some disputed OT in deck department. \$82.85 in ship's fund. Van Whitney elected ship's delegate. Discussion on having TV repaired. Ship's delegate will try to get repairman aboard when ship goes in shipyard. Vote of thanks to steward department.

ACHILLES (Newport Tankers), Apr. 30—Chairman, A. Hebert; Secretary, A. Lesh. Delegate wired Houston hall concerning advance money procedure. No money available for draw in Baytown. Company officials should be emphatically warned to follow contract procedures.

TIMBER HITCH (Suwannee), Apr. 27—Chairman, A. Jwiszowski; Secretary, C. Tallman. Ship's delegate re-

ported no beefs. Fishing at Ascension Island. \$22.89 in ship's fund. \$5.00 paid out for deck chairs. Ship needs to be fumigated. Crew asked to use butt cans at movies and put dirty linen in on laundry day.

MASSMAR (Calmar), Apr. 22—Chairman, Gil Borge; Secretary, J. Secura. No beefs reported. Discussion on keeping longshoremen out of messroom, recreation room and ice boxes, both in crew mess and saloon.

FLORIDA STATE (Everglades), Apr. 22—Chairman, Frank Maleso; Secretary, Druward Molter. Ship's delegate reported small beef in deck department to be turned over to patrolman. Discussion regarding letter to headquarters in reference to vacation plan. Discussion on transportation to and from Tampa, which is not being paid.

MAYFLOWER (Mayflower), Apr. 28—Chairman, W. E. Coultant; Secretary, T. F. Greeney. Ship's delegate to check launch service. \$27.84 in ship's fund. No beefs. A. G. McCloskey accepted ship's delegate's job temporarily. Letter to be written by ship's delegate in regard to vacation plan. Painting of messhall discussed. Ship's delegate will purchase new TV antenna in Bayway, NJ.

MT. SHASTA (Bull), Apr. 28—Chairman, K. Foster; Secretary, P. Godwin. No beefs reported by department delegates.

COASTAL CRUSADER (Suwannee), Apr. 8—Chairman, James Corcoran; Secretary, not given. No beefs reported by department delegates. \$7.29 in fund. Crew asked not to come into messhall unless properly dressed.

BETHTEX (Ore), Apr. 30—Chairman, Garcia; Secretary, W. H. Strickland. \$110.00 in ship's fund. No beefs reported by department delegates. Motion made to concur with the Cities Service Norfolk on revising vacation plan. Vote of thanks to steward department for a job well done.

ARIAPA (Waterman), Apr. 15—Chairman, A. Bourgot; Secretary, C. Garner. Ship's delegate reported one man sent to hospital in Rotterdam, Holland. Everything going smoothly. Motion made to see about getting water tanks cleaned.

STEEL SEAFARER (Isthmian), Apr. 15—Chairman, Roy Evans; Secretary, Dick Grant. Ship's delegate reported one man left in hospital and one man missed ship in Greece. \$9.30 in ship's fund. Vote of thanks to steward department.

VENORE (Ore Navigation), Apr. 15—Chairman, Charles Leche; Secretary, Jerry T. Floyd. \$3.42 in ship's fund. No beefs reported. Motion to run hot water pipe to coffee urns. Bars on stove need to be repaired or replaced, as present condition is unsafe.

Pioneer Holds Service For Missing Shipmate



Alcoa Pioneer crewmembers are pictured with wreath purchased while in Duluth and later dropped over the side near where Seafarer Robert H. Barkolow disappeared. Shown (l-r) are Capt. Sorenson, J. M. Davis, steward; Jim Foster, bosun, and Jack Porton, DM.

Crewmembers on the Alcoa Pioneer held an unusual pre-drawn memorial service for a lost shipmate on August 10 near the location in Lake Superior where he disappeared from the vessel three days before.

Fate took a hand in bringing the Pioneer back on the scene just 72 hours after Seafarer Robert H. Barkolow was discovered missing.

Barkolow, 37, was last seen about 2 AM on August 7 when the vessel, enroute to Duluth, was about seven miles from Manitou Island off Michigan's Keweenaw Peninsula. Repairs to a damaged bow plate, received when the Pioneer bumped the Arthur M. McClure Port Terminal Dock on arrival in Duluth, unexpectedly delayed its departure.

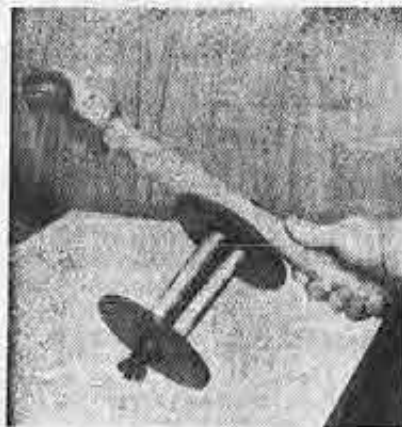
As a result, the ship reached the approximate place where Barkolow was lost three days earlier at the same 2 AM hour. In the darkness, with the vessel stopped, the crew got out on deck for a solemn service and, at 2:35 AM, a memorial wreath was dropped over the side. The outbound voyage then resumed and men off watch returned to their normal slumbers.

Earlier, an air-sea search off Manitou Island proved unsuccessful.



Barkolow

Whatsit?



Those in the know will recognize this as a serving mallet with something added—a reel attachment for extra faut rigging and serving of rope and wire. Seafarer Bill Turk, dayman, who brought in the mallet from a rigging loft, is at the other end of the hand at the right.

ful in locating Barkolow and was given up after 24 hours. Lake vessels in the area and Coast Guard craft from the Portage Lifeboat Station at Hancock, Mich., and Manitou Island conducted the search with the aid of aircraft from Michigan airports.

Navy Veterans

Barkolow was 2nd electrician on the Pioneer and had shipped on SIU vessels since 1958. He was a Navy veteran of World War II and lived in Houston.

Ship's delegate John Maginness, who reported the incident to the LOG, said everything possible was done to locate Barkolow and "our deepest sympathy goes to his family and many friends."

"Brother Barkolow was not only a fine electrician but a fine Union man and shipmate, and this comes as a complete shock to all of us."

On its outbound voyage from Duluth, the Pioneer carried 601 tons of dry skim milk for delivery to CARE representatives in India.

Words of praise continue to come in for graduates of SIU training programs who are now at sea. Four recent trainees out of Houston and currently aboard the Bienville (Sea-Land) earned warm comments from the master and other officers aboard for their "behavior, industry and general comportment" despite their newness to ships and the sea.

The skipper particularly praised "the union's training program for turning out such workers as the men who were recently in your training school and now are members of my crew." The quartet which earned these plaudits included Robert J. Schell, wiper; Andrew Cook, OS; Robert Ballard, wiper, and John Crawford, messman.



On the same score, since good training and good feeding go hand in hand, the culinary gang on the Alice Brown and the Margaret Brown, both Bloomfield ships, drew their share of commendations for assisting the vessels to their latest USPHS sanitation awards. On the Alice, August A. Brosig, chief steward; Robert N. White, chief cook, and Edison Walker, NCB, received special mention. The Margaret's contingent included steward Brown Huszar; Walter D. Makin, chief cook, and Henry J. Wentzel, NCB.



Brosig

Turnabout is fair play, and the gang on the Marore (Ore Navigation) is more than happy to turn the spotlight on company action which has everyone aboard mighty pleased. The crew is doing its seagoing televiewing courtesy of Ore and the parent Bethlehem Steel Corp., and extends "a shipload of thanks" via Harold B. Thomas, ship's delegate, for the gift and installation of a "most welcome" TV set. There are several stations on the West Coast of South America and now they have movies several times a week to ease the monotony of the lonely run to Chile, Thomas notes.



From Recife, Brazil, on the Pandora (Epiphany Tankers), Seafarer Bob Porter submits a brief but to the point "epitaph" to glad-

den the heart of every bill collector. To wit:



Makin



Paschal

"No matter where his soul was sent, 'He paid his debts before he went.'"



The boys on the Orion Planet (Colonial) out in the Far East are getting their chuckles from a drawing by the 3rd engineer depicting some of the goings-on in Sasebo, Japan, involving the "Rio Bar," "Iris Bar" and the local taxi service. Ship's delegate Tony Novak and C. Pafford, deck delegate, sent in the cartoon. It's about these fellas who were in port a while, see, and how they all lived happily ever after. 'Nuf said.



A note from Sister Mary Augusta of Maryknoll Sisters Clinic in Pusan, Korea, reveals that Sea-

farers Jerry Miller, steward on the Alcoa Pioneer (Alcoa), and Jim Koenig, of the deck gang on the Overseas Eva (Overseas' Carriers), have been playing Santa Claus in off-season for patients at the clinic. The SIU pair, on behalf of shipmates, arrived laden with gifts of canned goods, candy, toys and clothing on two separate occasions to assist the needy.



Around the world in St. Nazaire, France, SIU crewmembers on the Transglobe (Hudson Waterways) got together a nice gift of \$103 for shipmate R. R. Paschal, who had to go into the local hospital and missed making the return trip on the ship's maiden voyage from the US. (See centerfold, this issue.) Ship's delegate Joe Tucker said at last reports Paschal was on the road to recovery, however.



Add to the list of communications ship's delegate I. W. Griggers on the Twin Falls Victory (Suwannee), for whom all hands joined in a vote of thanks for his efforts at settling all beefs promptly. Griggers was commended for his general perseverance at his delegate's duties.

Shipboard Sketches

By BEN GRAHAM



"Let's get it going, Joe, you pull and I'll push!"

Organizing Still Big Union Role

To the Editor:

Anyone familiar with the history of the US maritime industry will recall that until 1934 there had been no real seamen's union in the Gulf or on the Atlantic coast for some time.

The absence of union representation brought human misery to seamen. In those days, ABs and oilers received less annual wages than our recently-negotiated increased vacation allowance. There was no overtime pay, the food was sorry and living quarters were deplorable.

Industry used its financial and political strength to reduce its taxes, which in turn left the merchant marine without Federal financial support. Industry was able to ship export cargoes in foreign vessels, so the only people hurt were US seamen and they were badly hurt.

When the SIU embarked on its program to organize workers in allied crafts, we were able to provide expert organizing knowhow where it was needed and, at the same time,

provide for a stronger and more powerful Union that can stand up and fight for any segment of the organization that comes under attack. Let it not be forgotten that we of the deep-sea segment are not the least vulnerable to attack.

Frank Reid

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.

SIU Log Keeps Family In Touch

To the Editor:

I am writing for my brother, John J. Merkel, who is an SIU member. He has been having the SEAFARERS LOG sent to my husband and I, as my husband, an ex-Navy man, has enjoyed reading the paper. It has also helped us keep in touch with my brother.

We would like to continue receiving the LOG if possible. My husband, now in the Air Force, is presently stationed in Bermuda but we leave shortly for the States and from New York will go to Texas, his new base. I might say that I also enjoy reading your newspaper and we are looking forward to having it sent to our new location.

Mrs. Arthur L. Schmidt

(Ed. note: The LOG will be continued at your new location.)



Urges One-Year Limit On Ship

To the Editor:

Now that the vacation benefit has gone up to \$800 per year, I think there should be a secret ballot vote by the membership on putting a one-year limit on time aboard ship.

At the present time there is no limit and this is against the best interests of everyone. One year is enough on a ship and the \$800 a year, or \$200 every three months, is enough to get along on for a while ashore.

I know that there was a vote on this before and it was voted down but things are different

today. This was done before the vacation pay we have today.

Any man should be able to get along on \$800, take a rest and give his brother members an opportunity to ship out. It will do everybody a lot of good and give some a chance to get out, try new ships and runs.

There may be some beefing about this but these people should realize that there are others looking for a ship and maybe a different run too. Some members stay on a ship for three years or more and don't give anybody else a chance. They don't know what's going on at meetings, except what they see in the LOG or hear from somebody else.

They talk all about Union policy and about things that can be done but they only do this on the ship. They won't get off to express themselves at a regular meeting ashore and meanwhile keep beefing about everything.

There is no excuse whatsoever for staying on a ship more than a year today and I think a lot of members will agree with me on this.

Johnnie Hogge
SS Fanwood

Visiting Day On Planter



Some unexpected visitors met Seafarer Pete Versalenko, DM (right), when the Alcoa Planter hit Seattle. The family was on hand to greet Pete before the ship headed out again. Pictured (l-r) daughters Shirley and Kathy, a nephew and Mrs. Versalenko. Photo by Seafarer W. Calefate.

LOG-A-RHYTHM:

Reminisce A While

By "Saki Jack" Dolan

Have you ever danced with colleens
On that Emerald Isle so green,
Changed guard at Buckingham Palace
In honor of the Queen.
Have you ever walked with Pharoahs
In some valley of the Nile,
Where Caesar and Cleopatra
made history's pages smile.
Have you ever read those Parables
By a humble Nazarene,
Thrilled to Cicero's Orations
As he eulogized the Roman Dream.
Have you ever fought a hurricane
From Maine to England's shore,
Sailed at peace in the Blue Pacific
Where the lordly albatross soar.
Have you ever been in Hong Kong
When monsoons hold full sway,
Dined at the "Raffles" in Singapore
On the road to Mandalay.
Have you ever paced with "Honest Abe"
Those lonely "Nights of Cain,"
While men and boys at Shitoh
Pursued their deadly game.
Have you ever entered Rio
In the wake of an evening star,
Goya, Velasquez, and Rembrandt
Seem diminutive by far.
Have you ever scaled yon 'Great Stone Face'
With Hawthorne as your guide,
Tip-toed through soft "Leaves of Grass"
Walt Whitman by your side.
Have you ever sailed a sunny day
Along Africa's somber veil,
Out of the deep dark turquoise spray
Rides the great albino whale.
Have you ever watched Fujiyama
When evening's almost done,
Romanced through "Madame Butterfly"
In the land of Rising Sun.
Have you ever trailed with "Crazy Horse"
To a prairie-schooner raid,
Bedded down with mighty Hannibal
'Fore a pachyderm parade.
Have you ever crossed the Gobi
With almighty Genghis Khan,
No doubt, you paused at Waterloo
To help stay Napoleon's hand.
Have you ever stood a lonely watch
Far up on the foc'sle head,
'Neath a beautiful, glowing "Southern Cross"
Then little more need be said,
The sailor needs no altar or church
Nor the Holy Father's nod,
To remind him every day of his life
That there is an Almighty God.

Seaman's Club Needed, He Says

To the Editor:

I just wanted my brother union members to know that I have written to the executive director of the United Seamen's Service asking if it's possible to open a recreation club for seamen here in Kandla, India, in conjunction with the Indian Government.

As Seafarers who have been here know, there isn't much in regards to relaxation in Kandla. The local village of Kandla has a souvenir store, two general stores and a photo shop only. The next town, Ghandidham, eight miles away, has a movie theatre which shows American movies on Sunday mornings only. Five miles further, Addipor, has a hotel—and that is it for the whole area. Drinking liquor in this part of India is illegal besides.

I figure a seaman's club can be opened where they could have movies every night at nominal charges. In addition, the usual ping pong, shuffleboard, and billards table can be set up.

Ships carrying grain to this port usually stay a minimum of three weeks. Since the Mermaid (Metro) has been here, there have been two British, two Norwegian, one Japanese and one German ship in for short stays.

Anyway for the time being, Seafarers who come here should have a sufficient supply of reading material and playing cards.

Seymour Heinfling

§ § §

Seeks Improved Ship Conditions

To the Editor:

I am appalled at the current belief that improvements in living and working conditions aboard American-flag ships is a thing of the past. This passive resignation to acceptance of the status quo will, if it is not arrested, eventually lead to acceptance of sub-standard conditions.

The present conditions that we enjoy today were brought about by men who desired to make seafaring a noble and respected profession. Bold and imaginative thinking was the order of the day. If we are to continue to improve upon the dream of Andrew Furuseth we must use our imagination and continue to seek ways to make life aboard ship even better than it is today.

Many people are of the opinion that it is only through a raise in wages that better conditions are won. Nothing can be further from the truth. Conditions and wages are two separate issues.

Conditions represent the small, elusive and often unnoticed benefits that we have become accustomed to. Clean sheets, coffee, night lunch, fresh fruit, the right to be

treated decent by topside, in fact, everything that we are entitled to by the Constitution of the US and its laws in addition to the rights in our agreement represent conditions.

It is this area we should be most concerned with and continue to improve. There is much that we could do so that life aboard ship could be better in the future.

In almost every instance it could be shown that the ship-

me. To see people fighting to have their health restored is one of the great things of life.

I want to thank all the nurses in ward 2 west, as well as Doctors Morrison and Short. They were most cooperative and helpful during my illness.

Joseph Smith of the outpatient department is truly a seaman's devoted friend.

It's people like this who make life worth living. It is wonderful to know that this has been a wonderful experience in my life.

I hope that medical treatment in hospitals like this can continue for all concerned and that all my SIU brothers who may require it are afforded the same type of care I received.

Paul Cape

§ § §

Bosun Training Called Essential

To the Editor:

I clapped my hands when a member during the last meeting on the Steel Apprentice criticized some of our bosuns. His criticism is important to all of us, as I realized after thinking about it.

It is true that we have some men on the ships who take the job of bosun and then depend on someone else to carry them. This is a poor situation but, after all, these men are considered "qualified" if they have the necessary seetime and, if they get the cooperation, they will come through.

The worst part of it is that oldtimers who are good sailors, responsible workers and leaders with a knowledge of human nature would rather sail as watchstanders than take a bosun's job.

Of course, the job is often not an easy one, since they sometimes have to put up with new, inexperienced men besides an occasional performer who makes the task of running the department much harder than it has to be.

I believe that in this field training is of great importance as the bosun is one of the most essential ratings aboard ship and having good personnel gives our officials a better weapon to fight the companies for better wages and working conditions.

Julio Evans

§ § §

Welcomes New Vacation Boost

To the Editor:

The SIU vacation increase is another achievement for unionism. Furthermore it represents the fact that it benefits the majority, and not the minority of the membership.

Speaking, I believe for the entire SIU-contracted fleet, congratulations on a job well done to all hands on the negotiating committee for bringing this about.

David Kendrick
SS Fairland

LETTERS
To The Editor

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owners would save money while at the same time benefitting the crew. One way is to put rubber or plastic tile in the foc'sle, messhall and passage-way decks. This would not only improve the interior of the ship but would also save money in maintenance. The saving in paint and labor costs, over a period of years, would more than offset the cost of installation.

Foam rubber pillows would be another improvement. A foam rubber pillow with a plastic cover would last for the life of the ship. Crewmembers would not have to sleep on lumpy, sweat-stained pillows and the shipowner would not have to buy new pillows every trip.

Another practical suggestion would be to put plastic covers on the mattresses. This would extend the life of the mattress and allow a new crewman to enjoy a vermin-free bunk. Stale body odor is not only offensive but will attract insects of all kinds. Canvas covers on top of the bunk spring is another money-saving idea. This will prevent the sheets, spreads and mattresses from tearing on the protruding ends of the springs.

There are many other ways in which conditions aboard ship could be improved. If every crew would write down the improvements that they think would help and send them into the LOG, we could, within a few years, boast of conditions unparalleled in the history of the maritime industry.

Joseph Pasnosky
SS Robin Hood

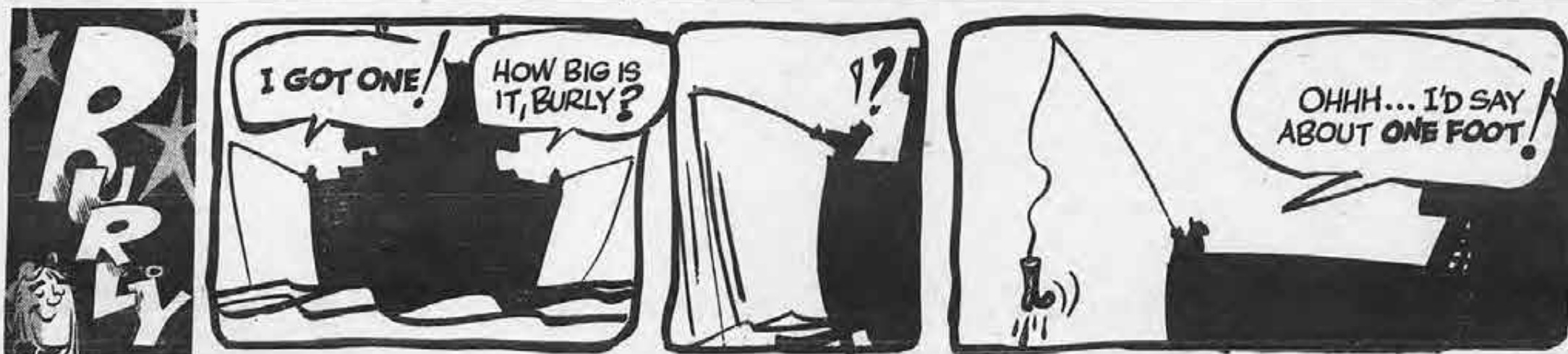
§ § §

Lauds PHS Care At New Orleans

To the Editor:

I wish to express my deepest and heartfelt thanks for the wonderful treatment afforded me while I was a bed patient at the US Public Health Service hospital in New Orleans.

While there, I met a lot of people who were an inspiration to





Cuban couple picked up by Del Norte is shown after being fed, clothed on the cruise ship following three-day ordeal in small open boat.

'The Saga of the Rosa Maria'

It was June the Thirtieth, six o'clock that night. When the Del Norte, off the coast of Cuba, came within sight, Of those two Cuban refugees fleeing Castroland, Crying and shouting for help from any hand.

The second mate first saw them, hundreds of yards away, That mate was on the ball, I'm here to say. She was a small boat, fourteen feet at best, An inboard hull, it really stood the test.

They were bobbing and weaving, waving their hands, Talking and crying of their native land, Castro was no good, they said, take us aboard, Thanks for your comfort, thanks to the Lord.

Captain O'Pry stopped the ship so they'd come alongside, But even after stopping, we still drifted wide. Then we went astern, finally they came aboard, Saying, thank God, we made it. We had faith in the Lord.

They told us their plight, both man and wife, Leaving all behind them, escaping with their life. Six months was in the planning, to steal out with the boat, Then took off at night, with a prayer and much hope.

Once on our ship, they were treated like kings, Given food, clothes and hope, just about everything. For when people are in trouble, be they big or small, We must do what we can, help out one and all.

DEL NORTE TO THE RESCUE

Two Cuban Refugees In Luck

We had a little excitement last night on the Del Norte off the coast of Cuba while enroute to Brazil. It was Saturday, June 30, at 6 PM to be exact, just 40 miles off the coast, when the second mate spotted "something" bobbing up and down in the water off the starboard side several hundred yards away.

Looking through his binoculars, he saw a small boat with a man and woman waving and shouting to attract attention. He reported to the captain, the ship was stopped and we waited until they came alongside.

Both people were yelling and shouting at the same time in Spanish. Castro was "no bueno" and a "ladrone," they said, and would the captain please take them aboard and help them get away from Cuba.



Wolowitz

The couple said they were husband and wife and had planned the getaway for many months in their tiny craft, the "Rosa Maria." Before long, the skipper had a Jacobs ladder thrown down to them but, after several attempts, the woman just couldn't make it. She was too tired and exhausted after three days and nights in the small open boat. All she had on was an old-fashioned, one-piece bathing suit.

As a result, the captain ordered the big accommodation ladder lowered, although the woman still had to be helped aboard by members of the crew. The man, in his turn, wore a t-shirt and pants, and thus they came aboard.

The boat had to be abandoned, however, because the skipper said

he just couldn't spend any more time in the area and it would have to stay where it was.

Our doctor gave the refugees a quick check-up for exhaustion and exposure, and then the two stewardesses, Clara Bennett and Fannie Maire, took over.

Before long, our passengers gave them clothes, and the cook, who was still in the galley, made some food. Eating, crying and talking at the same time, they said that it was the first piece of meat they had eaten in six months.

The are now being fed in the steward department mess by our Spanish-speaking messman Aristides Soriano, who is giving them all his time "for free." Wine and beer was also sent to them by the whole crew for the first meal.

The captain promptly wired the

(Seafarer Harry Wolowitz submitted all of the material related to the rescue incident on the Del Norte, which he wrote while the vessel was still at sea.)

company and was told to give them a stateroom and carry them to Brazil. Thereafter, a collection was taken up among the crew and passengers, and about \$400 was raised to give them a new start.

In a way, the two of them were very lucky. They were right in the sea lanes and they could just as easily have been picked up by some stinking Panamanian freighter or Liberian tanker. Instead, they wind up on the Del Norte.

I just saw them coming out of the pantry where they went for coffee and they both look no different than the rest of the passengers aboard: Satisfied and happy to be free.

Insurance \$s Tempted, Scuttled A Shipowner

(The following remembrance was submitted to the LOG by Capt. R. J. Peterson, who began his career sailing in canvas "a long, long time ago".)

Solo: "Come here you young fellows that follow the sea, Chorus: "It is a long time ago."

Solo: "Pray, pay your attention and listen to me, Chorus: "It is a long, long time ago."

So went the deepwater chantey sung by sailors hoisting the top-sails that went up with a pull at a time. The forehand chantey-man sang the solo in a swaying basso. The men joined the chorus with a weird gusto:

"It is a long time ago."

So let me tell you of what happened not so long ago when the seas were alive with sail.

Ashore, there lived a shipowner who, keeping out of sight, kept an agent to run his wooden bark that carried insurance to a suspicious height. Whenever the bark went on a voyage the shipowner wished that she would never return. Commanded by an able skipper with an able crew, the vessel would not go missing. She always turned up with all hands, making the shipowner pay more money to keep up the suspiciously high insurance.

Then, one day, the shipowner, disguising himself, shipped on his bark as ordinary seaman. Once aboard in port the shipowner, an OS now, sneaked down the chain locker with a big plug and a sharp auger. He lifted the hinged small hatch at the ship's side, squeezed himself down to the bilges, bent over, bored a hole in the ship's bottom and promptly plugged the hole. He sneaked out unnoticed in the darkness.

When the bark, in stream, and going to sea, was about to heave up the anchor, it happened that the OS-shipowner was sent down the chain locker to stow the chain. He, being no seaman, did not flake the incoming chain in long bights. He let the chain pile up high.

A month later at sea with the bark running through the Trades and now and then taking a sharp roll, the OS-shipowner sneaked down into the chain locker, opened the small hatch, went into the bilges, pulled the plug, and let the water rush in to sink the ship.

Suddenly the vessel gave a sharp roll. Above the OS-shipowner's head the small hatch fell over and closed, and the pile of anchor chain fell upon the closed hatch.

Working in the darkness, the OS tried to find the plug he had thrown away. But he could not find it and was unable to plug the hole he had bored. The water kept rushing in with a fierce force as if to get at the OS-shipowner and in no time the water was up to his knees. With strength borne of despair, he tried to raise the small hatch and escape from death by drowning, caught like a rat in his own trap. But he, who all his life had lead an easy time was not strong enough to lift the hatch an inch. In desperation he cried out: "Help!"

Aft, on the poop, the skipper felt that the ship's rolls were getting sluggish and dead underfoot. He ordered that soundings be taken.

A foot of water was found in the main well. Water in the ship's hold was rising. The ship was sinking.

"All hands on deck!" the command was given. "Abandon ship! Stand by the lifeboats!" There, at the muster, all hands were present but the OS-shipowner. Men ran forward, looking for him, called out his name loudly time and again. No answer.

At last the lifeboats had to be manned and lowered. The men pushed off and, with the oars out, hung around, watching the ship go down by the head. The sun was setting, big and red and with a stare as if taking a last look at the bark.

The days in the lifeboats passed as though in a daze, and some time later the men made the Azores. Tired and stiff, after being cramped up, they could hardly get out of the lifeboats. With difficulty the old skipper got ashore and made his unhappy report that an OS was lost, strangely.

BLACK POINT (Bull), Mar. 18—Chairman, W. F. Walker; Secretary, I. L. Raborn. G. H. Johnson elected ship's delegate. All departments urged to have repair list made so that some work can be done in Turkey. Vote of appreciation to steward department for good job. Major beef aboard regarding captain's refusal to put draw out in American Money.

ALCOA RUNNER (Alcoa), Apr. 21—Chairman, William Burke; Secretary, Clarence J. Mall. Captain stated that the ship would be going to Venezuela and also to St. Thomas. All repairs turned in are being done. It was agreed that open carton of milk be put out for night lunch. Suggested that less noise be made in passage-ways since there are men sleeping. Vote of thanks to steward department for a job well done. Vote of thanks to the ship's delegate for wonderful job he has done.

MONTICELLO VICTORY (Victory Carriers), Apr. 21—Chairman, J. R. Wilson; Secretary, R. F. Tyree. Some disputed OT to be taken up with patrolman. Captain says he will paint all foc'sle decks next trip. He asked 24-hour notice so that the ship will not sail shorthanded. Steward department given a vote of thanks for job well done. Warned all men signing on to check articles before they sign.

GLOBE PROGRESS (Ocean Cargo), Mar. 18—Chairman, Joseph Decinque; Secretary, Nick Martin. Everything running smoothly. Ship's delegate requests that all disputed OT and beefs be given to him to straighten out. New repair list to be made out. Baggage belonging to men who missed ship last trip to be taken off.

ACHILLES (Newport Tankers), Apr. 14—Chairman, C. Malette; Secretary, A. Leah. Ship's delegate reported difficulties with money draws cleared up. Letters regarding same sent to various branches of the Union. Motion made to start a ship's fund for purposes of telephone calls and wires for Union business. Chief steward elected ship's treasurer.

BETHFLOR (Ore), Feb. 13—Chairman, Charles Bedell; Secretary, Robert Hartley. Request that baker make hot bread. Recreation room needs to be painted. Captain requests three deckhands aboard ship in Baltimore to handle any stores that come aboard. No beefs reported.

STEEL ADVOCATE (Isthmian), Apr. 22—Chairman, John Reinos; Secretary, James W. Galloway. One man

hospitalized in Penang. Hot water beef and no launch service in Semarang to be brought up to patrolman. Repair list turned in. Several ideas already handled. Refrigerator to be brought up to patrolman. Steward suggests crew bring all excess soiled linen before payoff and also extra cups and glasses. Vote of thanks to steward department.

STEEL EXECUTIVE (Isthmian), Feb. 4—Chairman, C. C. Lawson; Secretary, C. R. Wood. Movie projector will be repaired in San Francisco. Anyone who notices any loose gear on deck should promptly secure same. No beefs reported.

CHATHAM (Sea-Land), Feb. 27—Chairman, J. E. Higgins; Secretary,



D. Backrak. No beefs reported. \$18.00 in ship's fund. Lengthy discussion concerning class C seniority men. Good explanation of the current food plan and of the immediate feeding problems on board was given by the steward. All requests and questions regarding food should be brought to the steward.

LOSMAR (Calmar), Apr. 28—Chairman, Charles Moss; Secretary, Guy Walker. One man missed ship. Discussion on the repair list and keeping the laundry clean.

SANTORE (Ore Navigation), Mar. 31—Chairman, Howard Menz; Secretary, Donald Woods. Charles Burns elected ship's delegate. Crew asked to return all books to the library. Each department to take turns cleaning laundry, library and recreation room. Return all cups to pantry. No beefs reported.

STEEL VENDOR (Isthmian), Apr. 11—Chairman, J. J. Gaspard; Secretary, F. Shala. \$34.21 in ship's fund. Washing machine needs new wringer. See chief engineer about fans in the messman's room. Check on rubber tips for chairs in messroom. Vote of thanks to the steward department and especially to Thomas Fields, baker.

TRANSEASTERN (Transeastern Shipping), Apr. 15—Chairman, John Maher; Secretary, S. U. Johnson. Brother Kavel hospitalized in Poland. Extends his thanks to all brothers and officers who gave their time to be with him in hospital.

PORTMAR (Calmar), Apr. 22—Chairman, Jiggs Jeffers; Secretary, C. Jatzimistos. Chief cook paid off in Canal Zone due to illness. Four men paid off on West Coast. All departments running smoothly. Ship's delegate to see the captain about loading deck cargo. Vote of thanks to steward department for job well done.

ROBIN SHERWOOD (Robin Line), Apr. 15—Chairman, Eugene Flowers; Secretary, Jay Savage. Ship's delegate asked men to get acquainted with their fire and boat stations. Crew asked not to carry too many cigarettes in South Africa as they will be fined. Delegates to get draw list ahead of time so draw can be given out according to agreement. Watchstanders asked not to swap sea watches. Chief electrician hospitalized in Port Elizabeth. Motion made to send headquarters a resolution to change sailing board provision in agreement.

STEEL SURVEYOR (Isthmian), Apr. 22—Chairman, Juan C. Vega; Secretary, Melano E. Sospina. Ship's delegate reported no beefs. \$21.62 on hand in fund. \$315.00 safety award money on hand in the captain's safe. Food Committee should see company about frozen fruit put aboard and a few other items.

WARRIOR (Waterman), Apr. 22—Chairman, M. J. Danzey; Secretary, M. B. Elliott. No beefs. Captain will put out draw on OT to those with heavy allotments. Vote of thanks to bosun and daymen for tiling the crew messhall. All crewmembers asked to cooperate in keeping messhall clean. Discussion on unnecessary slamming of doors at sea and tools being taken and not returned. Vote of thanks to steward department.

IBERVILLE (Waterman), Apr. 1—Chairman, Charlie Bush; Secretary, William Cameron. D. S. Gotsch elected ship's delegate. Vote of thanks to wipers and electrician for painting oilers' foc'sles and installing workable fans. \$5.98 in ship's fund. No beefs reported.

LONGVIEW VICTORY (Victory Carriers), April 15—Chairman, Walter Barron; Secretary, J. McCaslin. Two men had to sign off due to illness. \$5.15 in ship's fund. No beefs reported by department delegates.

Emergency On Kathryn

All Hands Team Up To Aid A Seafarer

The Navy, Coast Guard and Public Health Service teamed up with the officers and crew of the Kathryn to help stricken SIU chief electrician Fred D. Peterson while the Bull Line ship steamed north along the Florida coast last month.

Peterson, dangerously ill with diabetes, was taken ashore by a Coast Guard boat near the Jacksonville sea buoy following an emergency delivery of insulin at sea that same morning by Navy aircraft.

The electrician had joined the ship at Mobile and said his supply of insulin was lost on Saturday morning, July 9, a few hours after the ship left New Orleans. He said he had his last shot of the medicine Friday but believed he could make it to the next port, Norfolk. Thus he did not report the loss until he became very sick Monday morning.

Capt. Alan R. Bellhouse ordered him into the hospital and called the Coast Guard at Jacksonville Beach. The Kathryn changed course and headed for Jacksonville, the nearest port, at top speed.

By this time, Capt. Bellhouse reported, Peterson's condition indicated that he was approaching the diabetic coma that often precedes death. Accordingly, the skipper notified the Coast Guard that Peterson was getting worse and asked them to send insulin.

Two hours later, at 11:45 AM, a Navy helicopter and escort plane flew down the port side of the ship. The chopper dived under its trail of smoke and, without

(The following account and photograph below were submitted by Seafarer Charles Mathews, OS, on the Kathryn.)

further ado, a Navy flier handed the insulin to Morris J. Danzey, DM; Paul Bates, AB, and Thomas Walker, Jr., OS, as they stood atop the poop deck canopy.

Although Peterson improved, the PHS advised that he get hospital treatment so the Kathryn continued toward the coast and in mid-afternoon hove to off the Jacksonville sea buoy.

Barely able to walk, Peterson was helped out on deck, strapped into a stretcher and lowered into the Coast Guard boat alongside at 3:30 PM. The transfer was made by bosun Pedro Erazo, with Valentin Acabeo, AB; Robert Broadus, DM, and Danzey, Bates and Walker, supervised by chief mate Manuel Court.

Unhappily, Peterson's ordeal was needless, Capt. Bellhouse pointed out afterwards. If he had reported his problem at once, insulin might have been obtained as early as 4:30 AM Sunday, when the Kathryn passed Key West, or even Sunday evening when it was off Miami. He advised seamen to report such trouble immediately, as help may be nearer than they think.

This was the third misfortune to strike crewmen of the Kathryn within a short time. Bjorn Lerwick, AB, left the ship in Mobile with a foot injury suffered during the voyage. And in New Orleans, the crew was saddened by the death of Luis Colon, popular crew messman, who was killed by a hit-run auto near the dock entrance.



SEATRAN LOUISIANA (Seatrains Lines), Apr. 8—Chairman, no name given; Secretary, R. Hutchins. No beefs reported by department delegates. \$98.04 in ship's fund. Motion that parts be bought for TV and paid for out of ship's fund.

ROYAL OAK (Cities Service), Apr. 9—Chairman, Geo. B. McCurley; Secretary, Robert Myers. \$20.85 in ship's fund. Request that ship be fumigated. Need softer toilet tissue.

No data—Thomas Navarro; Secretary, J. S. Barnette. Letter concerning draws in foreign ports written to headquarters and acknowledged. Repair list turned in. \$3.95 in ship's fund. Headquarters to negotiate for

Apr. 8—Chairman, T. J. White; Secretary, B. Berg. No beefs reported by ship's delegate. \$3.35 in ship's fund. Motion that fresh milk be used in foreign ports. Toilets should be fixed. Screen doors need repairs.

SUZANNE (Bull), Mar. 10—Chairman, E. P. Armstrong; Secretary, Michael Friedman. Most repairs done. No beefs reported. Complaint registered against examining doctor in Galveston for not sterilizing needles. Request Union investigate this matter.

MADAKET (Waterman), May 3—Chairman, John Nash; Secretary, Albert G. Espenode. M. E. Diaz elected new ship's delegate. No beefs reported. \$5.45 in ship's fund. Crew asked to donate for the fund. Need new washing machine back aft. Captain claims that bosun is not given enough work on deck. See chief engineer about more pressure on all toilets. Crew asked to fold coats after use, especially in port. Motion that all crewmembers donate \$3.00 towards new TV.

STEEL AGE (Isthmian), Apr. 25—Chairman, W. Palmer; Secretary, L. Movall. Everything going along OK. \$19.03 in ship's fund. Crewmembers asked to build up ship's fund. Crew asked to take good care of ship's linen. Discussion regarding natives being kept out of the midships house when in port.

BEAUREGARD (Ser-Land), Apr. 27—Chairman, H. Libby; Secretary, Jack Olsen. Ship's delegate reported on communication with other vessels of this company regarding time off in port. No beefs reported by department delegates.

WESTCHESTER (Southern States), Apr. 22—Chairman, R. W. Sompkins; Secretary, L. Bennett. Robert McEvoy elected new ship's delegate. Former ship's delegate left in hospital in Lattakia, Syria. Need new ice-box in crew messroom. Not receiving LOGs in Lattakia, Syria, or Iskenderun, Turkey.

STEEL FLYER (Isthmian), Apr. 28—Chairman, James Peterson; Secretary, Peter Cakanic. Most repairs taken care of while the ship was in New York. No beefs reported. Ray Kosch resigned as ship's delegate. Frank Adkins, chief cook, elected. Steward explained new milk plan. Suggestion made to have more sandwiches put on menu to supplement main meats.

COUNCIL GROVE (Cities Service), May 5—Chairman, Jesse W. Maloney; Secretary, Julian Dedicatolis. Ship's delegate reported that foc'sle decks need re-flooring. Ship has poor ventilation system. Awning needed on after deck and several lockers should be replaced. Ship's delegate Jesse W. Maloney is resigning after payoff and Brother Voluntary will take his place. All is well.

FAIRLAND (Sea-Land), May 6—Chairman, Walter Newberg; Secretary, R. Reynolds. \$7.50 in ship's fund. No beefs. Ship's delegate to contact Union regarding new washing machine. Chief cook elected ship's delegate. Delegate to see patrolman regarding showers and toilets back aft.

ALCOA PURTAN (Alcoa), Apr. 28—Chairman, J. Jones; Secretary, Allen G. Tighe. No beefs reported. Steward department representative should be present at payoff. There are a few issues and items of interest in the steward department which need checking.

EMILLA (Bull), Apr. 29—Chairman, Lief Hope; Secretary, Tony Pallino. Submitted repair list but no work done as yet. Patrolman to be seen regarding chief mate working on deck.

BIENVILLE (Sea-Land), Apr. 15—Chairman, W. R. Thompson; Secretary, D. G. Chafin. Repair list turned in. Discussion on Houston sailing board. Patrolman assured crew that port captain would remedy this trouble. Discussion on better grade of bacon. Steward said better grade to be placed aboard upon storing this trip in Newark.

DIGEST of SIU SHIP MEETINGS

higher launch fare and contact companies to let crew draw their OT. Motion to discontinue canned milk being put aboard. Educational speech on unionism given by ship's delegate.

FAIRLAND (Sea-Land), Apr. 9—Chairman, Walter Newberg; Secretary, R. Geddings. Repair list turned in. Bunk lights to be installed at the rate of six per month. \$7.50 in ship's fund. No beefs reported. Discussion on contract proposals.

RAPHAEL SEMMES (Sea-Land), Apr. 15—Chairman, Hector Conrod; Secretary, W. Blakester. Everything running smoothly. Letter read from Fairland. Discussion held. \$104.50 in ship's fund. Vote of thanks to steward department. Steward requested to leave out more cups.

EDITH (Bull), Mar. 26—Chairman, William Murphy; Secretary, William Hartlove. No beefs reported by department delegates.

ROBIN LOCKSLEY (Robin Line), Apr. 8—Chairman, B. Fimoric; Secretary, A. Lake. One man missed ship. All beefs taken care of. \$28.25 in ship's fund. Minor OT beef in engine and steward departments. Ship should be stored for 100 days as trips are always longer than expected.

COE VICTORY (Victory Carriers), Apr. 15—Chairman, E. Hogge; Secretary, P. Allen. No beefs or disputed OT. Request more night lunch and fruit be put out. \$17.98 in ship's fund. Donated \$2 to ship's library fund. Motion to have baggage rooms in all SIU halls.

TAMARA GULDEN (Transport Commercial), Feb. 24—Chairman, I. Glass; Secretary, G. E. Dowling. Shortage of water leaving the States to be taken up with the captain. Ship running very smoothly since the last steward got off. Deck delegate is doing a very good job. \$6.00 left in the ship's treasury. Engine delegate reported clarifications needed for boilers on this type vessel. Vote of thanks to steward department for a job well done. Request that books be put away and pantry left open while in port.

TRANSYORK (Transwestern Associates), Apr. 8—Chairman, J. T. Hicks; Secretary, W. Parrish. One man flown back to States from Hong Kong with broken arm. No beefs reported. Will check patrolman in regard to transportation in Chittagong and no improvement in food since special meeting. Food in boxes not being broken out. Request draw every five days instead of seven. Captain should treat ship's delegate with more respect.

CHOCTAW (Waterman), Mar. 11—Chairman, T. J. White; Secretary, B. Berg. Ship's delegate resigned. \$3.35 in ship's fund. No beefs reported by department delegates.

It's coffeetime for SIU veterans on *Elie V.* (clockwise, from left) Angelo Tambaccie, W. C. Sellers, Andy Ellingsen, G. M. Bowdre, Henry W. Miller, Carl E. "Red" Gibbs, Earl Minton, Earl K. Whatley, Randall E. Lawson, Louis L. Dufond and "Frenchy" Michelet at San Diego.

Elie Gets A Glamor Treatment

The lure of fancier ships holds no attraction for the seagoing veterans who sail tramp steamers like the *Elie V.* (Elie V Steamship). Such is the consensus aboard that one vessel anyway, which was the subject of a recent feature story in a San Diego newspaper.

Elie and her SIU crew got the glamor treatment after they stopped off on the West Coast on returning from Japan, the last foreign leg of a round-the-world trip. The voyage began in New Orleans, where the *Elie V.* took on a grain cargo for the Persian Gulf. She next went in ballast to Hong Kong then to Japan. After San Diego, she headed back to New Orleans and the East Coast, from which she was due to haul out grain for South America.

Her crew, including such colorful SIU oldtimers as "Frenchy" Michelet, erstwhile steward now shipping as oiler; Carl "Red" Gibbs in the deck gang and Andy Ellingsen, electrician, to round out the three departments, explain some of the interest in the ship.

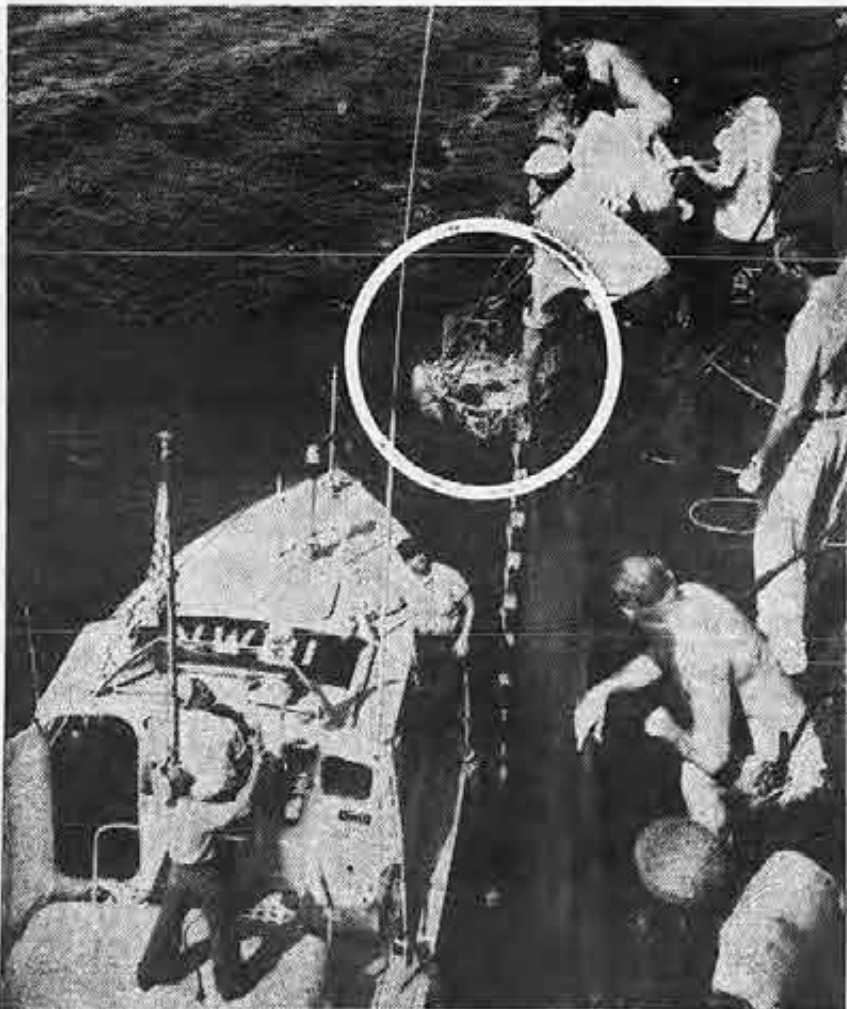
For the newsmen at least, "Frenchy" explained his preference for trampships to wit: "All of them eventually get to Japan, the sailor's paradise."

"Red" Gibbs, with 61 ships notched in his seagoing belt over the past 32 years, said he was bucking for "75" (ships, not years). "After that, I'm going to snug haven," said the veteran seaman.

Andy Ellingsen, who's sailed all of the seas you can name since he took his first ship out of his native Oslo in '29, carries in his collection of discharges papers showing that he fought with the Finns in the Russo-Finnish war, escaped from the Germans after the invasion of Norway and later went back to fight as a British-trained Norse guerrilla.

He tintyped most men on tramps as oldtimers. "They don't care so much for the fancy vessels. They like to see different ports—something new across the horizon."

"Tramps take them there." The boys on the *Elie* must have something there.



Deck gang on the Kathryn carefully lowers chief electrician Fred D. Peterson (circled, in stretcher) to deck of Coast Guard boat waiting alongside at Jacksonville sea buoy. Peterson was stricken with diabetes and had to be rushed ashore. Emergency insulin supply arrived a few hours earlier. Photo by Seafarer C. Mathews.

Notify Union On LOG Mail

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

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

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

PERSONALS and NOTICES

SS Choctaw

Sixto Escobar, ex-steward on the Choctaw, would like his former shipmates to know he is feeling fine and is now aboard the Northwestern Victory.

~ ~ ~

Rudolph E. Cefaratti

Important. Get in touch with your mother immediately.

~ ~ ~

Thomas J. Henry

Contact Willard V. Bryan, c/o Preston Realty Company, 1721 St. Paul St., Baltimore 2, Md., regarding your apartment.

~ ~ ~

Leslie James Brillhard

Your aunt, Mrs. M. Cole, 4530 W. Lloyd St., Milwaukee, Wis., would like to hear from you as soon as possible.

~ ~ ~

**Louis Escarra
Ex-SS Marore**

You are asked to contact your mother.

~ ~ ~

Albert G. Yumul

Contact Mrs. Florence Yumul, Lower Mill Rd., Elmer, NJ, for important mail she is holding for you.

~ ~ ~

Hector Conrad

Get in touch with Mrs. Theresa

Ladies' Day



Seafarer Lam Ching visited SIU headquarters with his wife and family recently, and one of the mementoes of the visit is this photo in the LOG. The junior set (front) in this steward department family is made up of daughters Mary, 4, and Nina, 3.

Conrad, 61 W. 105 St., New York 25, NY.

~ ~ ~

Martin Vesterby

Anyone knowing the whereabouts of the above is asked to contact Lidia Vesterbush, 2890 Pelham Ave., Baltimore 13, Md.

~ ~ ~

John Blizzard Jr.

Get in touch with Hy Fleischer, 5302 Third Ave., Brooklyn, NY, or phone Gedney 9-9775.

~ ~ ~

Income tax funds are being held for the following men by Neil V. Pardo, 2420 First Ave., Seattle 1, Wash.:

Damian Alabakoff, Carroll H. Andrews, M. D. Ballard, Bruce Barkyoumb, Charles Belcher, George J. Berg, Matthew Bibsch, A. D. Bobbitt, David H. Boone, Robert Bradley, John J. Brady, Rudolf Broc.

Robert A. Cage, William E. Calefate, Ephraim F. Calhoun, Jose Canul, Philip B. Cogley, Leonard J. Cox, Arthur L. Craig, Teruko K. Craig, Edward R. Crehan, J. W. & A. Crowley, Maxine Curtis, Dominick Dimalo, Eugene N. Dore, Charles Doroba, Chester A. Doyle, Fred R. England, Wilbur Lee Everett, Mark J. Fitzpatrick, R. M. & M. Godwin, Roland M. Hampshire, Erick Hawkins, Robert J. Heilig, Leonard M. Higgins, John J. Howarth, Jr., Kimiko Huddleston, Vance L. Idzal, Leonard B. & Happy Johnston, Herbert K. Kennedy, Will I. Kroll.

Calvin K. Lake, Fay W. Langley, J. M. & Y. M. Lauritsen, Gene Legg, Robert N. McAndrew, Stacey J. McDermott, Eugene McGuinn, James McKee, Lloyd C. Marsh, James J. Mates, Kiyoko Mehen, Halle Mikkelborg, James L. Morgan, Jr., Edward N. Napaepae, Michael F. Noehl, William M. O'Connor, John E. Paulette, Carroll J. Quinn, Carroll Quint, Jr., Albin O. Rankin, David T. Raynes, Robert P. Rey, Lauriano A. Sagadaca, Marius Sandanger, Walter L. Shubert, John F. Siusarczyk, Robert P. Stubbart, Elvis O. Warren, Alfred L. Yaroborough, Robert R. Yonce.

~ ~ ~

George Joseph Walsh

Get in touch with your daughter, Mrs. Kathleen Marie Norton, at 5219 North 9th St., Philadelphia 41, Pa.

~ ~ ~

Benjamin Ocuaman

Get in touch with Charles Grisbaum, Jr., at 2707 Tulane Ave., New Orleans 19, La.

~ ~ ~

Kenneth Dawson Cumming

The above-named or anyone knowing his whereabouts is asked to get in touch with his wife, Mrs. Elaine Cumming, at 198-16 15th Ave., St. Albans, Long Island, NY.

~ ~ ~

Baggage being held at the Baltimore SIU Hall for the following men should be called for as soon as possible:

W. Labenz, B. G. Ladd, Iverson.

~ ~ ~

Walter Sikorski

You are asked to get in touch with your brother, Chester Sikor-

SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

held by Jack W. Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif., for the following:

Freddie Bailey, Morris Berlowitz, Margarito Borja, Samuel S. V. Carubba, Dao King Chae, John W. Curlew, Robert J. Edwards, John Eubanks, Dominic Grazi-

Norman H. Gaulke is now living ashore and asks any brothers who owe him money to forward it to him at 10420 Humboldt Avenue South, Minneapolis 31, Minn.

~ ~ ~

The following men should get in touch with Mrs. M. C. Hayman, 115 Milby St., Houston 3, Texas, for important mail she is holding for them: F. S. Liro, Louis A. Delacerta, W. Jones Jr., R. F. Wurzler, B. J. Dzelak, J. R. Allen, George Lesnansky, James Kerrigan, James Cleator.

~ ~ ~

Charles A. MacDonald
Contact Thomas T. McVann, attorney, 136-21 Roosevelt Ave., Flushing 54, NY, concerning an important business matter.

~ ~ ~

Income tax refunds are being

held by Jack W. Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif., for the following:

Freddie Bailey, Morris Berlowitz, Margarito Borja, Samuel S. V. Carubba, Dao King Chae, John W. Curlew, Robert J. Edwards, John Eubanks, Dominic Grazi-

ano, Ho Yung Kong, Fong Yao King, Steve Krkovich, Charles W. Lane, James Lear, Milledge P. Lee.

John Misakian, Elmer J. Moe, Ali Nasreen, Potenciano Paculba, Consorcio Padios, Cezar Pedregosa, Frank C. Ponce, Sammy Rogamos, Marvin E. Satchell, Carl E. Scott, Jr., Raymond A. Triche, Grover C. Turner, Welden O. Wallace, Yung P. Woo, Walter C. Zajane.

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

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The SEAFARERS COLLEGE SCHOLARSHIPS

Now is the time for Seafarers and their children to start thinking about the Seafarers scholarship awards to be made in 1963. Five awards providing \$6,000 for four years of college study in any field are offered each year to Seafarers and the children of SIU men. Since 1953, when the SIU scholarship program was instituted, a total of 48 scholarships has been awarded to 21 Seafarers and 27 children of Seafarers.

The SIU program is one of the most generous in the country, both in the size of the annual grants and in the provisions governing the use of the scholarships. A scholarship winner is free to apply the award to any course of study in any accredited college or university in the United States or its possessions.

The scholarship competition is open to Seafarers who have a minimum of three years' seetime, or to children of Seafarers whose fathers meet the seetime requirements. The plan provides that at least one of the scholarships is reserved for a Seafarer.

Determination of the winners is based upon the applicants' high school records and other scholastic activities plus their performances on the standard College Entrance Examination Board tests. The awards are also open to candidates who are already enrolled in a college. Selection of the award winners is based on the recommendations of a panel of leading university educators and administrators.

Those Seafarers and children of Seafarers interested in competing for the awards should contact the nearest SIU port office for information. They should also make arrangements to take a College Entrance Examination Board test as soon as possible.

The schedule for the nationwide CEEB tests is as follows: December 1, 1962; January 12, 1963; March 2, 1963. All applicants are urged to take the earliest possible exam so that the results will be available when the award committee meets in May.

**OPPORTUNITY
FOR YOU
AND YOUR
CHILDREN**

The Upper Lakes Dispute

On July 12, 1962, Secretary of Labor Arthur Goldberg appointed a three-man Board of Inquiry to hold hearings on the dispute between the SIU of Canada and the Upper Lakes Shipping Company, a dispute arising out of the company's action in locking out some 300 SIU of Canada members and, in turn, manning its ships through a company-sponsored union. The US Government intervention was prompted by a tie-up of the Welland Canal which arose out of the dispute and by the involvement of unions and companies in numerous Great Lakes ports in the United States and Canada.

Similarly, the Canadian government initiated its own inquiry into the dispute which is still underway.

At the hearings which took place on July 26, 27 and 30, the three-man US board, consisting of Samuel I. Rosenman, chairman, David L. Cole and James J. Healy, heard testimony from interested parties, including the SIUNA and the company.

The following pages carry the full text of the Board of Inquiry's report. In addition, they contain the text of the statement submitted by the SIUNA outlining all of the circumstances which led up to this dispute.

Report of The Board of Inquiry To The Secretary of Labor

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Statement of SIUNA Submitted To The Board of Inquiry

Report to the Secretary of Labor by the Board Appointed to Inquire into the Matter of the Picketing of Certain Canadian Vessels by the Seafarers International Union

The undersigned, constituted by the Secretary of Labor on July 12, 1962 as a public board to inquire into the dispute causing the picketing of certain Canadian vessels by the Seafarers International Union on the Great Lakes, respectfully submits to the Secretary of Labor the following report.

I. Terms Of Reference And Procedure.

In view of the necessity for submitting this report by August 1, and the complex nature of the dispute, the Board determined to proceed by conducting expedited and informal discussions with representatives of the employer and of the United States unions involved. Accordingly, it has been feasible only to report the positions of the parties, noting, where possible, those facts which are not in dispute.

On July 26, 27 and 30 the Board met with the following individuals:

George Meany—President, AFL-CIO,
Paul Hall—President, Seafarers International Union of North America (SIU),
Michael Carlin—Head of International Department of SIU,
Joseph Maloney—Director, District 4, United Steelworkers of America,
William Mahoney—National Director, United Steelworkers of Canada,
Joseph Chrobak—President, Local 5000, United Steelworkers of America,
Fredrick Neubauer—President, Local 7000, United Steelworkers of America,
Jerry Anker—Attorney for the United Steelworkers,
H. Howard Ostrin—Attorney for the National Maritime Union,
P. G. Kingsburgh—Vice President and General Manager of Upper Lakes Shipping Ltd.
John A. Geller—Attorney for Upper Lakes Shipping Ltd.
Paul E. Flaherty—Attorney for Upper Lakes Shipping Ltd.

Presentations were made orally and also in the form of documented written statements.

II. Undisputed Facts And Positions Of Parties On Disputed Facts.

A. Background.

The Seafarers International Union of Canada (SIU of Canada) was the outgrowth of a decision in the post-World War II period on the part of both employers and the Canadian labor movement, that it was necessary to provide seamen with an alternative to the allegedly Communist-dominated Canadian Seamen's Union. For this purpose, the Seafarers International

Union of North America (SIU), which already had a small affiliate in Canada, the British Canadian Seamen's Union, sent organizers into Canada to organize a new union free of Communist influence, the SIU, Canadian District, later the SIU of Canada.

After a bitter and violent struggle, the SIU of Canada succeeded in replacing the Canadian Seamen's Union. Hal Banks, one of the organizers sent into Canada by the SIU, became head of the SIU of Canada, a position he still holds.

THE SIU of Canada was, until April 28, 1960, an affiliate of the Canadian Labour Congress (CLC). On that day, the union was suspended from the CLC on the charge of raiding. In September of 1961 there was organized, under the auspices of the Canadian Labour Congress, the Canadian Maritime Union (CMU), and the jurisdiction over Canadian unlicensed seamen was conferred on the CMU.

B. Upper Lakes Shipping Ltd. and the SIU of Canada.

SIU, on its own behalf and on behalf of the SIU of Canada, takes the position that the current dispute is primarily a dispute between Upper Lakes Shipping Ltd. and the SIU of Canada. Upper Lakes Shipping Ltd., on the other hand, considers its dispute with SIU now converted into a struggle between two rival unions, the SIU of Canada and the CMU, which has now been legally resolved on its ships in favor of CMU. The United Steelworkers on both sides of the border agree generally with this view. In any event, the relationship between the SIU of Canada and Upper Lakes Shipping Ltd. is a significant part of the current dispute.

(1) 1961 Season.

There was in effect during the 1961 Great Lakes shipping season, as there had been for the preceding ten years, a fleet contract between the Upper Lakes Shipping Ltd. and the SIU of Canada. This contract recognized the SIU of Canada as the sole bargaining agent of the unlicensed personnel aboard all the vessels of the company. During the 1961 season, subsidiary companies of Upper Lakes, whose ships were not included within the contract, brought into the Great Lakes three vessels, the *Wheat King*, the *Northern Venture* and the *Hilda Marjanne*.

Initially, the company agreed that the *Wheat King* would be manned by SIU of Canada. A dispute arose, however, concerning the proper manning of the vessel; and the crew walked off the ship. The Company thereupon brought criminal charges of desertion and enticing to desert. According to the SIU, a settlement was reached with the company and an enlarged crew then reboarded the vessel. However, the SIU contends, the company failed to drop all the crim-

inal charges that it had made. For this reason, the crew walked out again.

The company alleges, on the other hand, that it did live up to its part of the agreement, and that the second walkout was in violation of the SIU's part of the agreement. The Company then hired a new crew. The SIU alleges these were non-union men. Upper Lakes states they were hired through the Canadian Brotherhood of Railroad, Transport and General Workers (CBRT&GW). Subsequently, this crew, by an election under the auspices of the Canadian Labour Board, chose the CBRT&GW as its bargaining agent; and on September 28, 1961, a certificate to this effect was issued, over the protest of the SIU of Canada, to the CBRT&GW by the Canadian Minister of Labour.

In the case of the *Northern Venture*, initial manning by the company was by non-SIU crewmen. However, the crew, according to the SIU, held a meeting on the docks and decided to join the SIU of Canada. The SIU alleges that because of this decision, the crew was then locked out of the vessel. The SIU further alleges that a non-union crew was then hired by the company to sail the ship. The company asserts that the initial manning was done through the CBRT&GW. The company further asserts that only a few men walked off the ship, and that since no ship's articles had as yet been signed, the ship lawfully sailed without them. On September 28, 1961, the Minister of Labour in Canada issued a certificate to the CBRT&GW as the bargaining agent for the unlicensed seamen aboard the *Northern Venture*.

The SIU alleges that in both instances, the company was assisted in its efforts to lock out the SIU of Canada by Michael J. Sheehan, formerly a long-time member of the organizing staff of SIU of Canada, and now head of the CMU. The Company denies that Sheehan ever acted in such a capacity, and states that he acted during this period solely for the CLC and the CBRT&GW.

THE THIRD ship involved in disputes between the SIU of Canada and the company in 1961 was the *Hilda Marjanne*. The ship was chartered by another Upper Lakes subsidiary. By the time it arrived in the Lakes, the CMU had been formed by the CLC. The CBRT&GW, having helped in the CMU's creation, did not offer to man the *Hilda Marjanne* as it had the *Northern Venture* and the *Wheat King*. Instead the CMU so offered, did man the ship, and was certified by the Canadian Minister of Labour as the bargaining agent for the ship.

These three vessels were picketed throughout the 1961 season by the SIU of Canada in Canada and by the SIU in the United States. In picketing in the United States, the SIU had the

support of the Maritime Trades Department of the AFL-CIO. A number of injunction cases on both sides of the border have resulted from the picketing, several of them still pending. In addition, several matters are pending before the National Labor Relations Board arising from the picketing.

Toward the end of the 1961 shipping season, the SIU of Canada, pursuant to the existing fleet-wide contract, served notice on Upper Lakes that it wished to amend the contract for the 1962 season. Upper Lakes requested and received the proposals of the SIU of Canada. It quickly became necessary to invoke the services of a Board of Conciliation to assist in the process of negotiation. Accordingly, the SIU of Canada petitioned under the law of Canada for the establishment of a Board of Conciliation for that purpose. The Board did not succeed in bringing the parties together in an agreement. The company alleges that the demands of SIU of Canada were excessive and did not offer a basis for negotiation; and the SIU of Canada asserts that the company's demands for changes in the contract and the company's refusal to negotiate on the demands of the SIU of Canada made effective negotiation impossible.

(2) 1962 Season.

(a) SIU Contentions.

In March, 1962, the Minister of Labour accepted the report of the Chairman and industry-appointed member of the Conciliation Board to the effect that agreement was impossible. The SIU of Canada continued to press its bargaining demands. However, the company then recognized the CMU as the bargaining agent for its unlicensed personnel and negotiated an agreement with the CMU. The CBRT&GW continues as the bargaining agent for the crews of the *Wheat King* and *Northern Venture*.

THE SIU of Canada then initiated picketing in Canada of all vessels of Upper Lakes. The SIU began to picket once again on the United States side of the Great Lakes. This picketing and the 1961 picketing of the three ships above mentioned are defended by the SIU on the ground that it is the practice to support seamen involved in strikes elsewhere; and that were it not for this practice, the nature of the industry would make successful union action almost impossible. Of course, the SIU of Canada is not simply another unaffiliated seamen's union; it is one of the semi-autonomous unions that make up the confederation known as the SIU.

This fleetwide picketing also led to court and administrative actions in both countries. Upper Lakes has obtained temporary injunctions against picketing in a number of courts in both Canada and the United States.

The SIU contends that by agreeing to the request of George Meany, President of the AFL-CIO, at the instigation of the Secretary of Labor, to withdraw its pickets in July, 1962, its successful strike action against the company was interrupted. The result has been that a number of the company's vessels that had been tied up by the pickets are now sailing, and other vessels that the company had not been able to man are now being manned.

(b) Company Contentions.

The company's position is that it has at all points fully complied with the laws of Canada. Thus, after the Minister of Labour accepted the report of the Board of Conciliation that agreement seemed hopeless under the circumstances,

the company was free to seek and did seek a contract with another union to man its vessels; that the contract with the CMU was, therefore, lawful; and that the company must now fulfill its obligations under that contract. Furthermore, since it is the Great Lakes practice to contract for a season only and to rehire at the beginning of the new season, the company urges that no member of the SIU of Canada was in its employ and therefore that SIU of Canada had no employer-employee relationship to administer.

C. SIU and Other Unions.

The United Steelworkers do not share the SIU's view of the present situation. Its view is that this is a jurisdictional struggle between two rival unions, the SIU of Canada and the CMU. Although it favors the CMU, it views this as a situation in which only the seamen themselves should make the choice. However, the Steelworkers Union objects strenuously to three aspects of the activity of the SIU in the United States.

First, it objects to alleged violence and intimidation which it asserts have characterized the dispute.

Second, it objects to picketing that has taken place at steel plants. It claims that such picketing is not legitimate because of the absence of any dispute between SIU and the steel companies. The Steelworkers Union feels that it must therefore instruct its members to ignore the picket lines.

Third, it objects to the activities of SIU because they threaten to cut off the supply of ore from Canada which is needed to keep steel mills in operation and their workers employed. The interference with the supply of ore could occur for two reasons: (1) because the SIU has attempted to close down whole ports in order to force port commissioners to prohibit CMU-manned vessels from entering the ports; and (2) because the refusal to unload CMU-manned vessels in the United States will eventually result in Steelworkers' members refusing in Canada to load and in the United States to unload the vessels manned by the SIU.

Although the undersigned did not speak with any official representative of the CLC or the CMU, one of the Steelworkers appearing before the Board is a director of the Canadian Steelworkers and a vice president of the CLC. It is clearly the view of the CLC that the dispute is solely between the SIU of Canada and the CMU, and that it intends to support the CMU as much as possible in this rivalry.

THE Steelworkers' and CLC's support for the CMU is not based only on the suspension of the SIU of Canada for raiding. It stems also from their contention that Hal Banks, head of the SIU of Canada, is not a democratic union leader, and that his leadership is not of a kind which they regard as befitting the Canadian labor movement.

The extent of the CLC support of the CMU was made clear by the action which gave rise directly to government involvement in this dispute. That action was the closing of the Welland Locks by the CBRT&GW to ships manned by the SIU. Because ships manned by the SIU moved into position on either side of the Locks and thus blocked all shipping in the Seaway, the President of the Canadian St. Lawrence Seaway Authority obtained an injunction against the CBRT&GW, and shipping through the Locks was resumed. The tie-up of the Seaway points up the serious possibilities which may arise out of this bitter dispute.

THE National Maritime Union (NMU) appeared before us to present its argument against the action of the SIU of North America. Its contention is that the picketing of Canadian ships with Canadian crews aboard might make it appear that a United States union is trying to organize under the "flag of convenience" concept. This, the NMU asserts, may prejudice its claimed right to organize true "flag of convenience" ships.

SIU asserts that it has had differences with the CLC as to the nature of the political action in which the Canadian labor movement should engage; and that this has contributed to the friction between its representative, Hal Banks, and the leadership of the CLC.

Finally, the SIU asserts that the CMU is a company-dominated and strike-breaking union that was organized by collusive agreement between the CLC and Upper Lakes; and that it will be used to eliminate the SIU of Canada.

III. Conclusions And Recommendation.

The great difficulty in this case lies in the strongly divergent and apparently irreconcilable convictions of three parties, and the deep-rooted antagonism which has been aroused by certain key personalities, particularly Hal Banks, head of SIU of Canada, and Michael Sheehan, now President of CMU.

SIU believes that this is essentially a labor dispute between its Canadian affiliate and the Upper Lakes Shipping Ltd. interests; that the employer, sensing the friction within the CLC, is grasping the opportunity to eliminate SIU of Canada from its vessels, after an established bargaining relationship of some ten years; and that it is being aided and encouraged in this effort by segments of the CLC contrary to trade union practice and tradition.

The employer, on the other hand, is now convinced that it has a legal duty to recognize and deal with CMU as the duly certified and established representative of its unlicensed seamen.

The CLC and certain of its affiliated organizations are apparently determined to support its newly-created affiliate, CMU, in displacing SIU of Canada, which has been expelled from CLC.

No direct reconciliation of these conflicts suggests itself to this Board. It feels, nevertheless, that a serious discussion among all the parties in interest, jointly and separately, might lead to the narrowing of some areas of misunderstanding and perhaps to some approach that would be far more desirable than a resumption of the war of attrition which led to the appointment of this Board.

We recommend, therefore, that as promptly as possible, a series of international conferences among all the parties in interest be conducted jointly by Hon. Michael Starr, Minister of Labour, and Hon. Arthur J. Goldberg, Secretary of Labor, for the purpose of exploring all possible means of arriving at some workable understanding which will avoid the resort to self-help of the kind now temporarily suspended.

Respectfully submitted,

/s/ Samuel I. Rosenman, Chairman

/s/ David L. Cole

/s/ James J. Healy

July 31, 1962

Statement of Seafarers International Union of North America, AFL-CIO in the Matter of the Dispute with Upper Lakes Shipping Company and its Subsidiaries

I. Description Of The Dispute.

The Seafarers International Union of Canada is directly involved in a labor dispute with the Upper Lakes Shipping Company, Ltd. The SIU of Canada is affiliated with the Seafarers International Union of North America, AFL-CIO, and has been the sole collective bargaining representative for Upper Lakes employees since 1951.

In April, 1961, the company commenced a series of events designed to destroy the existing collective bargaining relationship.

It locked out SIU crewmembers aboard vessels of Upper Lakes and its subsidiaries and installed a new company-sponsored organization as the collective bargaining representative for all its employees.

The SIU then began picketing the vessels in American and Canadian ports as part of a traditional trade union action. The SIU of Canada has published and disseminated the story of the dispute in a booklet entitled "The Strange Conspiracy to Destroy the Standards and Security of Canadian Workers." (See Exhibit No. 1)*

IN CONDUCTING this picketing action against Upper Lakes and subsidiaries, the SIU has had the support of trade unions in both the United States and Canada. As a result of a request by Secretary of Labor Goldberg on July 7, 1962, the SIU agreed to withdraw its picketlines pending an inquiry into the dispute.

II. The Parties In The Dispute.

A. The Seafarers International Union Of Canada.

The Seafarers International Union of Canada is affiliated with the Seafarers International Union of North America, AFL-CIO. The SIU of Canada represents 15,000 members and has contracts covering 86 companies on all coasts of Canada.

The SIU of Canada has established union facilities for its membership in all ports throughout Canada. Its success on behalf of Canadian seamen is a matter of record. This record is best shown by the improvement in conditions and earnings negotiated by the Union with Upper Lakes Shipping since the beginning of the collective bargaining relationship in 1951. (See Exhibit No. 2)*

B. Upper Lakes Shipping Company.

The Upper Lakes Shipping Company operates approximately 20 vessels under its own name or through subsidiaries. It has

had collective bargaining relations with the SIU of Canada since 1951 and up until it precipitated the current dispute.

Upper Lakes is operated under American and Canadian ownership, with the majority ownership in the United States through the Norris family interests. The holding company for the Norris family interests is the Osceola Corp., of which James Norris is chairman. Others prominent in the Norris operations are Bruce Norris and J. D. Leitch, who represents the Norris interests in Canada.

THE NORRIS interests consist of a vast network of enterprises in the United States and Canada. These interests include steel mills, grain elevators, bakeries, boxing enterprises, racing stables, hotels, theaters, stadiums, hockey teams, banks, real estate, drydocks and feed mills, as well as shipping.

C. The Canadian Maritime Union.

The Canadian Maritime Union was established in September, 1961. It had no membership, no contracts and no union structure. The man appointed to head this organization was Michael Sheehan, a former representative of the SIU. (See Exhibit No. 3)*

III. Chronology Of Events In The Dispute.

Following is the chronology of events which culminated in the current dispute:

1951, April 6 SIU signed first agreement with Upper Lakes.

1952, March 10 New agreement negotiated between the SIU and the company.

1953, September 29 New agreement negotiated between the SIU and the company.

1956, June 12 New agreement negotiated between the SIU and the company.

1958, September 16 New agreement negotiated between the SIU and the company.

1960, October 4 New agreement negotiated between the SIU and the company.

1961, April 4 The company advised the SIU that it had a new vessel, the SS Wheat King, and sought an agreement to cover this vessel. The Wheat King was represented as a deep-sea British vessel, and an agree-

ment to this effect was reached. (See Exhibit No. 4)*

1961, April 17 On the basis of company representations, a 30-man SIU crew was placed aboard the vessel. The ship's master and chief engineer supported contentions of the crew and the SIU that the vessel was undermanned. Before coming to Canada, she had carried a 48-man crew in accord with the requirements of the British Board of Trade. It later developed that the vessel was under Bermudan registry for operation by an Upper Lakes subsidiary, Island Shipping.

1961, April 18 and following SIU efforts to improve the manning scale were rebuffed thereafter. The vessel was subject, in the following days, to constant crew turn-over because of low manning and other unsatisfactory conditions.

1961, May 10 SIU appeal to Captain Carr, Master of the Wheat King, regarding manning of the Wheat King, was unsuccessful in the port of Thorold.

1961, June 1 At the port of Levis, Quebec, approximately half the crew walked off the vessel to protest the manning situation. One utility boy was added, but manning remained a matter of dispute.

1961, June 6 SIU representatives continued to seek J. D. Leitch, head of the company. In his absence, Thomas J. Houtman, Personnel Manager for Upper Lakes, refused to increase the manning and said he had strict orders from Leitch not to do so. At 9:00 PM that night, the unlicensed crew and most of the engineering officers walked off the ship just before sailing time, held a union meeting and voted to stay ashore until some relief was forthcoming.

* A voluminous file of Exhibits was submitted to the Board of Inquiry and is available.

- 1961, June 8-9 Ten of the men in the SIU crew were arrested by Quebec Provincial Police on company charges that they were deserters from a foreign vessel.
- 1961, June 13 As a result of communications between Leitch and Hal Banks, President of the SIU of Canada, a settlement was reached. It provided for the addition of 3 more crewmembers and an agreement to arbitrate the size of the crew for the vessel. (See Exhibit No. 5)* The parties also verbally agreed to the withdrawal of all legal proceedings by both sides.
- 1961, June 14 In accord with the June 13th agreement, a 33-man SIU crew went aboard and commenced to operate the vessel.
- 1961, June 15-26 Company refused to drop legal proceedings in accord with the previous understanding. Crewmembers elected to leave and remain off the vessel until the company abided by the terms of the June 13th understanding.
- 1961, June 28 Company placed a crew of Greek immigrants and ship deserters aboard the Wheat King and the vessel sailed. Sheehan, later to become head of CMU, helped recruit the non-union crew.
- 1961, July 4 The SS Northern Venture, a vessel similar to the Wheat King, and to be operated by Trans-Lake Shipping, another Bermudan subsidiary of Upper Lakes, was brought into drydock at Port Weller, Ontario. The company did not advise the SIU of this fact.
- 1961, July 6-8 Sheehan and Houtman sought non-union men to sail the Northern Venture. Sheehan screened applicants at a Canadian Government Employment Office. Men with SIU background were rejected. Non-union crewmen were then placed aboard the Northern Venture. (See Exhibit No. 6)*
- 1961, July 8 An SIU representative met ashore with crewmembers off the Northern Venture and found an expression of interest in union representation.
- 1961, July 10 A crew meeting was held on the dock and 80% of the men then assigned to the vessel authorized the SIU to bargain on their behalf.
- 1961, July 11 Sheehan and another person boarded the vessel at 4:00 AM. For several hours they harassed crewmembers and threatened dismissal to all with SIU sympathies. David Sherk, a crewmember, questioned the master of the vessel, Capt. Clattenburg, about Sheehan's authority to fire the crew. He was advised by Clattenburg that Sheehan was the responsible party and, if crewmembers did not accept Sheehan's authority, they would have to get off. The crew advised the SIU of the situation and an SIU representative was dispatched to the ship. He was barred from speaking to crewmembers, who then advised their officers that they wished to consult on the dock with the SIU representative and would be back aboard within 10 minutes. They left the vessel in whatever clothes they had on at the time.
- 1961, July 17 The company sought and obtained an injunction which was read to the picketline together with the Riot Act. The picketline dispersed immediately, but nine men were arrested and thrown into jail. This was the first time in 87 years that the Riot Act had been read in that part of Ontario, although the picketline was orderly at all times. The same night, a non-union skeleton crew was placed aboard the vessel. She later sailed for Duluth, Minnesota, where the vessel was picketed.
- 1961, August 2 Charges against SIU pickets at Port Weller were dismissed.
- 1961, September The "Canadian Beacon," a publication issued by the newly-formed Canadian Maritime Union, appeared on the waterfront. It announced the signing of agreements covering the SS Wheat King and the SS Northern Venture.
- 1961, October 2 It also announced that the vessels were no longer under Bermudan registry and were operating under the Canadian flag. (See Exhibit No. 3)*
- 1961, October 2 In accord with the terms of contracts dated October 4, 1960, between Upper Lakes, Leitch Transport and Norris Grain-Steamship Division and the SIU (See Exhibit No. 7)*, the SIU notified the employer that it wished to begin negotiations for contract renewal. The SIU asked that a time and place be set for a meeting. (See Exhibit No. 8)*
- 1961, October 19 The company advised the SIU that it was too early to meet but asked the SIU to advise the nature of its contract proposals in writing. (See Exhibit No. 9)*
- 1961, October 24 The SIU informed the company, in compliance with its request, that an SIU negotiating committee was formulating proposals for submission. (See Exhibit No. 10)*
- 1961, November Another edition (Vol. I, No. 2) of the CMU "Canadian Beacon" was distributed. It announced "the formal establishment of the Canadian Maritime Union, a union to cover all unlicensed personnel in the Canadian Shipping industry . . .". It named Sheehan as president. (See Exhibit No. 3)*
- 1961, November 28 The SIU submitted proposals to the company and suggested a tentative meeting date of December 18, 1961, within the time limit period prescribed by Section 15 of the Industrial Relations and Disputes Investigation Act. (See Exhibit No. 11)*
- 1961, December 14 The SIU received a letter dated December 13, 1961, from the Association of Lake Carriers, acting in behalf of the Company, refusing to meet on December 18, and calling for an indefinite postponement until early 1962. (See Exhibit No. 12)*
- 1961, December 18 SIU formally requested a meeting date of December 20, 1961. The employer refused to meet on this date and suggested no other date. (See Exhibit No. 13)*

* A voluminous file of Exhibits was submitted to the Board of Inquiry and is available.

(Continued from Page 5)

- 1961, December 20 SIU requested that the Canadian Labour Minister appoint a Conciliation Officer to bring the parties into negotiations. (See Exhibit No. 14)*
- 1962, January 23 Remi Duquette, Canadian Labour Department Conciliation Officer, met with the parties to the dispute. No effort was made by the company to bargain collectively and in good faith.
- 1962, February 5-13 A Conciliation Board was appointed by the Canadian Labour Minister, composed of Jean Lariviere, as the SIU nominee, and Norman McLeod Rogers, as the company nominee. Since they could not agree on a chairman, appointment by the Minister of Labour was required. These procedures were pursuant to Sections 15, 16, 17, 27 and 28 of the Industrial Relations and Disputes Investigation Act of Canada. (See Exhibit No. 15)*
- 1962, February 15 G. D. Laviolette, an industrial adviser to management, was appointed by the Labour Minister as chairman of the Conciliation Board. (See Exhibit No. 16)*
- 1962, February 22-23 The SIU protested this appointment by telegram. The protest was rejected. (See Exhibit No. 17)*
- 1962, March 5 The SIU presented its brief at the first meeting of the Conciliation Board. A serious interruption occurred during this presentation when the company introduced its brief dated February 23, which, it said, would make the SIU presentation unnecessary. (See Exhibit No. 18)*. In its brief, the company showed a disposition to give status to the CMU and implied a hope for the growth of the company-sponsored union. On Page 2 of its brief, the company stated:
 "... The demands served on the Companies here represented (Upper Lakes Shipping Ltd., Leitch Transport and Norris Grain-Steamship Division) are part of the Seafarers International Union's campaign to prevent the organizing of the other union among Great Lakes shipping companies generally..."
 The company also categorically rejected the SIU's demands and, in
- 1962, March 6 The SIU received a telegram from Chairman Laviolette ordering a meeting of the Board on March 8, 1962. The SIU contacted Mr. Lariviere, and found out that he had not been informed of the March 8 meeting. A telegram of protest was then sent to the Chairman. (See Exhibit No. 19)*
- 1962, March 7 Chairman Laviolette, in a letter to the SIU, stated that the March 8, 1962 date must stand. (See Exhibit No. 20)*
- 1962, March 8 A Superior Court Stop Order prohibited further meetings of the Conciliation Board until application for a Prohibition Writ was heard on March 12, 1962. (See Exhibit No. 21)*
- 1962, March 9 Upper Lakes was denied a motion to quash the Prohibition Writ and the Stop Order. On the same day, in defiance of the Court order, Chairman Laviolette sent a letter stating that he expected the Stop Order to be rescinded on March 12. He called for a Board meeting on March 13, 1962. (See Exhibit No. 22). On the same day, the SIU nominee on the Board wrote the Chairman that he was leaving town as he had stated at the March 5 meeting. (See Exhibit No. 23)*
- 1962, March 12 Hearing was held in Superior Court on the Writ of Prohibition. Judge Jean took evidence under ad-
- 1962, March 13 fact, sought to weaken the existing agreement by eliminating the vacation plan, hiring and promotion clauses, and by revising the welfare plan. (See Exhibit No. 18, Page 12)*
 Furthermore, the company informed the Conciliation Board that, unless the foregoing conditions were met, the contract dispute was impossible to resolve. The Company stated: "...The differences which separate the Union and the companies are too fundamental for the dispute to be settled by this Honourable Board or by the normal negotiation process." (See Exhibit No. 18, Page 12)*
- 1962, March 13 Nevertheless the meeting was held on this day. SIU attorneys now served the Chairman with a motion for contempt of court. (See Exhibit No. 24.)* The chairman continued the meeting attended by the company member and himself.
- 1962, March 14 The chairman and employer member met again. A Stop Order and Writ of Prohibition was issued by the Court.
- 1962, March 16 The company attempted again to quash the Stop Order and the Court heard argument.
- 1962, March 19 The company sought to quash the Court Order and the Judge took the evidence under advisement.
- 1962, March 26 Chairman Laviolette and the company Board member notified the Labour Minister that they felt "no useful purpose" could be served by the board proceedings. Lariviere was neither called nor consulted on the report, despite Section 32 of the Industrial Relations Act. The Labour Minister accepted and announced their recommendation as the Report of the Board. (See Exhibit No. 25.)*
- 1962, March 30 Judge Jean dismissed company motions to quash and for inscription in law, permitting the Writ of Prohibition and the motion for Rule on Contempt to proceed to trial. (See Exhibit No. 26).*
- 1962, April 5 Upper Lakes signed agreement with Canadian Maritime Union. (See Exhibit No. 27).*
- 1962, April 6 Upper Lakes commenced to lock out its employees and sail its ships with non-union crews to the Port of Toledo. SIU began picketing vessels of the company.
- 1962, June 4 SIU petitioned Superior Court at Montreal to nullify the Conciliation Board report and to void the agreement between Upper Lakes and the CMU and to award damages to the locked out employees. Appearances have been filed and the matter is before the Courts. (See Exhibit No. 28).*

*A voluminous file of Exhibits was submitted to the Board of Inquiry and is available.

IV. Purpose And Right Of SIUNA In Picketing Vessels At South Lakes Ports.

A. The Nature Of The Dispute.

The SIU of Canada is involved in a legitimate, bona fide dispute with an employer that results from the company's lockout of SIU crewmembers on its vessels.

The employer has attempted to characterize this dispute as a jurisdictional matter between unions and as a purely Canadian affair. He has done so to prevent trade union support for the workers victimized by the company's tactics. As the record shows, the SIU's dispute is directly with the company and is not jurisdictional in any sense.

Further, the very nature of the employer's operations dispute his contentions, since the shipping industry is not a confined activity. Insofar as a dispute of this nature is concerned, it cannot be circumscribed with respect to picketing action merely to suit the convenience of one of the parties involved, in this instance, the convenience of the employer.

This is particularly so in light of the fact that American interests control Upper Lakes. These interests, which determine policy for the company, operate from the American side of the Lakes. In fact, T. J. Houtman, personnel manager for the company, testified in Circuit Court, Milwaukee County, that the Upper Lakes agreement with the CMU was negotiated and signed in the offices of a law firm in Cleveland, Ohio. (Case No. 305-079, Circuit Court, Milwaukee County, Wisconsin.)

In addition, Upper Lakes maintains agents in various American ports, among them Chicago and Milwaukee. Its so-called "international operations," as in the case with many shipping operations on the Great Lakes, involve moving cargo both in and out of American ports, as well as Canadian ports.

UPPER LAKES operates its vessels in shuttle activity between Great Lakes ports, American and Canadian. The waterways involved have no barriers. Great Lakes waters are common to both countries and their vessels travel freely between Canadian and American ports wherever cargo has to be moved.

The nature of the shipping industry is such, in labor-management disputes, that it is quite often necessary to conduct picketing action in every port where the employer's vessels are located. Otherwise, the union involved would be unable to protect its interests. The instances of international picketing by unions are voluminous, examples of which will be cited subsequently.

B. SIUNA Obligation As A Trade Union To Support Affiliates.

The SIU of Canada is an affiliate of the SIUNA, AFL-CIO. Any economic recriminations against one SIUNA affiliate, due to the nature of the industry, inevitably has an impact upon the security of the other sections of the organization. In fact, it has an impact upon the security of all trade union workers.

For these reasons, the SIUNA, of necessity, had to render every possible legal assistance to its affiliate. Moreover, this dispute involved a particularly unscrupulous employer with vast resources, who had engaged in a lockout and was bent on destroy-

ing the union by depriving its members of their livelihood.

In picketing on the South Lakes and assisting its affiliate, the SIUNA and other trade union organizations were using every legal means at their command to protest the employer's tactics wherever he actively engaged in operations.

For the SIUNA to ignore this dispute and its implications for the trade union movement would be to aid and abet the employer in his union-busting campaign.

C. Other SIUNA Actions Of A Similar Nature.

The need for such trade union action frequently arises. In the shipping industry, there have been many instances in which the SIU engaged in activity of a similar nature.

The following are a few examples:

(1) On July 4, 1957, the SIU of Canada went on strike against Canadian National Steamship as the result of a contract dispute. (See Exhibit No. 29).^{*} Rather than settle with the SIU, the company tried to transfer its vessels to Trinidad and sought to man the vessels with West Indian seamen. As a result of SIU action, West Indian seamen refused to man the vessels, as did British officers who had been flown over for this purpose. The fleet was then sold to the government of Cuba for operation by a subsidiary of an American Great Lakes company.

WHEN ATTEMPTS were made to man the vessels for movement from Canada to Cuba, the great majority of Cuban seamen who had been flown to Canada refused to act as strikebreakers. One vessel which sailed to Baltimore was picketed by the SIU and the Cuban crew left the vessel. All the vessels thus remained strike-bound in Canada and the United States.

(2) On December 1-4, 1958, the SIU and other American unions participated in a worldwide boycott in protest against runaway-flag shipping. (See Exhibit No. 30).^{*} The SIU and the other unions successfully picketed 160 vessels of Panamanian, Liberian, Costa Rican and Honduran registry in 20 US ports. The SIU of Canada tied up 14 runaway vessels in seven Canadian ports. Similar actions were undertaken by dockers and seamen's unions throughout the free world.

(3) On April 13, 1960, the SIU picketed the Egyptian-flag ship SS Cleopatra in New York protesting a blacklist of American ships and the mistreatment of American seamen in Arab ports. In a supporting action, a second Egyptian ship, the Star of Aswan, was picketed by the SIU of Canada in Montreal beginning April 27. (See Exhibit No. 31).^{*} The picket lines were withdrawn on May 6 after the US State Department assured AFL-CIO President George Meany that it would take action to see that abuse of American seamen was ended.

(4) On April 24, 1961, in support of the Danish Seamen's Union, the SIU and other American unions established and maintained picketlines resulting in the tie-up of Danish vessels at the port of New York. (See Exhibit No. 32).^{*} Picketing continued until May 15, when the Danish seamen reached an agreement with their operators.

(5) On January 26, 1962, the Latin American representative of the International Transportworkers Federation and the Argentine Seamen's Union requested the support and assistance of the SIU and other

American maritime unions. (See Exhibit No. 33).^{*} The SS Rio Tunuyan was thus picketed on its arrival in New York because of a dispute between the Argentine Union and the operator of the vessel. As a result, the vessel was tied up, and the dispute was ultimately resolved.

D. Other Trade Union Support of This Dispute.

The action of the SIUNA in supporting its affiliate in Canada is consistent with the trade union practices and policies of the labor movement throughout the free world.

This stems from the essential character of the labor movement, which depends on solidarity to protect the economic interests of all working men and women. Trade unions must resist employer attacks in any area, because they ultimately undermine the security of all trade unionists.

MANY UNIONS in Canada and in the United States have recognized the dangers to Canadian workers and to American workers inherent in the Norris-sponsored union-busting conspiracy against the SIU. These unions have been staunch supporters of the SIU in this dispute and have actively assisted its efforts to resist the tactics of the employer.

Workers on the docks, on trucks, in storage installations, office facilities, shipyards and other areas of waterfront operation have actively supported the SIU position in this dispute.

Unions of the AFL-CIO Maritime Trades Department are vigorously supporting the SIU of Canada in this dispute. The MTD is composed of 32 AFL-CIO unions, almost all of which have affiliates in Canada. On October 8, 1961, the MTD executive board recorded its strong support of the SIU of Canada position against Upper Lakes. (See Exhibit No. 34).^{*} This position was also unanimously adopted in Convention on December 4-6, 1961.

E. AFL-CIO Position On Established Collective Bargaining Relationships.

Specifically, on a dispute of this very nature, the position of the trade union movement is very clear.

The AFL-CIO has established the principle that the collective bargaining rights of the incumbent organization shall be inviolate. Further, it scorns collusion between an employer and any organization in usurping established collective bargaining representation rights.

Section 2, Article XXI, of the AFL-CIO Constitution reads as follows:

"Each affiliate shall respect the established collective bargaining relationship of every other affiliate. No affiliate shall organize or attempt to represent employees as to whom an established collective bargaining relationship exists with any other affiliate. For purpose of this Article, the term 'established collective bargaining relationship' means any situation in which an affiliate, or any local or other subordinate body thereof, has either (a) been recognized by the employer (including any governmental agency) as the collective bargaining representative for the employees involved for a period of one year or more, or (b) been certified by the National Labor Relations Board or other federal or state

(Continued on Page 8)

^{*}A voluminous file of Exhibits was submitted to the Board of Inquiry and is available.

(Continued from Page 7)

agency as the collective bargaining representative for the employees."

Section 3, Article XXI, of the AFL-CIO Constitution reads as follows:

"No affiliate shall by agreement or collusion with any employer or by the exercise of economic pressure seek to obtain work for its members as to which an established work relationship exists with any other affiliate . . ."

F. Necessity For Clarifying The Issues And Character Of The Dispute.

The record is clear that the present situation arises out of a preconceived plan by the employer to precipitate a dispute, foment strife, engage in a lockout and ultimately supplant an established, bona fide union with a company-spawned instrumentality.

The employer and those who support his company-sponsored organization have apparently succeeded, through elaborate public relations machinery, in obscuring and distorting the issue in this dispute. They have created the impression even in some responsible quarters that what is involved here are two comparable trade union organizations. No attention has been devoted to the stark facts of the lockout, to the plight of 300 workers and their families deprived of a livelihood as a consequence of this calculated conspiracy.

The degree of success that the Norris public relations machinery has had in distorting the issues in this dispute is best reflected in the fact that even the usually accurate "New York Times" lost sight of the issue.

On July 7, 1962, in commenting on the St. Lawrence Seaway boycott, the "Times" editorially stated:

"... The SIU, long dominant in Canada's shipping, lost a vote on one company fleet to a new union..." The editorial continued: "... The SIU... has not accepted the adverse vote. It is protesting, picketing and fighting..."

The "Times" corrected its error when the fact that no vote was ever held was called to its attention. As was pointed out to the "Times," the SIU was picketing, protesting and fighting in the interests of 300 locked out Canadian workers, both men and women, many of whom had been employed by the Norris shipping interests for as much as 15 years.

THAT SOME other organization saw fit to involve the Seaway in this dispute, as a means of beclouding the facts, cannot change the facts nor the basic issue in this dispute.

The objective in labor-management relations is to achieve stability in any industry. In some instances, this stability is a little

more remote than in others. However, lockouts and union-busting, which are reminiscent of the tragic days of the 20s and 30s, cannot be regarded as a contribution to industrial peace and stability.

In fact, where irresponsible management employs provocative tactics which can only perpetuate strife, such management should be censured. It cannot be encouraged.

INVOLVED HERE is not only the dispute of the SIU of Canada against Upper Lakes, but a potential formula that can be used to destroy any union and the stability of any industry. If unchecked, it could become a pattern for replacing bona fide trade unions by company-sponsored puppets and consequently lead to the destruction of trade union standards and security achieved through years of struggle.

Not to be dismissed is the fact that the architects of this conspiracy to destroy a union are part of a vast and ruthless financial empire, elements of which have already achieved considerable notoriety as a result of their exploitation of human beings in other areas.

No American trade union or agency can afford to take any action that would embolden, or put the stamp of approval on the tactics of such an employer.

New York, New York
July 26, 1962

The Upper Lakes shipping dispute, which was the subject of hearings by a Board of Inquiry in the US, and of current hearings in Canada, is a classic example of employer strikebreaking.

There have been many such instances in the history of the trade union movement, among them, for example, the current fight which the printing trades have been having with the Portland, Oregon, newspapers; the famous Kohler strike of the Auto Workers in Wisconsin and many others.

The pattern in these disputes has been the replacement of union members by strikebreakers because the union went on strike for better conditions. If anything, the Upper Lakes dispute is more flagrant, because this employer signed a backdoor contract with a company union in the midst of its negotiations with the SIU for a new agreement. He then proceeded to lock out 300 Canadian seamen who refused to scab on their own union.

Clearly, the trade union movement must resist any employer who unloads a union he dislikes, gets rid of the employees involved and replaces them through a company-created organization of his own choosing. Such practices, if permitted unopposed on the Lakes, could only lead to complete chaos in shipping and related industries which depend on water transportation.

Just as obvious is the fact that a company which engages in union busting of this nature must be prepared for picketing and union counteraction. Upper Lakes, as part of the huge Norris industrial empire, deliberately entered into this dispute knowing full well that it would be engaged in a long and costly struggle that would inevitably interfere with the smooth operations of terminals and docks where its vessels put in.

For this reason, the position taken on the Upper Lakes issue by the Steelworkers Union is unfortunate, particularly in light of the trade union history of the steel industry. There are many oldtimers in the steel union, including many of the officials, who

can remember what happened back after World War I when the company cops and strikebreakers moved in. They can also recall the bruising and sometimes bloody battles of the 1930s with such companies as Republic and Wheeling Steel. The actions of Upper Lakes in this dispute are direct derivations from the actions of the giant steel companies in those early years.

As the Board of Inquiry report shows, the major objection raised by the Steelworkers Union is that the SIU's picketlines threaten "to cut off the supply of ore from Canada which is needed to keep steel mills in operation..." The Steelworkers also object to the leadership of the SIU of Canada as "not of a kind which they regard as befitting the Canadian labor movement"... a strange reason to give for lining up with the company against the union.

If, according to the Steelworkers statement, strikes which interfere with steel production are not to be permitted, then, under this theory, unions could not strike if they were involved in mining the industry's raw materials; in transporting such materials and finished products by land or water; or in the factories and on construction sites where the products of the steel industry are used. Further, under this argument, the Steelworkers themselves would be enjoined from striking the steel industry. Employers can use this argument of "no interruption of production" as a precedent against all unions and all strikes.

Those who suffer from this strike are the workers who were locked out by Upper Lakes. The key issue in this dispute is the job rights of these 300 workers and the contract rights of their union, the SIU of Canada, which held an agreement with this company for ten years. It was Upper Lakes—not the union—which precipitated this dispute. Obviously such issues are more important than any possible interruption of production, more important than any personality likes and dislikes, or any other secondary issues which are raised in the course of a long and bitter picketline battle over a basic trade union principle.

Seafarers International Union Of North America
Atlantic, Gulf, Lakes And Inland Waters District • AFL-CIO

