

\$800 VACATION CREDITS BEGIN OCTOBER 1

Story on Page 2

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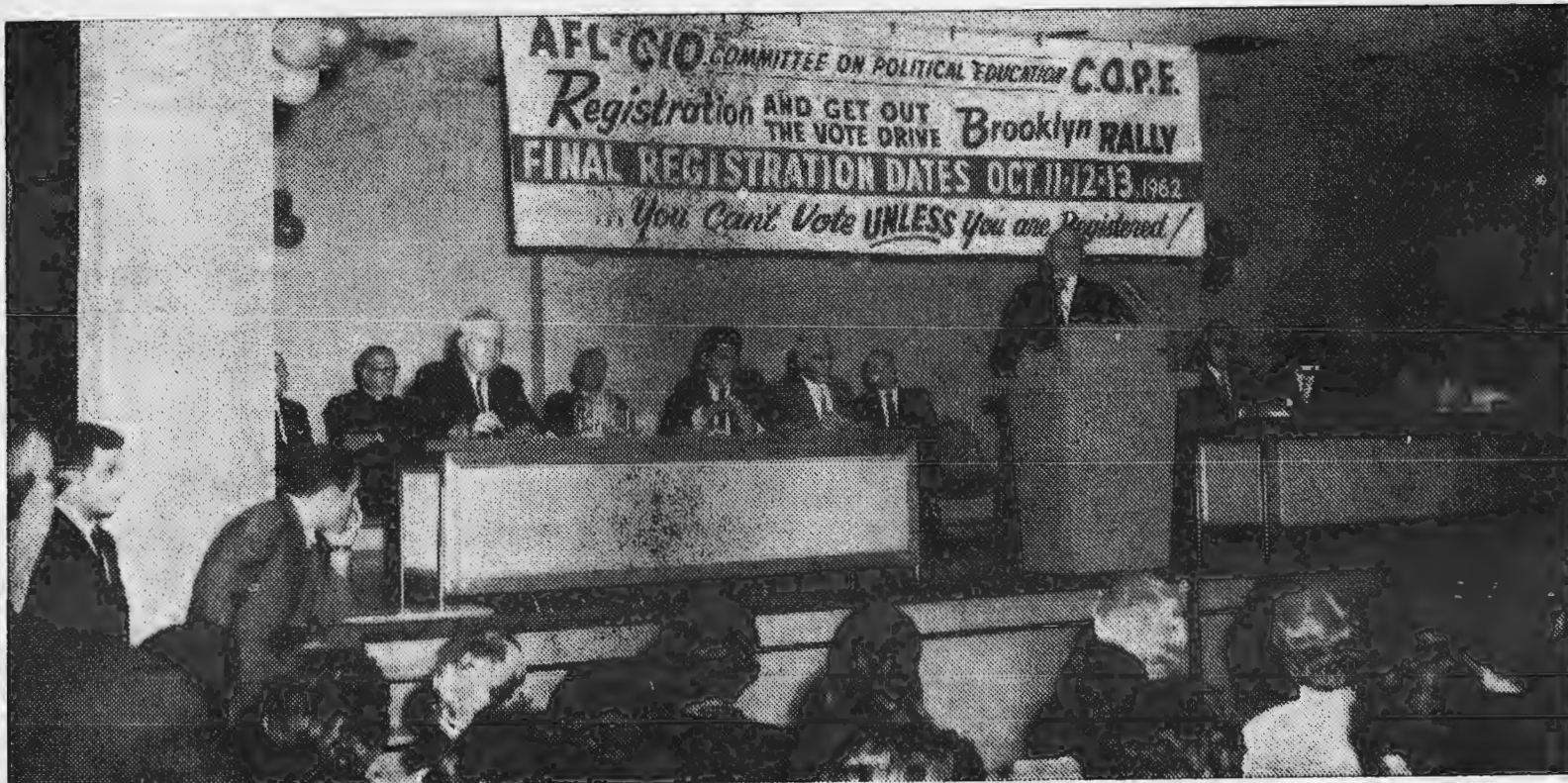
September
1962

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

MTD UNIONS HIT RED-FLAG SHIP

Yugo Vessel Carried Cargo To Cuba

Story On Page 3



B'klyn COPE Rally

An enthusiastic rally of 2,000 Brooklyn trade union members met Sept. 26 at ILA Local 1814 headquarters to launch a Boro-wide COPE drive as part of the national AFL-CIO registration and get-out-the-vote campaign. The national director of the Federation's Committee On Political Education, James L. McDevitt, (left, at microphone), addressed the gathering to urge record registration turnout by trade unionists before the October 13 deadline in New York. The Brooklyn Campaign Committee of COPE already has a busy voter enrollment program underway. (Story on Page 3.)

\$800 Vacation Pay Credit Begins Building Up Oct. 1

Seafarers in all ratings and departments will begin accumulating vacation credits at the rate of \$800 per year on all seetime beginning October 1, 1962, as the seventh increase in SIU Vacation Plan benefits since 1952 goes into effect. At the time benefits begin, the annual rate of payment was \$140.

The \$800 yearly rate represents a doubling of the annual payment that has been in effect for the past two years. Payment on the basis of the \$800 figure for all hands will be handled in the same manner as Vacation Plan benefits have been handled for the past ten years.

Due to the timing of the increase, Seafarers in some instances may begin collecting at the rate of \$800 before the end of this year. This arises due to the fact that the last quarter of the year covers 92 days through December 31.

Vacation benefits are payable every 90 days, or annually, as a Seafarer chooses, at the rate of \$200 for every 90 days of seetime beginning October 1.

All Seafarers can collect benefits at the \$800 rate after October

1, regardless of the number of ships or companies involved and with no requirement that they must pay off to collect. This way, a Seafarer has at hand a reserve of ready cash he can collect whenever he has discharges showing 90 days or more of employment.

The increase in vacation benefits was negotiated in June.

Under terms of the 1961 SIU agreement, any Seafarer who has sailed continuously since last October aboard one single ship will be eligible to collect \$800 in vacation pay starting next month. This 1961 provision applies only to a year's continuous seetime on one vessel since October 1, 1961.

If a Seafarer signed on later than this date, he must remain on the ship for one full year to be eligible for the \$800 payment.

In all cases, discharges may only be used once for the receipt of

vacation pay. Seafarers who have cashed in on the old rate will not be eligible to collect the additional cash available under the new schedule.

The series of increases in annual vacation benefits since 1952 started with the \$140 yearly figure, jumped to \$176 in 1954, to \$244 in 1955 and to \$260 in 1956. The vacation rate was boosted to \$360 in 1958 and to \$400 in 1960.

Prior to the start of the centralized fund into which all SIU operators make vacation contributions, few seamen enjoyed a paid vacation of any kind.

Coastal Boxship On Maiden Voyage

East-West Run Underway

The intercoastal containership Elizabethport (Sea-Land Service) is completing her maiden voyage in the SIU-contracted company's attempt to challenge the nation's transcontinental railroads and rejuvenate the depressed East-West trade. (See photo, page 9.)

The 630-foot vessel, a jumboized former Esso T-2 tanker, left Port Elizabeth, NJ, early this month, inaugurating a regularly-scheduled intercoastal

service. A nine-day sailing schedule is expected by the early part of 1963 when three more Sea-Land containerships join the service.

During her conversion, the ship gained a new 419-foot midsection and two huge gantry cranes able to lift a fully-loaded 35 foot trailer-truck body and have it fully secured aboard in four minutes. The Elizabethport can haul 9,500 tons of general cargo in the sealed vans. She can carry 474 vans, each with a 20-ton capacity.

The vessel is sailing via the Panama Canal to Long Beach, and will head for Oakland 14 hours later to service the San Francisco-San Diego area. She will turn around after an 18-day run, and head back to Elizabethport.

Sea-Land now operates six con-

verted C-2 freightships in the Florida, Texas and Puerto Rico trade besides the one coastal containership at present and two modified C-4s in the New York, Baltimore and Puerto Rican service.

N'Orleans SIU Plays Host In Labor Affair

NEW ORLEANS — Louisiana labor leaders gathered for a pre-Labor Day affair at the SIU hall here to hear prominent national and international personalities laud the efforts of organized labor in the US and call for the growth of labor movements in undeveloped countries.

Rep. Hale Boggs of Louisiana, principal speaker at ceremonies hosted by the SIU, cited his state's labor leaders for spearheading "progressive programs that have contributed most heavily to the advancement of this community, the state and this nation."

He added that the absence of Latin and South American labor movements has been the reason why many of those countries have not developed and grown.

Sen. Russell Long of Louisiana, speaking over a long-distance telephone hook-up to those gathered in the hall, also addressed the group.

Other speakers included Mayor Victor H. Schiro; deLesseps Morrison, US ambassador to the Organization of American States; Victor Bussie, Louisiana state AFL-CIO president; A. P. Stoddard, New Orleans Central Labor Council president; and Miss Sellina Burch, state director of the Communications Workers.

Lindsey Williams, SIU Gulf area vice-president and chairman of the New Orleans Central Labor Council, presided at the gathering.

AFL-CIO Sanctions Loom For NMU In Robin Case

The National Maritime Union has been warned by AFL-CIO President George Meany that it faces sanctions under the Federation's Internal Disputes Plan for failure to comply with an impartial umpire's ruling that its attempted raid on the SIU-contracted Robin Line violated the AFL-CIO constitution.

A ruling by David L. Cole, the impartial umpire, last June was affirmed by an AFL-CIO subcommittee last month.

In a letter to Joseph Curran, NMU president, the Federation president warned that the union must comply with the ruling of the impartial arbitrator by September 26 or face sanctions specified in the Internal Disputes procedure. He reminded Curran that "... the subcommittee was aware of the position you took, namely that your organization could not and would not comply with this decision ..."

Last June 22, Cole ruled that the SIU "has an established collective bargaining relationship" covering unlicensed seamen on the seven Robin Line vessels the NMU attempted to raid. Cole reported further that the NMU violated Section 2 of Article XXI of the AFL-CIO constitution when it filed a petition with the NLRB seeking certification as representative of the Robin Line crews.

The National Labor Relations Board previously dismissed the NMU election petition in its second unsuccessful bid to take over the Robin ships in five years. Robin Line was sold to Moore-McCormack in 1957.

The SIU has had Robin Line under contract since 1941.

NMU tried to raid the SIU-contracted Robin vessels while the SIU was negotiating for contract renewal with the company this past summer. At the same time, it was revealed that Moore-McCormack had tried to sell off the ships in secrecy while refusing to discuss the

issues with the Union.

In reminding the NMU of the September 26 deadline, Meany declared that if the union does not comply by that date, Section 15 of Article XXI of the AFL-CIO constitution will be invoked. This section covers non-compliance sanctions provided for under the Federation's constitution. It specifies that the non-complying affiliate "shall not be entitled to file any complaint or appear in a complaining capacity in any proceeding under this Article until such non-compliance is remedied or excused ..."

Sanctions under the Internal Disputes Plan, which was established by the AFL-CIO last January 1, have only been applied in two cases involving the same union, the only affiliate out of 131 so affected.

MEBA Wins Over Teamsters

The Marine Engineers Beneficial Association won a clear victory over Local 518 of the International Brotherhood of Teamsters in an election to determine the representation of engineers on the Long Island Railroad's two harbor tugs in the New York area.

In the balloting conducted by the National Mediation Board in Long Island City, on August 9 the MEBA whipped the Teamsters by a vote of 6-2. Upon formal certification of the election results, MEBA District 1 will open contract negotiations with the Long Island.

MEBA already represents tugboat engineers on Erie-Lackawanna, Lehigh Valley, New Haven, Reading and Chesapeake & Ohio railroad.

Lots Of Paper Work



Just affiliated with the SIUNA, L. P. Taylor, pres., Int'l Union of Petroleum Workers (right), visited SIU hall this month with Chester C. Ferguson, sec'y-treas. Tanker Officers Association (left), to learn about SIU procedures. Hq. records clerk Bill Mitchell explains files.

West Coast Drive In MSTs Gains

SAN FRANCISCO—The tempo of the SIU Pacific District organizing drive among men working on the ships of the Military Sea Transportation Service is picking up speed as they continue to request information about affiliation with the union.

The SIU Pacific District has already been recognized by the commandant of the MSTs as the "informal" representative of the men signing Pacific District pledge cards.

One of the main points that Pacific District representatives have stressed on their ship visits is that the civil service seniority that the men have already compiled will not be changed by joining the union. Union organizers have made it clear that this seniority will be implemented under the unions' own job security programs.

Another important factor winning support among MSTs seagoing personnel is that they will not lose their autonomy by joining the SIU's MSTs Division, but will function under a separate union structure of their own.

Organizing of men aboard MSTs ships was made possible by a Presidential executive order giving Government employees the right to join unions of their choice. This allows for establishing full representation rights after a showing of majority support among the workers.

INDEX

To Departments

- The Canadian Seafarer —Page 5
- A&G Deep Sea Shipping Report —Page 6
- The Pacific Coast Seafarer —Page 7
- The Great Lakes Seafarer —Page 8
- SIU Food, Ship Sanitation Dep't —Page 10
- The SIU Inland Boatman —Page 10
- Editorial Cartoon —Page 11
- The Fisherman and Cannery Worker —Page 14
- SIU Safety Department —Page 14
- The SIU Industrial Worker —Page 15
- SIU Medical Department —Page 16
- SIU Social Security Dep't —Page 17
- Shipboard News —Pages 19, 20, 21, 22

Remember!
Register and Vote
in your Local
and State
Elections!

IN THE HOSPITAL?
CALL SIU HALL!
IMMEDIATELY!

SIU Delegation At California Fed Convention



California Labor Federation convention in Long Beach, attended by delegation from SIU affiliates, passed strong resolution opposing any entry of foreign ships in domestic trade. Among those pictured are Wilmington SIU port agent George McCartney (extreme left), MCS sec'y-treas. Ed Turner (seated 2nd from left) and SIUNA exec. vice-pres. Morris Weisberger of SUP (at extreme right).

B'klyn Unions Open COPE Vote Drive

An overflow meeting of 2,000 Brooklyn workers attended a September 26 rally at the headquarters of International Longshoremen's Association Local 1814 to kick off the borough's campaign in behalf of the national COPE registration and get-out-the-vote drive. The rally stressed the need for Brooklyn residents to register before the October 18 deadline in order to be eligible to vote in the November elections.

Among those represented at the rally were longshoremen, Seafarers, restaurant workers, bartenders, civil service employees, leather goods and novelty workers, office employees and others.

The rally was sponsored by the Brooklyn Campaign Committee in connection with the national registration and get-out-the-vote drive now being conducted by the AFL-CIO Committee On Political Education. The committee had earlier sent out loudspeaker-equipped cars and trucks announcing the after-work meeting.

The gathering was addressed by James L. McDevitt, national COPE director, who urged all present to contact their families and friends

and make sure that the AFL-CIO's effort for a big labor vote turnout in 1962 is a success. McDevitt pointed out that although there were almost 18 million union members in the US, barely half registered to vote. Even fewer voted, he added.

Legislation to establish a program of medical care for the aged and other vital issues will be at stake in the next Congress, McDevitt stated. "The only way to make sure these bills pass next year is to elect candidates who will go in there and fight for them," he declared. The meeting was also addressed by Borough President Abe Stark of Brooklyn, who welcomed the formation of the Brooklyn COPE unit as part of the national AFL-CIO drive.

SIU President Paul Hall and Anthony Anastasia, Local 1814 business manager, were among the borough's labor officials who urged heavy registration by trade union members. Anthony Scotto, president of the Maritime Port Council of Greater New York Harbor and organizational director of Local 1814, is chairman of the borough-wide COPE group.

The registration campaign now under full swing, includes the distribution of posters and handbills pointing out the need for registration and voting.

Barge Man Goes To Sea As Runaway

MEMPHIS—An inland waterways operator here is the latest practitioner of the runaway-flag dodge.

Owner of a barge line based at Greenville, Miss., Capt. Jesse Brent is also owner and operator of the new Panamanian-flag freighter Ruth Ann.

The Ruth Ann has already established a record by being the first ocean-going vessel to come as far up the Mississippi as this river port, 732 miles from tide-water. She flies the Panamanian flag, and her cargo on her first trip out included chemicals, diesel engines, machinery, auto parts, used clothing, and even a 40-foot cattle trailer lashed to the deck because there wasn't room enough in the hold.

The vessel's first trip is to Mexico, British Honduras and Guatemala.

On her return voyage, the Ruth Ann was due to bring in a cargo of shrimp, lobster, bananas, beef and mahogany. The 600-ton, 179-foot, twin-screw Ruth Ann is named after Brent's granddaughter.

Contractors Ready Bids For New Norfolk Hall

NORFOLK—The SIU's brand-new hall here will start rising in the next few weeks.

Bids from contractors who will undertake construction of the building were being completed late this month.

The modernistic structure is to go up smack in the center of a far-reaching Norfolk Housing Authority project to provide industrial and commercial facilities near the waterfront. It will combine modern efficiency with pleasant surroundings.

Featured will be recreational facilities, a snack bar-cafeteria, meeting rooms, offices, record rooms—and, of course, an amply-spaced hiring hall.

Inside and outside, the new hall will stress modern design for clean lines and maximum comfort.

Other structures to rise in the industrial park will conform to similar standards, according to the Norfolk Housing Authority.

The area's emphasis on pleasant surroundings is underlined by the fact that a full-fledged expanse of grass and trees will adjoin the industrial park itself.

The new SIU hall will serve the entire Hampton Roads area, an increasingly important source of bulk cargoes.

Other Facilities
When completed, the hall will join the recently-opened SIU Inland Boatmen's hall in St. Louis, and the Houston SIU hall as the most recent new facilities for membership use.

The new site here will be much closer to the waterfront than the present one at Colley Avenue. The new location is at Woodis Avenue and 3rd Street.

Shipping Rules In This Issue

The centerspread in this issue of the SEAFARERS LOG carries the full, up-to-date text of the shipping rules under the contract between the SIU and contracted operators. The amended rules reflect all actions of the Seafarers Appeals Board to date through September 1, 1962. Copies of the actions taken by the SAB which amend the shipping rules are also posted and available in all SIU halls. Seafarers are urged to read the copy in the center of this LOG to familiarize themselves with all of the procedures involved.



Loudspeaker-equipped cars and trucks (above) toured Brooklyn waterfront and other areas urging workers to attend COPE rally for borough trade unionists.

YUGO SHIP TIED UP BY GULF MTD

HOUSTON—Backing up their protests against the carriage of US Government-sponsored cargoes by ships which have engaged in Communist trade, unions of the AFL-CIO Maritime Trades Department here have tied up the Yugoslav freighter MV Drzic.

The MTD's West Gulf Ports Council placed picketlines around the Drzic on Wednesday, September 26. The lines were immediately respected by members of the International Longshoremen's Association, who refused to load cargo; the SIU's Inland Boatmen's Union, who refused to man tugs to move the Drzic, and the Masters, Mates and Pilots, who refused to supply a pilot and prevented the vessel from shifting to another port.

The ILA, SIU and MM&P are members of the West Gulf Ports Council of the MTD.

The Drzic, which two weeks ago carried Russian grain to Cuba, arrived in Houston to load 13,000

tons of flour for the United Arab Republic under the Department of Agriculture's surplus commodity program.

SIU port agent Paul Drozak said that the MTD unions were concerned over the movement of US aid cargoes by foreign-flag ships, particularly those which have engaged in the Communist trade, when US-flag ships and US seamen are idle.

On September 15, Drozak noted, the Yugoslav freighter Jablonika had left the Gulf for the UAR with a cargo of flour. Previously the ship had carried Russian cargo to Cuba.

The West Gulf Ports Council asked President Kennedy and the Secretaries of Commerce and Agriculture to halt the loading of the Drzic.

The Drzic is only one of a number of foreign-flag vessels which has carried both Communist cargoes and US Government-financed cargoes—a playing-both-sides-of-the-fence activity which has drawn the fire of MTD unions for many months.

The employment of vessels carrying US aid cargoes, which have been alternating in the carriage of goods between Communist nations, has been vigorously protested by the MTD for the past many months to the various Government agencies directly involved. To date, these protests have been answered in indecisive terms by the Government agencies, particularly the Department of Agriculture and the State Department.

Tramp Co's May Get Some Help

WASHINGTON — The Government has plans to help tramp operators trade in their present vessels for larger, faster tonnage—but it still has some way to go to completely satisfy the trampship owners.

A proposal has been made to swap 80 fast AP-5 Navy Reserve troop carriers for the 100 or so smaller, slower Libertys and many T-2s tramp operators are now using.

The older ships would be turned in as down payment, with the additional \$2 million cost of converting each ship for bulk cargoes to be paid off over 10 to 15 years. The deadweight of the newer ships would be increased to 14,200.

A number of the tramp operators have reportedly shown interest in the proposition, which would not be instituted without special legislation. The necessary bills are not expected to reach Congress before "some time" next year.

Deputy Maritime Administrator James W. Gulick, who revealed some details of the plan, said the faster ships, which can do 17 knots now, would give the tramps a crack at some premium-rate cargoes too.

INFORMATION FOR SEAFARERS



U S CUSTOMS

"The best rule a Seafarer can follow regarding United States Customs regulations is to declare everything purchased or acquired in foreign ports," a Customs official advises. "This way he can't run afoul of the law for avoiding the declaration of an item on which duty or Internal Revenue tax is payable."

It matters not whether a Seafarer's run is to Calcutta or for a quick trip to Mexico, all Customs is concerned with is your return to the States. Then specific regulations covering seamen apply

and tobacco, alcohol and \$10 worth of other articles. This last category is a tricky one.

If you come back to the States with \$15 worth of "extra" foreign items you pay the full duty and/or tax on all of it. However, if Customs evaluates what you declared

age. This means by volume, so you are allowed only one quart free whether it's beer or a 150-proof import.

3—The \$10 worth of "extra" articles.

Failure to disclose additional purchases and items of Customs value can get you and the skipper in hot water. If Customs' investigation discloses that an undeclared item has a US market value of \$100, for example, you face the possibility of paying the duty on its full value PLUS a 100 percent penalty on the US market price.

"That's just why we urge seamen to declare every item purchased or acquired in a foreign port," a Customs official explained.

A good way to avoid difficulty is to keep a list of the purchase price and to obtain receipts. If articles are acquired other than by purchase, estimate value. Then make sure all items are marked on the ship's manifest and are listed as well on the individual declaration sheet which contains the receipt you get after paying duty and tax.

The thousands of items covered by Customs regulations—either regarding dutiable goods or those allowed in free—are contained in volumes of pages. But when the Customs inspector boards a ship, he brings with him years of experience in determining the value of these purchases and in dealing with human personalities.

If a Seafarer is signing off a ship, the Customs inspectors will have his declaration of items purchased to check off against the manifest. He'll be issued a receipt for duty and taxes paid and will be allowed to take those items listed ashore.

Sometimes, when a crewmember has bought something in a foreign port that is of substantial value—say a radio or camera—and wants to take it ashore while on a coastal run before heading out again, Customs officials will allow this in without payment if they can be assured that the goods will be brought back to the ship. At the same time, if it seems that the intention is to keep these items ashore in the US, any applicable duty or tax will have to be paid.

Customs rules allow a Seafarer who is returning to the beach for retirement to take in \$100 worth of goods free of duty, including one gallon of alcoholic beverage and 100 cigars or their equivalent. In this case, Customs considers the Seafarer a returning resident.

Some Basic Rules To Remember

Customs officials generally advise Seafarers to do the following in order to simplify the enforcement of Customs regulations and for their own protection on returning from foreign voyages:

- Keep a list of items purchased or acquired in foreign ports. Note the price of each item and obtain a receipt if possible.
- Make sure every item purchased is listed on the crew's manifest and also on your individual declaration form. This form will be your receipt for duty paid when validated by US Customs.
- Let Customs determine whether a foreign purchase is duty-free, prohibited or otherwise covered by regulations. You can't be held responsible if you declare an item but, if you're caught with it undeclared, difficulties result.
- Remember that for each return from a foreign run, a Seafarer is allowed, duty-free, 300 cigarettes or their equivalent in tobacco products; one quart of alcoholic beverage, and \$10 worth of articles.

for every return to the US from a foreign port.

The key here is "on which duty or Internal Revenue tax is payable" because, for every foreign run made, a Seafarer is allowed a certain amount of free items for his personal use—cigarettes, cigars

worth \$15 as \$8.50, it all comes in free.

After a foreign run, a Seafarer is entitled to bring in the following quantities duty-free:

- 1—300 cigarettes, or 50 cigars, or three pounds of tobacco, or any combination of these quantities.
- 2—One quart of alcohol beverage

Seafarers Do OK On Crystal Ball

How do Seafarers stack up as baseball prophets? Pretty good, it seems.

Last April, the LOG asked seven Seafarers how they thought the major league teams would perform in 1962. Their responses were published as the "Inquiring Seafarer" that month, when the '62 season first began.

Six played it safe (or smart), and picked the Yankees to win in the American League. It turns out that they're right again.

As for the National League, there was a little disagreement.

Three SIU men, Ray Bunce, John Simonelli and Reginald Siros, all in the deck department, picked the Dodgers to win. Gerónimo Morales of the blackgang and Angel Rojas, steward, picked the Giants. The issue was still up in the air at presstime between both teams. Just to prove no one is infallible, Joe Brown, cook, went way out on a limb. He picked the Mets to win, although he admitted it was a long chance. Siros, in turn, figured the Mets for fourth place. The closest guess on the ill-fated Mets was by Ray Bunce, who predicted that they would be occupying ninth place by season's end. He was close, but it seems he forgot that the Nationals have a ten-team league this year.

And for the World Series, let's go back to Bunce again, who came closer than anyone else last April in predicting the season's finish. In his own words, "I think 1962 will see the Yankees and the Dodgers playing in the Series, with the Dodgers winning after the Series runs the limit." This last forecast is still up for grabs right now, with the Series wind-up still a long way off into next month.



Bunce

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	Oct. 8
Philadelphia	Oct. 9
Baltimore	Oct. 10
Detroit	Oct. 12
Houston	Oct. 15
New Orleans	Oct. 17
Mobile	Oct. 19

Here's One For Dad



Sparkling family group that dropped in at SIU headquarters is family of Seafarer George Condos, bosun, now on the Frances (Bull) sailing to Iran. Mrs. Condos is pictured with son John, 13, and daughter May, 3. They're hoping dad gets this issue of the LOG when he hits port.

SIU Ships Come To Aid Of Refugees From Cuba

MIAMI—The waters around Cuba seem to be as crowded with refugees as New York's Times Square is with tourists. Since the escape route cuts right across busy shipping waters, SIU ships have landed a fair share of the Cubans abandoning the Castro regime. The Seafarer-manned New Yorker (South Atlantic & Caribbean Line) was the latest to perform this humanitarian service when it rescued three more Cubans last month.

Meanwhile, the US Navy Oceanographic Office (formerly the Hydrographic Office), has warned that charts for Cuban waters are no longer dependable because they cannot be kept up to date due to political conditions in Cuba.

The three men picked up from a small motor boat by the New Yorker were Rene Perez Garcia, 42 years old and a sergeant in the Cuban navy; Ramon Torres, civilian, and Tomas Casada Infante, a Cuban businessman. They all come from Nuevitas, Cuba.

They hope to live in the United States until Communism is finished in Cuba, according to reports from the ship.

The escapees expressed warm thanks to the crew of the New Yorker for the food, attention and help given them.

In June, the Del Norte (Mississippi) picked up a man and his wife from a small boat about 40 miles off the coast, and, before that, in May, the Seatrain Texas (Seatrain), rescued nine Cuban refugees. Two of them were children and all had been adrift for two days between Key West and this port.

Philippine Sea Union Leader Visits SIU On Study Tour

Pablo Villaflores, executive secretary of the Philippine Federation of Free Workers, paid a visit to the New York SIU hall last month and disclosed that trade union leaders in the Philippines have pretty

much the same problems as their American counterparts.

Villaflores has come to the States to study the American trade union movement and, in particular, the operations of maritime and other transportation unions.

The Federation of Free Workers, founded in 1950, is one of four unions in the Philippines and represents 20 companies employing some 50,000 workers. About 2,000 belong to the federation's maritime division.

The 33-year-old labor leader also visited Washington to observe the operations of several unions located there, and also met with the former US Secretary of Labor Arthur J. Goldberg.

Villaflores estimated that about a million and a half workers, or 40 percent of the labor force, belong to unions in the islands. The most employer resistance, he indicated, comes from the construction, hotel and restaurant trades.

"It's not that these workers do not want to join a union," Villaflores explained. "They are afraid that they'll be fired if they do. We try to explain to them that they



Pablo Villaflores

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PAUL HALL, President

HERBERT BRAND, Editor; IRWIN SPIVACK, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, JOHN WEITZEL, NATHAN SEYER, ALEXANDER LESLIE, VAL RICE, Staff Writers.

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THE CANADIAN SEAFARER



SIU Taximen Win 54-2 In Teamster Home Port

Canada SIU Wins Ferry Pact Rights

MONTREAL—SIU of Canada was recently certified by the Quebec Labour Relations Board to act as bargaining agent for crewmembers aboard vessels belonging to La Compagnie de la Traverse du St-Laurent.

This is one of two Quebec ferry firms with which SIUNA's Canadian affiliate has been negotiating. The other is North-South Navigation, operator of one boat, the Pere Nouval.

Now represented by SIU of Canada are all employees, including mates, engineers and unlicensed personnel, aboard the Compagnie de la Traverse du St-Laurent's two ferries, Pierre de Saurel and the Arthur Cardin. The only employees not covered in the bargaining certification are captains and chief engineers.

The Quebec company operates its two ferries between Sorel and St. Ignace de Loyola on the St. Lawrence River.

Negotiations are continuing between the SIU of Canada and North-South, whose Pere Nouval had been utilized as an automobile ferry before construction of the Mackinac Island Bridge.



Detroit Checker cab garage workers show smiles of victory after whipping the Teamsters in NLRB election. With the group here are SIU rep. Pete Drewes (at left), and Frank Kurty, president of Local 10 of the SIU Transportation Services & Allied Workers (right). The next election coming up will be among 1,600 Checker drivers in Detroit.

Crews Busy On Rescues

CLARKSON, Ont.—An alert SIU of Canada crew, a resourceful lady sailor and a strong flashlight battery were responsible recently for saving Mrs. Ida Semchison—the lady sailor—her neighbor and her dog from possible death in Lake Ontario's chilly waters.

The crew aboard the SIU-contracted vessel Stonefax noticed the flashing of Mrs. Semchison's flashlight against a mirror, which she had hoped would attract attention to her 16-foot boat. The craft had a crippled motor and had been drifting for about 18 hours.

As a result, all persons aboard the craft were suffering from exposure and required medical treatment when they were finally picked-up.

The lady sailor, whose flashlight was still going strong after her long ordeal, was landed here with her neighbor and dog. She expressed warm thanks to the Stonefax's officers and crew, who had averted what might have been a tragic accident.

McAllister Men Win New Pact

MONTREAL — Agreement has been reached here between the McAllister Towing Company and SIU of Canada boatmen on a new two-year contract. The pact calls for a reduced workweek, improved time-off provisions and an increase in contributions by the company to the welfare plan.

The contract calls for a reduction in hours from 44 to 40 hours a week with no reduction in pay, plus a 75 percent increase in welfare contributions. Overtime and union hiring hall provisions are guaranteed by the contract.

One of the main issues that was under dispute was improved time-off provisions for crewmembers, who complained that they were being kept aboard the boats for an unreasonable length of time. Following prolonged negotiations with the company, a suitable formula was arrived at which guarantees McAllister crewmembers a reasonable time-off period while according full recognition to company operational needs.

DETROIT—Jimmy Hoffa's Teamsters Union was handed a stunning defeat here on August 31 as Checker Cab garage workers voted 54-2 for the SIUNA Transportation Service & Allied Workers in a National Labor Relations Board representation election.

The Checker garage is only two blocks from Teamster headquarters in Detroit and Hoffa's home local.

The vote defeating the Teamsters came on the same day the NLRB finished hearings on the TSAW petition for an election among the 1,600 Checker Cab drivers here, which will now go to the NLRB in Washington for a determination. The garage workers union is the new Local 10 of the TSAW.

Asked Quick Vote

In the course of the election and Teamster defeat, which came just one month after the TSAW petition was filed, the company had been confident it could keep its workers non-union, and had asked the NLRB to hold the election as soon as possible. During the days before the election, the garage workers were treated to free din-

ners and drinks. Rumors were also circulated that the garage might be closed if the SIU affiliate won.

During the hearings before the NLRB, the SIU maintained that the Checker Cab operation in Detroit was one unit for the purpose of an election and contract because of its policy of hiring through one central office, firing only by one central trial board and carrying on its operations as a single body.

Checker contended that it was not one "employer" but really 281 separate and individual owners bound by a loose association which could not speak for the various owners.

Meanwhile, in Chicago, the first

credit unions in history for Chicago cab workers are in operation for Yellow and Checker men and their families. Launched last month, they allow for members of the TSAW to deposit savings and secure loans.

The credit unions have established a loan rate of one percent per month of the outstanding balance of the loan, a lower rate than available from most other lending institutions. By taking the Chicago cab workers out of the hands of the "six for five" guys, the credit unions are expected to save members thousands of dollars yearly.

Jim Norris' Tactics In Canada Hit By Mirror's Dan Parker

NEW YORK—The SIU's current struggle against the union-busting tactics of the Upper Lakes Shipping Company of Canada, and the character of the company's owners, was the subject recently of a column by Dan Parker, the noted sports editor of the New York Mirror.

Upper Lakes' attempt to impose company-controlled unions in Canada through a puppet labor organization called the Canadian Maritime Union is now the subject of hearings in Canada. SIU representatives will present the union's position within another week or so.

Devoting his entire column of September 9 to the subject, Parker noted that Jim Norris, head of the Norris family which controls Upper Lakes, is now using the same tactics to try to destroy the standards and security of Canadian workers that he used to strangle the boxing industry and deprive professional fighters of the right to make a fair living.

"The powerful Seafarers International Union, which packs a far more lethal wallop than the Fight Managers Guild which Frankie

Carbo's stooges infiltrated and softened up for Jim, is now firing damaging broadsides at Norris using fight racket terminology and accusing him of using the same 'boring from within' tactics in a drive to replace the seamen's established labor organization with 'company unions' on the style of the Carbo-Daly International Boxing Guild," Parker wrote.

Parker further noted that Upper Lakes, after ten years of unbroken contract relations with the SIU of Canada, signed a back-door agreement with the CMU and then locked out some 300 men and women employed on its ships for periods of up to 15 years, simply because they refused to give up their SIU membership.

Recalling that sportswriters called the Norris combine in boxing "Octopus Inc.," Parker went

on to quote from the August issue of the SEAFARERS LOG as follows:

"Thus far the Norris combine has distinguished itself by two characteristics—its accumulation of untold hundreds of millions of dollars and its unparalleled greed for more wealth no matter who is hurt in the process."

"I didn't write this paragraph," Parker observed, "but it sums up a hundred such observations made herein about Jim Norris while he was using those octopus arms to squeeze the last nickel out of the boxing racket..."

In his column of September 23, Parker again commented on the Upper Lakes conspiracy and noted that "Jim's (Norris), gangster-dominated company union started boxing on the road to ruin."

Longshore Tie-Up Looms In Atlantic, Gulf Ports

NEW YORK—Bottled up by the demands of stevedores to trim gang sizes by a flat 20 percent, negotiations by the International Longshoremen's Association and the companies had reached a standstill at presstime, and an Atlantic and Gulf coast dock tie-up was indicated by contract expiration time at midnight, September 30.

All dry cargo operations from Maine to Texas face a shutdown.

The ILA has said it expects what will amount to a lockout, based on a "no contract, no work" policy. The longshoremen's union has put the blame for a possible tie-up squarely on the stevedores themselves.

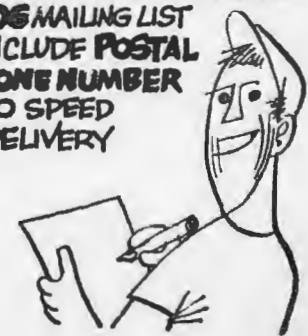
ILA negotiators say the dock manning issue can't be handled as simply as the employers contend, since the union can't just "negotiate away" hundreds of jobs. The employers are demanding a cut in the standard longshore work crew, now 20, to 16 men. Their money offer is also far short of ILA proposals.

The possibility for a Taft-Hartley injunction is strongly hinted if a dock tie-up does occur. This would require the longshoremen to return to work for 80 days while attempts are made to resolve differences across the bargaining table.

Fifteen weeks of negotiations have already gone by between representatives of some 60,000 longshoremen and 145 stevedoring concerns and shipping firms. Longshoremen now earn a base wage of \$3.02 per hour under the three-year pact that is running out on September 30.

Busy activity was reported in most Atlantic and Gulf ports during the closing days of the month as ships at sea scurried back to port to unload inbound cargoes and vessels heading out tried to get cargoes aboard before the deadline.

WHEN CHANGING ADDRESS ON LOG MAILING LIST INCLUDE POSTAL ZONE NUMBER TO SPEED DELIVERY



THE PACIFIC COAST SEAFARER



6 MCS Cooks Top Culinary Olympics

SAN FRANCISCO—A six-man contingent from the Marine, Cooks and Stewards Training Center will be putting a little spice in the life of Pacific District seamen in the years to come. The MCS trainee group walked off with the top honors here last month in the semi-finals of the "Students Culinary Olympics."

Specializing in roast turkey and hungarian goulash, the six students whipped the first team of the San Francisco City College in the food preparation contest held as part of the Western National Restaurant Show and Convention. In order to qualify, each of the competing teams had to prepare two hot entrees, vegetables, potatoes and salad to serve 100 persons.

The menu was identical for each day's competition and the judges then sampled a bit of each team's product. The manner in which each dish was presented was another important consideration in the judging.

Prize-winning culinary fare prepared by the MCS team was roast

turkey with dressing, gravy and cranberry sauce; hungarian goulash, candied sweet potatoes; risotto Piemontaise; creamed pearl onions and corn saute with green peppers. The creativity of the contestants also received a test as there were a number of fresh fruits to be prepared. Originality of presentation carried great weight in the judging.

The contestants had to rely on their own skills, as the rules required that the chef or instructor only be allowed to act in an advisory capacity, and could not take part in the actual presentation of the food.

After the food was judged it was sold to the people in attendance, which included a goodly number of MCS members looking in to see what their shore-side counterparts as well as the MCS trainees were serving up.

Homeless Philippine Crew Hosted By Pacific SIU

SAN FRANCISCO—Despite the fact that 50 Philippine seamen from the freighter Dona Aurora have been laid up without pay since July 26, and are crewmembers aboard a ship that nobody knows who owns, they still managed to enjoy some relaxation arranged by the SIU Pacific District.

The Dona Aurora, a Philippine-flag ship, has been laid up due to the fact that, no one, including the Philippine government, seems to know who owns the vessel. So all crewmembers, from the Captain on down, have camped themselves in San Francisco until the matter is cleared up.

Once the problem of the Aurora

became known, the three Pacific District unions worked out a plan to give the 50-man crew a change of pace. Under their sponsorship, buses were chartered to take the whole group to the Marine Cooks & Stewards' training and recreation center, at nearby Santa Rosa, for a day of swimming, good chow and general recreation. The Sailors Union and the Marine Firemen all teamed up with the MC&S on the venture.

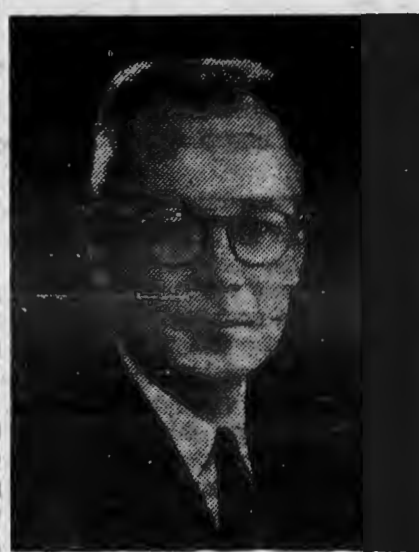
The day's outing was a welcome break in a situation that finds the Philippine seamen away from home for six months—and worst of all—broke. After the day's festivities were over they expressed grateful thanks to the unions for the courtesy and consideration extended to them. Their immediate problem of having a ship without a "home" remains unsolved despite efforts to trace the vessel's actual ownership.



Pacific District Shipping

PORT	SUP 8/6 to 9/4	MFOV 8/1 to 8/31	MC&S 8/10 to 9/6	TOTAL
San Francisco ..	637	187	329	1,153
Seattle	71	*	34	105
Portland	98	87	59	244
Wilmington	351	(no hall)	121	472
New York	79	42	47	168
New Orleans ...	37	8	0	45
Honolulu	40	49	14	103
San Pedro	(no hall)	198	(no hall)	198
TOTAL	1,313	571	604	2,488

*No report available



W. Willard Wirtz, new US Secretary of Labor.

Goldberg To High Court

Wirtz Named New Secretary

WASHINGTON — W. Willard Wirtz has been named as US Secretary of Labor after confirmation of his nomination by the Senate. He replaces former Labor Secretary Arthur J. Goldberg who has been named to the US Supreme Court. The new cabinet officer has been Under Secretary of Labor since January, 1961, and has had long experience in the labor-management field.

He was assistant general counsel of the Board of Economic Warfare in 1942, general counsel and public member of the War Labor Board from 1943-'45 and served as chairman of the National Wage Stabilization Board in 1946.

Served As Arbitrator

He also served as an arbitrator in several industries and on many Government labor panels and emergency boards.

A graduate of Harvard Law School, the new secretary has taught law at the University of Iowa and Northwestern University, and from 1955 to 1961 was in private law practice with Adial Stevenson.

Former Labor Secretary Goldberg was appointed to the Cabinet post shortly after the 1960 election. He was the first union attorney in the job. He replaces retiring Justice Felix Frankfurter on the high court.

US May Boost Overseas Farm Surplus Shipments

WASHINGTON—Congress and the Administration were doing some fast footwork as this session nears an end to keep farm surplus shipments flowing overseas.

A mainstay of US shipping activity, agricultural cargoes to aid foreign countries constantly face the danger of being bottled up in expensive storage space here at home because of disagreement between Congress and Administration foreign aid planners about distribution.

For that matter, if a vocal group in Congress finally has its way, it may succeed in blocking such shipments to Communist Poland and Yugoslavia.

Aside from some flat Congressional opposition to supplying the two Communist countries with goods of any kind, the differences between the Administration and Congress—and even between the two Houses—seem to be principally over who is to pay, and in what manner.

Thus, some Congressional leaders are insisting that future shipments of surplus foodstuffs abroad be paid for, whenever possible, in dollars. Now, many of the payments are made in local currencies which can be used only in the countries benefitting from the US aid.

About as far as Congress will go is to agree to long-term payments—in dollars—for US surplus farm products delivered abroad.

Of interest to Seafarers is the fact that Congress wouldn't warm up at all to Administration proposals that non-government sur-

pluses be included in plans for sending food cargoes abroad. Only the Government-originated shipments are subject to the "50-50" provision which guarantees that half of them go by US-flag ships.

The Administration came up with another proposal, however, which might add somewhat to outbound shipments of surplus foods. This is a sort of "food for peace" barter plan. It would encourage exports of US surpluses even when the receiving nations don't have dollars to pay for them by permitting their exchange for local foodstuffs to be used to feed the populace right there at home. The receiving country's own currency would be used to finance US Peace Corps' salaries and expenses, and otherwise contribute to local economies.

Strikers Urge

Don't Buy Mobil Gas

DENVER — The Oil, Chemical and Atomic Workers International Union, affiliated with the AFL-CIO Maritime Trades Department, has called on all trade unionists to support its dispute against the Mobil Oil Company by not buying the struck company's gas and oil products.

Workers at a number of Mobil installations are currently on strike in the face of the company's demand that management be allowed to toy at will with established union contract rights, seniority, grievance and arbitration procedures and job placements.

The union has struck Mobil refineries at Trenton, Mich.; East Chicago, Ind.; East St. Louis, Ill., and Casper, Wyo., as well as marketing operations in Detroit and St. Louis.

According to the OCAW, the whole dispute can be summed up by the statement of one management negotiator that "we are going to move men around just as we see fit and you can bargain for them (only) on rates of pay."

New Coast Apostleship Opens



SIU Pacific District officials attended formal dedication ceremonies at San Francisco's new Apostleship of the Sea recently and are pictured here with other visitors. Shown (l-r) are Alex Jarrett, vice-pres., Marine Firemen; Ed Turner, sec'y-treas., Marine Cooks; Archbishop McGucken of San Francisco; Morris Weisberger, SIUNA exec. vice-pres. and sec'y-treas., Sailors Union; W. H. Huffcut, counsel for MSTs, and the director of the Apostleship, the Right Rev. Matthew Connolly.

Foreign Flags Stall US Again

WASHINGTON—Deadline extensions were recently presented by the Federal Maritime Commission to several Japanese and British-flag lines who have to come up with long-sought freight rate data stored in offices overseas.

The documents are needed to enable Federal shipping agencies to review and pass on freight rates in US trade under authority granted by Congress more than a year ago in new rate control legislation. A group of British-flag lines now have until Oct. 15 and the Mitsui

Line until Oct. 1 to produce the documents, according to an announcement which failed to mention if the postponement had been requested by the foreign shippers or volunteered by the US.

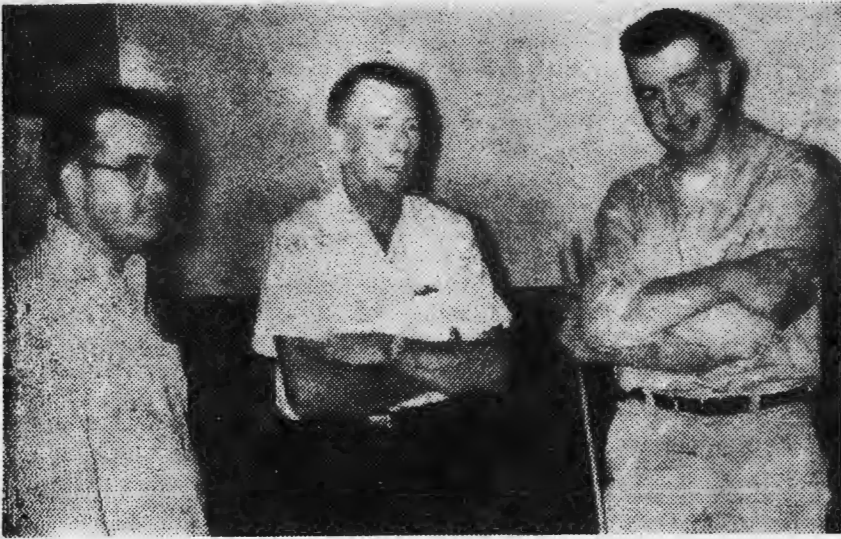
Supporting the latest US retreat before foreign shipping interests is the recent formation by the FMC of an agency to hear complaints by overseas-based lines over such US practices as the "Ship America" program and "50-50" cargo preference for US-flag vessels on Government-generated freight movements. FMC has been conducting negotiations with counsel for the British lines, which have, along with most foreign shippers, shown no intention of complying with FMC orders to produce the documents sought.

No News

No news even of what is being "negotiated" has been forthcoming, with the FMC leaning over backwards in seeking to gain "voluntary" compliance with its regulatory orders.

This follows 18 months of fruitless efforts since the law was passed in 1961.

Boston Has Billiards Too



Boston's SIU hall is the scene of this gathering, which includes (l-r) Ken Wright, a visitor, with Seafarers Dan Sheehan, bosun, and Richard Winn of the engine department. It looks like somebody just made the side pocket.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Food Bargains Miss Menu

No matter what Administration is in Washington, the US Agriculture Department keeps repeating that food is a bargain. The successive Secretaries of Agriculture makes speeches and even visit supermarkets accompanied by photographers to dramatize this point. At the same time, USDA releases constantly advise that one hour of work in a factory now buys, for example, 2.2 pounds of round steak compared to 1.8 pounds in 1939 and only 1.2 fifty years ago.

It is perfectly true that many agricultural food-stuffs as sold by growers to processors and manufacturers, are a bargain. In 1960 the farmer got only 39 cents of the dollar you pay for food compared to 49 in 1951. It is also true that even at retail, some basic foods are relatively not expensive (except for the high meat prices we have had to live through this summer).

But today's meals are expensive, because we do not buy the same foods as 23 years ago let alone 50, nor in the same containers. We buy highly-processed "convenience" foods in small containers, and the Department of Agriculture, contradictorily enough, itself encourages the public to buy in this costly manner.

Of every \$20 we spend for groceries today, we pay from \$1.50 to \$2 for the packaging, and sometimes the package actually costs as much as the food itself. Yet the Agriculture Department tells the public that smaller packages "meet the food needs for one meal, and thus reduce waste."

This kind of generalized apology for high-priced convenience foods and small packages serves the interests of food processors, not farmers or consumers. To take one example, the dry cereals packaged for individual servings cost you a little over four cents an ounce, or about 65 cents a pound. For that price you can feed your children meat, or for that matter, eggs, milk, cheese and other high-nutrition foods at even less cost.

Farmer Gets No More

The farmer, of course, gets no more whether you pay two cents an ounce for cereal in a large box, or four cents in an individual box. In fact, if he gave the grain away, you would still pay almost the same price. The farmer gets 2.4 cents for the corn in a large box of cornflakes selling for 26 cents, and the same 2.4 cents if that amount of cornflakes is sold in small boxes for approximately 40-50 cents.

The way to save, and avoid waste too, is to buy the large sizes, not just for one meal, but for different uses in several meals.

Too many families need to plan their shopping more carefully. The effect of self-service supermarkets often is to encourage impulse buying of expensive foods. This is the real reason why many families today complain of high food bills. Food spending increased about twice as fast as food prices in one recent period.

Several surveys have shown that impulse buying largely has replaced the planned menus and shopping lists once considered the foundation of money-saving shopping.

For example, the Indiana Experiment Station found that fewer than half of today's shoppers make any definite meal plans in advance. The rest decide in the store what to buy among a wide variety of items, new products and new packages. Another survey, by Du Pont, found that unplanned purchases increased from 57 percent in 1949 to 73 in '59.

While eight out of ten housewives said they believed a "good homemaker" would use a prepared list most of the time, many still shopped without one. Significantly, the Indiana survey found higher-income housewives are most likely to use shopping lists. Nor is it husbands who succumb to impulse buying, as it is popularly supposed. One survey found men more likely to buy from a list. Also revealing is that older women spend more time selecting than younger women.

Having thus surrendered planning, our shopping has become increasingly determined by package and display designers, who have learned how to lead us in a predetermined traffic pattern through the aisles, stop us at certain displays, and if we handle, probably buy. They lead us in the pattern they desire chiefly by strategic placement of demand items such as bread, beef and paper products, the Agricultural Marketing Service reports.

Special Items

Supermarket operators themselves say that today's housewives especially are fascinated by the "gourmet" and "hospitality" departments you now see in many markets, and by such fancy foods as guava jelly. They study these delicacies not from a nutritional view, but to see what new thing they can serve family or guests.

Retailers themselves are convinced that women are not seriously interested in shopping on an economical, nutritional basis. When stores try to advise customers what to serve for best nutrition, they find that they meet indifference.

A bargain "image" also may seduce you into impulse buying. For example, many of the discount department stores which have opened up in outlying shopping centers all over the country, now feature food departments. These "discount" food sections often have simple displays and fewer services such as "Kiddie Korners" and special-service meat windows, the USDA Economic Research Service reports. Thus, they sometimes beat the prices of conventional supermarkets, at least on the "name brands" they feature, if not on the supermarket private brands.

But the USDA report found that while shoppers may be drawn to the discount store by its bargain "image," once they start through the food department they tend to be aware of, or concerned with, prices of individual items. And that's exactly why the stories feature cut-rate specials.

THE GREAT LAKES SEAFARER



Lakes Men Vote Officers In Biennial Balloting

DETROIT—The biennial election of officers for the SIU Great Lakes District has come to a close with Secretary-Treasurer Fred J. Farnen overwhelmingly returned to office by the membership.

Ray Boudreau, former Buffalo port agent, was chosen to fill the post of assistant secretary-treasurer previously held by Stanley Thompson.

Incumbent officers who were re-elected were Ernest Aubusson, Chicago port agent; Stanley Wares, Cleveland port agent and Floyd Hamner, Frankfort port agent.

Buffalo Vote

Stafford McCormick was chosen to fill the Buffalo agent's job, which was vacated by Boudreau. For Duluth Port Agent, Donald Bensman swamped a slate of six other candidates vying for the port post.

Voting took place during the entire month of August with Lakes SIU members casting their vote

either at union halls or right aboard contracted vessels. The Lakes SIU constitution provides for voting aboard vessels in transit. Ballot boxes are put aboard the vessels so that members aboard can have ample opportunity to vote, the same as those ashore.

A total of 17 candidates declared themselves in the running for the seven elective posts now filled.

The credentials of the nominees were carefully checked by a membership-elected committee and the ballots were then prepared for the month-long election. A six-month tallying committee was elected here this month at the conclusion of all balloting to conduct and certify the final count and report to the members.

New Life For Aged Car Ferry

FRANKFORT—An old warhorse of the Ann Arbor fleet, the 35-year-old carferry Wabash, will gain some youthful vigor when she undergoes modernization to increase her speed and add cargo space for piggyback cargoes.

The Great Lakes SIU-contracted vessel will be converted to fire on oil instead of coal and will have her cargo deck raised 42 inches for extra hold capacity.

Built in 1927, the Wabash is one of a fleet of four train and auto ferries to operate on a year-round basis from Keewaunee and Manitowoc, Wisconsin, and Menominee and Manistique, Mich.

During the time that the Wabash is undergoing renovation, crewmembers will transfer to other Ann Arbor vessels, a right insured under the Great Lakes Seamen's Job Security Program. Some members of the crew have been shipping on the Wabash for 20 years.

The Wabash, the second in the Ann Arbor fleet to be reconditioned, left here for the shipyard in Manitowoc, where the revamping will take place. Another ship in the fleet, the Ann Arbor No. 3 was recently sold to a motel corporation and is slated to be converted into a barge.

Seaway Cargo Up Over '61

DETROIT — Nearly 15,000,000 tons of cargo have moved through the Montreal-Lake Ontario section of the St. Lawrence Seaway to the end of August, 1962, representing an increase of 8.4 percent compared to the same period last year.

The Welland Canal section of the Seaway carried 21 million tons since its opening in April, compared with 18.6 million tons for the same 1961 period. This amounted to an increase of 12.1 percent.

New Statistics

Statistics on the tonnage were released by the two Seaway agencies—the Saint Lawrence Seaway Development Corporation (US) and the St. Lawrence Seaway Authority (Canada). Their records reveal that last month showed a gain in cargo movement of 7.6 percent over August, 1961 for the St. Lawrence section. A gain of 4.8 percent showed in the Welland Canal section of the waterway.

Upbound movements accounted for the greater part of the traffic, and bulk commodities exceeded 90 percent of the total. Vessel transits continued to indicate a steadily increasing number of larger vessels passing through the system with, as expected, greater cargoes being carried on fewer ships.

Great Lakes Shipping

July 15 - August 14, 1962

Port	DECK	ENGINE	STEWARD	TOTAL
ALPENA	23	29	10	62
BUFFALO	33	31	9	73
CHICAGO	24	16	13	53
CLEVELAND	11	16	6	33
DETROIT	159	123	60	342
DULUTH	42	28	12	82
FRANKFORT	22	31	28	81
TOTAL	314	274	138	726



Overflow attendance at New York's Manhattan Center marked mass rail workers' protest against pending New York Central-Pennsylvania Railroad merger which would extend proposed manning cuts on railroad boats as well as shoreside equipment. SIU-RMR members, affiliated with rail brotherhoods in Railway Labor Executives Association, joined in demonstration.

RRs Step Up Drive On Shipping

Sailing coastwise? Or intercoastal?

Forget it! Forget it, that is, if the railroads push through the new rate structure they're now trying to sell to Congress.

The railroads have long lobbied, threatened, bullied, wept and moaned in seeking the means to drive domestic operators and other competitors out of business. The principal way they'd do this would be through removal of the rules Congress imposed, starting as long as 80 years

Tax To End —Price Stays

Remember when the railroads were saying everyone could travel for ten percent less if the Government would only repeal the tax on tickets?

Well, the tax comes off November 15, but the cost to rail passengers stays the same. Eastern railroads have already asked the Government to let them tack the extra ten percent onto ticket prices.

All 23 passenger-carrying railroads in the Northeast have formally petitioned the Interstate Commerce Commission for permission to raise all their passenger fares by ten percent on the day the Federal tax ends.

ago, to take some of the steam out of the railroads' drive to get a stranglehold on all types of cargo.

Over the years, Congress and the Interstate Commerce Commission have required that the railroads charge no less than their actual cost of performing any given freight service. This ruling has been repeatedly made to maintain some balance between all forms of transportation and to keep non-rail operations from being driven out of business by out-throat competition. Once the rail giants strangled their competition, they'd promptly jack

rates back up to any profit level they could set.

The railroads have had some considerable success in this effort by setting high artificial rates for rail-to-dock cargo movements, while keeping all-rail rates low to attract shippers. They were always able to make up the difference by charging far higher rates to inland points where there was no water competition.

Laws Back To '86

This was accomplished despite regulation by the ICC and a series of laws passed by Congress as far back as 1886 to curb railroad monopoly practices. The present state of coastwise and intercoastal shipping is largely due to complex rail rate maneuvers that have undercut water rates for East-West and Atlantic-Gulf cargo movements.

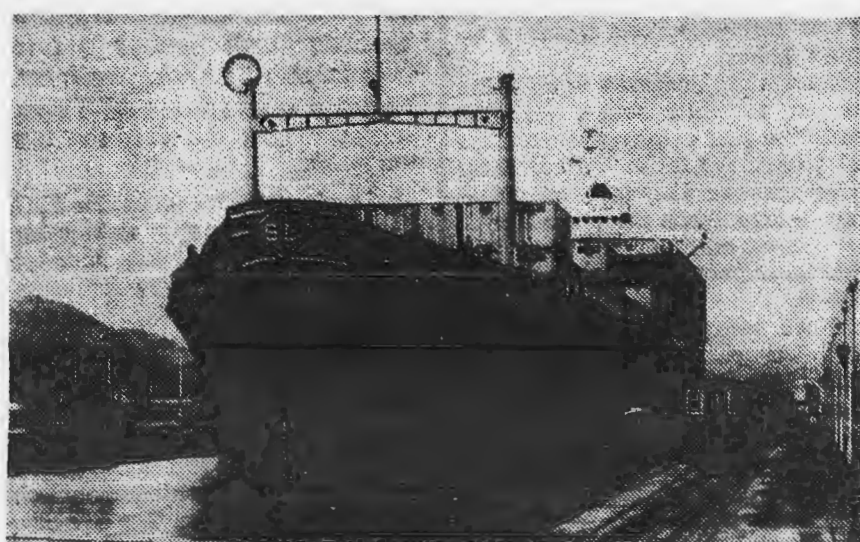
The railroads are also turning their attention to intracoastal, inland and Great Lakes water carriers. A barge lines' spokesman, for instance, told this session of Congress of a typical railroad trick: On the 715-mile rail haul from Birmingham, Ala., to Tampa, which is also served by water carriers, the railroads charge only \$3.46 per ton. For the 166-mile haul from Birmingham to Atlanta, with no water competition, the railroads charge 30 cents a ton more for a route about one-fourth as long.

The legislation railroads are now trying to get Congress to pass,



Congressional sponsor of bill to slow down rail merger moves, Sen. Estes Kefauver of Tennessee (2nd from right) is shown at RLEA rally gathering with rail labor officials (l-r) George M. Harrison, president of Railway Clerks; G. P. McGinty, regional director, SIU Railway Marine Region, and Mike Fox, president of AFL-CIO Railway Department.

would permit them to continue these practices virtually without limit. Specifically, the railroads want Congress to tie the ICC's hands so it can't require railroads to set rates that would reflect the true relative costs of rail versus the traditionally cheaper water service. The rails are going all-out in support of this legislation.



The SIU-contracted Elizabethport (Sea-Land) moves through the Panama Canal en route to the West Coast on her maiden run inaugurating regular intercoastal container-ship service.

SIU RAIL TUGMEN, RR UNIONS FIGHT JOB-CUT MERGERS

NEW YORK—More than 1,500 railroad workers including SIU Railway Marine tugmen met here on September 19 to protest the wholesale slaughter of jobs threatened by a series of railroad mergers.

The protest meeting at Manhattan Center more than filled the hall.

Keynote speaker was Senator Estes Kefauver (D-Tenn.). He noted that over three-fourths of US railroads, as measured by their assets, are involved in merger petitions before the Interstate Commerce Commission. The Senator is sponsor of proposed legislation to require any transportation mergers to meet the public interest and has called for a halt on approval of transportation mergers until the end of 1963.

The rally of railroad and RLEA-affiliated unions drew the attendance of top union officers as well as a mass turnout of rank and file members in the area. Among those on hand were George E. Leighty, chairman of the Railway Labor

Executives Association and president of the Railroad Telegraphers; George M. Harrison, an AFL-CIO vice president and president of the Railway Clerks; Michael Fox, head of the AFL-CIO Railway Employees Department, and president of the Maintenance of Way Employees.

'Job-Killers'

Remarks about the seriousness of the merger situation by these and other railroad unionists were reaffirmed by G. P. McGinty, regional director of the RMR, who said the mergers, like many other rail moves, were essentially designed to kill jobs.

Sen. Kefauver called the proposed merger of the New York Central and Pennsylvania railroads "by far" one of the key transport link-ups underway. "There is little doubt in my mind," said the Senator, "that approval of (this merger) will lead to vast counter-mergers resulting in a massive concentration of economic power in the hands of a few companies and in the loss of vital competition and independent business action which are the basic ingredients to a healthy private enterprise economy."

Power Grab

He added further: "I believe (railroad mergers) would trigger additional concentrations in the trucking and water carrier industries, and might drastically accelerate the present trend toward concentration throughout the country in many other industrial fields."

Summing up, Sen. Kefauver insisted: "Today, I believe, we are at the crossroads in our national transportation policy. We either retain the structure of a competitive, balanced, multiform system in each transportation mode, or we move on to regional monopolies and eventually to nationalization accompanied by massive contraction of facilities and service."

RRs Admit Boxships Best For East-West Freight

WASHINGTON—A warning that almost all boxcar and refrigerator car traffic could be lost to competing container-ships was recently a highlight of a now-no-longer-secret report made for the railroads' Western Traffic Association.

The report was cited here by a spokesman for American-Hawaiian Steamship Company, whose application for Federal ship construction mortgage insurance is being supported by the SIUNA and the SIU Pacific District.

As a result of the report, which was secret before being read into the record at a hearing before an MA chief examiner, railroad interests are fearful of losing a substantial share of their business to the more-economical, high-speed container-ships, according to American-Hawaiian. This is the reason the railroads are opposing American-Hawaiian's application, the company contends.

Actually, there is sufficient traffic moving between East and

West Coast areas for American-Hawaiian, Sea-Land and the transcontinental railroads to survive, according to Robert R. Nathan, the economist who analyzed A-H's proposal. The report was read into the record over the objection of counsel for the railroads.

Speaking in glowing terms of container-ship efficiency, the report notes:

"Container-ship operating costs, assuming a reasonable load factor, are extremely low in terms of ton-mile and hundredweight costs. To the extent that this fact is reflected in rates, railroads will not be able to compete in terms of rates for the traffic without disastrous effects on not only the revenue from transcontinental traffic, but also on the revenues from traffic competitive with transcontinental traffic."



TELL IT TO THE LOG

MEBA, MMP Rap Hoffa Raiding In Barge Fleet

ST. LOUIS—The Marine Engineers Beneficial Association and the Masters, Mates and Pilots have called for all-out support from the AFL-CIO and its affiliates against a Teamster raid on their membership in the Mississippi Valley Barge Line.

MEBA and MM&P, in a wire to AFL-CIO President George Meany, asked for support of their picketlines, noting that National Maritime Union crews have been sailing behind them with the Teamster-sponsored "Marine Officers Association."

The two officers' unions have been picketing Mississippi Valley Barge Line terminals and loading points since September 9 to protest recognition of the Teamster-backed MOA.

MEBA and MM&P said that hasty recognition of MOA violated the rights of their members and was the result of collusion between the company and the Teamsters. They pointed out that the Teamster-company action came after 20 years of collective bargaining relations with the two unions.

Picketlines have been set up at St. Louis, New Orleans, Havannah, Illinois, and Pittsburgh. At Havannah, the strike halted the loading of 250 coal barges consigned to the company. The line has retaliated by discharging close to 30 engineers and mates who participated in the strike.

The two AFL-CIO unions have demanded that the company agree to an impartial election so that they can prove they represent a

majority of the engineers and mates. Mississippi Valley Barge recognized the MOA on September 8 after a two-hour strike action involving two hand-picked boats of the nine it normally operates.

Further evidence of a conspiracy, the MEBA and MM&P said, is the fact that the MOA tie-up was pulled less than eight hours after a St. Louis County Circuit Court Justice nullified an election rigged by the company and the MOA to guarantee a victory for the Teamster-sponsored organization. The two AFL-CIO unions have held contracts with the company for 20 years.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Sauces Add That Extra Flavor Touch

A good piece of meat without the proper sauce or gravy to complement it is like a cook without a stove. Besides looking unattractive, it lacks the flavor and nutritive value that a well-made sauce or gravy can add to any meat, fish, vegetable or egg dish and to many desserts.

Not many people are aware of the tremendous versatility of sauces and gravies in all types of cookery. These are capable of enhancing just about any dish you can name. Only a few general varieties and kinds of sauces are mentioned here, and if any Seafarer or reader has any special recipes of their own, we'll be glad to get them and pass them on.

Almost all sauces require a gentle heat and the careful attention of the maker, who must stir the contents almost continuously. Cooking vessels with thick bottoms are most desirable, since they distribute the heat very evenly. If possible, use a double boiler for making sauces as this reduces the danger of scorching.

As flour is a base for many sauces it is important to know something about its behavior. When flour is heated with a liquid, the starch grains in the flour burst and release minute particles which combine with the liquid and produce a thickened mixture. In order for the mixture to be smooth and to thicken evenly, it is essential that the starch grains be evenly distributed through every part of the liquid.

This is why gentle and even heating is so important.

Sauce List

Like meat and potatoes, some sauces have particular compatibility with certain types of foods. Some of these special combinations are the following, and the list is of course much longer depending on individual tastes and preferences:

Barbecue sauce, with spareribs, pork chops, ham, chicken and other cuts of meat.

Creole sauce, served with frankfurters, meat loaf, croquettes, rice, macaroni, spaghetti, and with fish.

Tomato sauce is excellent, served with meat balls, ravioli, spaghetti, meat loaf, fish and fish cakes and

any number of other dishes.

Raisin sauce and pineapple sauce are popular with baked tongue and ham, mint sauce with roast lamb and lamb chops, and tarter sauce, when chilled, with fish and seafood.

White sauce is made in varying degrees of thickness depending upon the use for which it is needed. A good white sauce should be smooth and thoroughly cooked so that there will be no raw flour taste. White sauce serves as the basis for cheese sauce, cream sauce, mustard sauce, curry sauce, mock hollandaise sauce, egg sauce and many other sauces universally used in cooking. Thin white sauce is used as the base for most cream soups. Medium white sauce is used in preparing potatoes, vegetables, hard cooked eggs, diced meat and fish or seafood, as creamed or scalloped dishes.

Gravies are prepared in a similar manner to white sauce, with the exception that drippings of meat are substituted for fat or butter. These drippings are the fat and juices that escape from meats and poultry during cooking, and they provide an important addition to meat dishes.

Since every kind of meat has its own particular flavor, good gravy should have the definite flavor of the meat with which it is to be served and not of some other type of meat. Most people like a rich brown gravy, the cooking temperature and the kind of liquid used determining the color.

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

Comet Rice Is Non-Union

HOUSTON — After eight months of sacrifice on the picketline, workers of the Comet Rice Milling Company here and in Beaumont are renewing their appeal to trade union families not to buy the struck company's products. Rice mill workers in both cities are members of the AFL-CIO United Brewery, Flour, Cereal, Soft Drink and Distillery Workers. The union, with regional headquarters in San Antonio, has urged all union members and families in the Texas and Gulf area to aid its fight by boycotting products of an anti-union employer. Comet Rice Mill products are the following: Comet Rice, Adolphus Rice, Peacock Rice, M.J.B. Rice and Wonder Rice.

THE SIU INLAND BOATMAN

Texas Strike Wins Solid IBU Contract

PORT ARTHUR—Winning their strike despite outright scabbing by an affiliate of the National Maritime Union, licensed officers of the D. M. Picton Company here have gained a top Inland Boatmen's Union contract to end a three-month strike action. The officers had the strong support of Picton's unlicensed men.

The culmination of the strike was signalled on September 14, when the IBU reached agreement with the company on a contract embodying major gains in conditions for the captains, mates and engineers.

Terms of the agreement include substantial pay raises for the mates plus generous sickleave provisions, guaranteed seniority rights, time off allowances, and full coverage under the Union's welfare and pension program for all hands.

Licensed boatmen were not included in the unit that voted 24-1 for the IBU in an NLRB unlicensed election and subsequently came under the coverage of an IBU contract last May. The unlicensed



Picton's derrick-barge Roberts is pictured while idle during IBU strike, before she was scabbed out by a tug manned by members of National Maritime Union affiliate. The derrick was towed to dredge job in Louisiana.

agreement provided the unlicensed crews with union conditions, complete welfare-pension protection and many other benefits.

Picton refused to recognize the union as the representative of its officers and, at the same time, attempted to cut back a sickness plan that assured minimal protection for the men. It also attempted to make the mates do the dispatching for the company boats at night.

The strike was successful in the face of scabbing by a boat manned by the NMU's United Marine Division Local 333. The tug Vulcan, operated by the Sabine Towing Company and manned by UMD-NMU men, disregarded IBU picket boats and proceeded to haul the Picton-owned derrick-barge Roberts to a salvage job in the Mormentau River in Louisiana.

Members of Local 333 later expressed their regret over the scab tactics employed during the strike. Despite these tactics, Picton's four harbor boats in the Port Arthur-Beaumont-Sabine area were kept at a standstill for almost three months until the reactivation of two company boats on September 17.

Unanimous Vote Brings Sheridan Sea-Tug Pact

NORFOLK—A first-time contract has been signed by the SIU Inland Boatmen's Union for the deep-sea operation of the Sheridan Transportation Company here. The IBU also has Sheridan's harbor tug in Philadelphia under contract. It won a unanimous 18-0 vote decision among the deep-sea tugmen in May.

Following the trend to the IBU, crewmen aboard the five cargo barges handled by the deep-sea boats have also strongly supported the union, and negotiations are now underway on a contract for the 20 men in that operation.

The three deep-sea tugs tow non-self-propelled barges up and down the Atlantic and Gulf coasts. They handle five barges which carry bulk freight only for the Tug Management Corp., which is allied with Sheridan Transportation.

Under the new pact reached by the IBU for the deep-sea tugmen, all hands are receiving a wage in-

crease retroactive to July 1 and will draw an additional hike next August. Other gains won are nine days of vacation each year, and a schedule of 15 days after two years, in addition to nine paid holidays.

Last May's unanimous ballot victory for the IBU represents the first time that Sheridan's deep-sea tugmen have had a union as their bargaining agent. Local 333, United Marine Division of the National Maritime Union, lost an election on these tugs six years ago.

The vote covered the tugs Peggy Sheridan, D. T. Sheridan and the Chris Sheridan and was conducted by the National Labor Relations Board in Brooklyn and Baltimore. The Philadelphia harbor tug, the H. J. Sheridan, has been under IBU contract since 1960.

Egypt Seeks Hotels Afloat On The Nile

Floating hotels carrying tourists down the Nile River between Cairo and Aswan will some day be in service again if the United Arab Republic's Tourist Administration has its way. The last one belonged to Cleopatra.

The UAR is presently seeking quotations and descriptive literature on the floating hotels which would have facilities to make even Cleopatra's barge look like a scow. The 75-room hostels are to be completely air-conditioned and have kitchen, restaurant and bar facilities.

Seafarers with a yen to enter the hotel business in the grand manner can write to Moustafa Mohamed Mahfouz, Business and Engineering Consultants, PO Box 542, Cairo, UAR.

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
October 22	October 24	October 28
November 19	November 21	November 23
December 17	December 19	December 21

(Regular monthly meeting schedule for all SIU constitutional ports appears on Page 4.)

SIU LEGISLATIVE DEPARTMENT



MARITIME STATISTICS—As of August 1, 1962, there were 890 vessels of 1,000 gross tons or over in the active oceangoing United States merchant fleet. This is 25 less than the number active on July 1, 1962. There were 27 Government-owned and 863 privately-owned ships in the active service fleet. There was a decrease of twenty-five active vessels and an increase of twenty-four inactive vessels in the privately-owned fleet. Two freighters, the PHILIPPINE MAIL and the CHINA BEAR, were delivered from construction, two tankers were transferred foreign, and one small tanker was dropped from the statistics when reconstruction work dropped its tonnage to less than 1,000 gross. The total privately-owned fleet decreased by one to 985. There was no change in MA's active and inactive fleets, the total remaining 1,892.

LABOR STATISTICS—On August 1, 1962, seafaring jobs in the United States numbered 53,034. Of this total 12,286 were licensed and 40,748 were unlicensed. Privately-owned and MA-owned vessels employed 46,463 men; MSTC Civil Service, 5,707; and MSTC contract ships, 864. There were 8,740 men working on Great Lakes seafaring operations. The number of longshoremen employed during the period totaled 73,000 and the number of workers in United States shipyards remained at 127,848.

FISH REPORT—In 1961 Japanese tuna landings totaled 651,355 metric tons. This was an increase of over 105,620 metric tons over the fiscal year 1960 catch. The previous high catch was recorded in fiscal year 1959 when 562,991 metric tons were landed . . . A large Japanese fishing company reportedly is planning to establish a joint Japanese-French tuna base at Noumea, New Caledonia Island. The Noumea Tuna Base will be similar in size to the tuna base contemplated for Tahiti. During the first year of operation, 25 vessels would be based at Noumea, and their annual catch is expected to total 12,000 metric tons. Fish landed at that base will be exported to France and the United States . . . As the result of negotiations conducted by the American Tuna Boat Association with Columbian authorities in April, a procedure has been established for United States fishing vessels to obtain licenses to fish in Columbian waters.

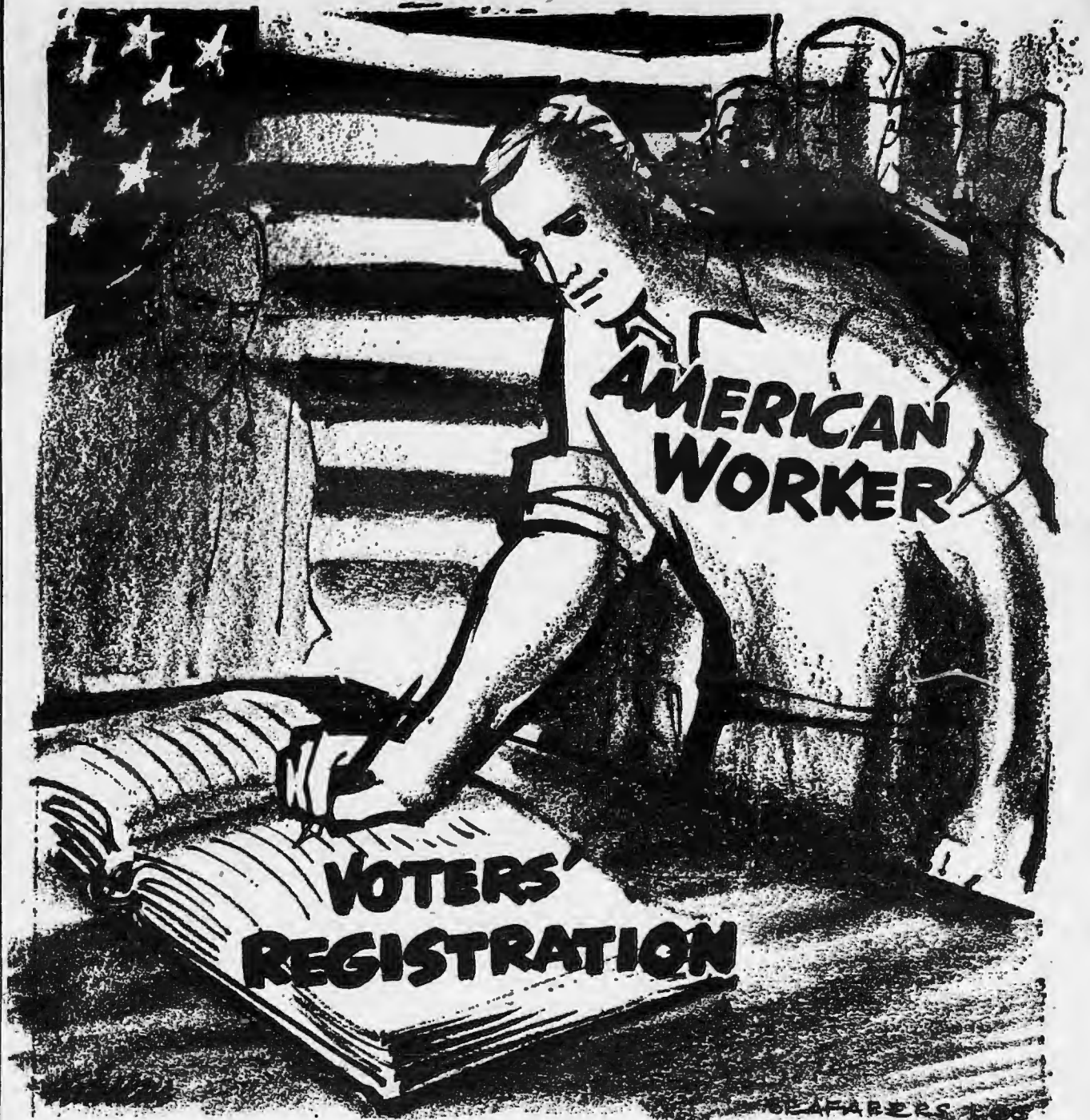
SOVIET MARITIME EXPANSION—The Soviet Union reported that it has agreed to purchase about \$100 million worth of ships from three major Japanese ship-building firms. The contract is said to cover the purchase of twelve 35,000-ton tankers, five 12,000-ton freighters, twelve barges, six dredges and ten floating cranes. The Japanese firms involved are Mitsubishi and Engineering Company, Ishikawahama-Harima Heavy Industry Company and Hitachi Shipbuilding and Engineering Company. Seventy percent of the payments due under the contract is to be deferred over six years.

RESEARCH AND DEVELOPMENT—The Maritime Administration recently sponsored a meeting where proposals for integrated steam turbine plants for marine propulsion were explained to maritime industry representatives. As part of the MA's effort to reduce construction and operating costs of US merchant ships, separate contracts were signed in the winter of 1961-62 with Allis-Chalmers Manufacturing Company of Milwaukee, Wisconsin, and the Newport News Shipbuilding and Drydock Company, Inc., of Newport News, Virginia, to develop such integrated plants. The integrated steam turbine plant is designed to be a highly self-regulating propulsion system capable of control by a minimum number of devices, and to achieve reduced costs with high reliability and safety. It is to require minimum maintenance and to lend itself to remote control either from an engineer's console or directly from the bridge. It is expected that a plant of this type may have further application in the field of mechanization and automation. Upon completion of the research development phase of the contracts, MA may order construction, installation, and testing aboard ship of the design which is considered to be the most feasible from the standpoint of both engineering and economy.

MOBILE TRADE FAIR—The American Maritime Association has gone on record in support of proposed legislation directing the Secretary of Commerce to encourage and promote the development and use of mobile trade fairs which can be transported on US-flag vessels to foreign ports, designed to show United States products at commercial centers throughout the world. In a letter to Rep. Herbert C. Bonner, chairman of the House Merchant Marine & Fisheries Committee, AMA said that the measure was of utmost importance if overseas markets are to be developed for American goods. It cited the progress of the European Common Market, noting that it was imperative for American business to seek new markets overseas and to expand existing ones. "We feel there is no better way of accomplishing this than by providing floating trade fairs using American-flag vessels."

HOLIDAY PROPOSAL—The Pacific American Steamship Association has recommended that the Congress, before approving legislation which would provide for another legal holiday, make a thorough study of present legal holidays and their impact on the nation's economy. It recalled that the Senate has approved the joint resolution which designates September 17 in each year "Constitution Day," and makes that date a legal public holiday. PASSA's spokesman said he "commended" the intent behind the measure, but stressed that making September 17 in each year a legal holiday "can be seriously injurious to our nation's industries. At the present time, our national payroll is approximately 280 billion dollars annually. Of the 58 million persons employed in the country, it is reasonable assumption that more than half of those employed work on legal holidays at an overtime rate of pay. This is particularly true in the transportation field. Transportation must go on every day in the year . . ." PASSA said some legal holidays "no longer serve in the public interest" and suggested some "could be merged."

'Part Of The Job'



Very soon now—in November—the citizens of this country will again have an opportunity to vote in the free and secret elections which are the cornerstone of our democratic structure.

Those citizens who cast their ballots on Election Day will, of course, be voting for specific candidates—for the men and women who will fill important offices on the national, state and local levels. But no voter should ever forget that we choose certain candidates on Election Day because we hope they will reflect our individual views on issues which are of vital concern to ourselves and our families.

The issues do not appear on the ballot. The voter who enters the polling booth will be confronted only with a list of names. Thus, he should remember, at all times, that those candidates he selects are those who will speak for him when matters which affect him and his family come up for action in Washington, at the State Capitol or City Hall.

One of the most vital of these issues is, of course, concerned with medical care for the aged under the Social Security System. The medical care program, as most trade union members know, had the support of the Administration. It had the support of the AFL-CIO and the organized labor movement in this country. And, according to reliable polls, it had the support of the majority of the citizens of this country.

Yet, the program was defeated in the present session of Congress.

Why?

Because a minority of voters, acting through influential and vocal lobbies, like that of the American Medical Association, were able to bring about defeat of a measure which most people in this country want.

An analysis of this defeat, later made by the AFL-CIO, showed that the legislators who voted against this measure—those who defeated it—represented fewer people than

those lawmakers who voted for the program.

This measure will again come up for action and, certainly, the citizens of this country should not allow the experience of the past to be repeated. A minority of the electorate must not be allowed to speak for the majority. The tail must not be allowed to wag the dog.

It becomes not only the right, then, but also the obligation of every citizen—if he is sincerely concerned about the well-being of himself and his family—to go to the polls and vote for the candidates who will express his views.

If only a minority of Americans go to the polls on Election Day, the winning candidates will speak for the minority. But if the great majority of citizens turn out, then those candidates who win will be truly representative of the majority of Americans.

Hardly a day passes when there is not discussion or action in our government on legislation affecting the security and well-being of Seafarers and their families—actions relating to runaway flags, subsidies, domestic shipping and other vital matters.

Nor is this activity of concern only to deep-sea sailors and their families. Right now the railroads are moving toward mergers on all sides, an action which could cause the loss of railroad jobs, including those of SIU tugboat workers. And the railroads are also pushing rate-making legislation which would drive the barges off the rivers and seriously cripple our inland waters industry.

The moral is clear: register and then get out and vote for the men who will represent and protect your interests.

There is one important thing to remember, however. In order for you to vote you must be registered. So check the registration requirements in your community and make sure your name is on the roster of registered voters.

Then go to the polls on Election Day and cast your ballot for the candidates of your choice.

TOKYO CHOLERA FEAR HOLDS LINERS

TOKYO—Stymied by the zealous tactics of health officials here, American and other foreign passenger ship operators are threatening to halt all calls of their liners at Japanese ports until the nation's current cholera scare has passed.

Japanese health officials have been demanding the examination of all passengers and crews aboard incoming ships from both Hong Kong and the Philippines, often causing lengthy delays.

The liner President Cleveland, manned by the SIU Pacific District, was denied permission to tie up at Kobe until after 800 passengers were forced to take cholera tests. A 30-hour delay was caused, despite the fact that all passengers had anti-cholera vaccination certificates.

Liner operators are particularly annoyed at the fact that airline passengers are not delayed. One company spokesman hinted that this could be due to the fact that Japan has a national airline but no passenger liners.

If the boycott goes into effect the lines would be hit hard financially. However, they said Japan would suffer a greater economic loss.

Japanese quarantine officials admit that the cholera situation is a "delicate" one. But shipping

operators still question why only seaports are restricted and not airline centers. Only Formosan air passengers are tested "in a limited way," according to news reports.

The restrictions on vessels are due to the fact that the Taipei seaport area "is more dangerously

affected" than the area adjoining the airport on Formosa, Japanese officials contend. The passenger carriers do not object to efforts to control the disease but feel that quarantine personnel have been "insensitive" and have embarrased foreign shipping lines.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Keeping A Fire From Spreading

No matter where you are, at home or aboard ship, one of the most important things to know is how to confine a fire to the smallest possible area and prevent it from spreading to other areas. This can be accomplished by knowing the details of construction as well as fire safety practices, one being of no use without the other. An understanding of the ways in which heat is transmitted can be of great help in taking the necessary steps to prevent a fire from spreading.

Heat is transmitted by three methods: Conduction, convection and radiation, each of these being factors in the spreading of fire. In addition, fire can be spread by contact of fuel with the fire itself. A look at the various means of heat transferral is basic to the whole problem.

Contact. It's a familiar fact that when a flammable or combustible material is brought into contact with flame it will catch fire if the contact is maintained long enough. In this connection, it is important to arrange for the storage of all combustible materials in such a way that they are far removed from any source of heat. Combustibles often take the form of wastes or rubbish that is allowed to accumulate close to fire or heat sources. For this reason the accumulation of oil-soaked rags is always something to be avoided. They provide very good fuel for a fire.

Conduction. This is the means by which heat passes through solids. Metal is considered one of the best conductors of heat, although most substances vary considerably in their ability to transfer heat to other materials. Wood, glass, pottery and asbestos are considered very poor conductors and fall into the category of insulators. As there are no perfect insulators against heat, all substances conduct heat to some extent. When the heat continues long enough, it will bypass the insulator and be conducted by the solid itself.

Convection. Currents are often evident in fluids, namely liquids and gases. An excellent example of convection currents in water is the ordinary self-circulating hot-water furnace. When the water in the furnace is heated, it expands and becomes lighter than the cold water in the radiators. Due to its heavier weight, the cold water is then able to move downward and push the lighter hot water up into the radiators.

Convection currents play an important role in fires as the hot

gases which develop in a fire are pushed up through any vertical opening and can set the stage for the rapid spread of a fire. In the same manner as the furnace, the hotter the fire is on the lower floors or decks, the greater is the upward push of the hot gases.

Radiation. By nature, heat rays travel in a straight line and are not absorbed to any great degree by the air or by a transparent substance like glass. They are absorbed by any opaque substance they run into, such as a dark, solid, non-transparent object. For example, heat which is radiated by a hot stove, would not be absorbed by the air it travels through, but would be absorbed by a wall.

The principle of radiation is very important in checking the spread of fire because the amount of heat coming from a heat source, such as a stove or boiler, increases with every increase in the temperature around it. In other words, the greater distance the stove is away from a bulkhead, the less chance there is of a fire starting.

Knowledge of these four ways in which heat moves about can help prevent the spread of a fire beyond its starting point. However, it should be remembered that fire safety practices must be combined with this knowledge, as a lack of one makes the other useless.

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

Register and Vote
in your community!

THE FISHERMAN and CANNERY WORKER

Boston Boats Unload Catch



The busy scene above was taken at the Boston Fishing Pier where the fishing boats Swallow and Racer were unloading their catch. A hectic time was had by both men and fish. The vessels are manned by members of the SIU-affiliated Atlantic Fishermen's Union.

Japan's Boats Avoid Alaska—Soviets Next?

KODIAK — Japanese fishing fleets are continuing to stay clear of Shelikof Strait within a line drawn between Cape Ikolik and the Kilokak Rocks after the seizure last April of two of their boats and the arrests of their captains.

The Japanese captains obtained their releases in return for an agreement to stay out of an area three miles seaward of a baseline drawn from the outer points of Barren Islands, lying between Afognak Island and Kenai Peninsula, in addition to other islands and capes.

The proscribed areas don't include all waters claimed by the state of Alaska, according to a member of the Alaska Fish and Game Commission, but the need for even a partial claim was made necessary by the intrusion of the Japanese vessels.

Thirty-Five Vessels Seen

At the time of the spokesman's comment, 30 Soviet fishing vessels and five factory-ships were observed fishing southwest of Kodiak Island, raising speculation that a Soviet-American dispute over what constitutes territorial waters might not be far over the horizon.

San Pedro Fishermen Hold Fete

SAN PEDRO—SIUNA fishermen in this area converged last month for the Port of Los Angeles Fishermen's fiesta, which was held as a tribute to the important role fishermen play in the port economy.

Running over the Labor Day weekend, the fiesta featured a cross-section of entertainment that included a competition in fishing skills between the descendants of old world fishermen of six nations, folk dancers performing in their native attire, international food booths, games of skill plus a boat parade. The fishing boats were decked out as multi-colored floats depicting fairland scenes for the benefit of the many children who attended the celebration.

The spectacle is considered one of Southern California's outstanding fall attractions each year it's been held.

House Group For Salmon Ban To Aid Fishermen

WASHINGTON—A House subcommittee has brushed aside the protests of State Department officials and unanimously approved legislation that will put a possible ban on all imports of canned salmon from Japan.

The Fish and Wildlife Conservation subcommittee has recommended passage of the bill, proposed by Rep. Thomas M. Pelley of Washington. It advocates barring imports from any country whose fishermen use nets to catch migrating salmon in the North Pacific.

In putting its okay on the proposal, the House group ignored a strongly-worded warning from Assistant Secretary of State Averell Harriman that the ban on salmon imports might damage our relations with that country. Traditional American fishing

grounds in the North Atlantic were recently invaded by the Japanese when they sent their first trawler, the No. 2 Aoi Maru of the Aoi Fisheries of Tokyo into international waters off the New England Coast. The move was occasioned by the imposition of a 12-mile limit by many of the newly-independent African nations along with the depletion of fishing resources off Australia and New Zealand.

Russian fishing trawlers have been in New England fishing waters for quite some time, using outsized fishing gear to make their catch, and in direct contravention with international fishing laws.

Suzanne In Suez Area Collision

The Suzanne (Bull) is at Todd's shipyard in Brooklyn for repairs after being damaged in a collision with the British vessel Dartmoor. The mishap occurred when the Suzanne was five days out of Bombay bound for Montreal.

Damage to both ships was extensive. The British Dartmoor had her bows crushed backwards about 20 feet, and the Suzanne received a long gash above and below the waterline on the port side, flooding the No. 4 hold. No serious injuries were reported involving SIU crewmen.

Damage to the Suzanne was estimated at about \$200,000, after both vessels put into Aden for repairs. The British vessel was bound for Madras from Casablanca at the time.

Another SIU ship, the Keva Ideal (Keva), recently put food aboard the British ship Caymania, which had earlier sent out a message that she was sinking north of Cristobal. The Keva Ideal offered the Britisher a tow, but the Caymania's master turned him down, and made it to port on his own.

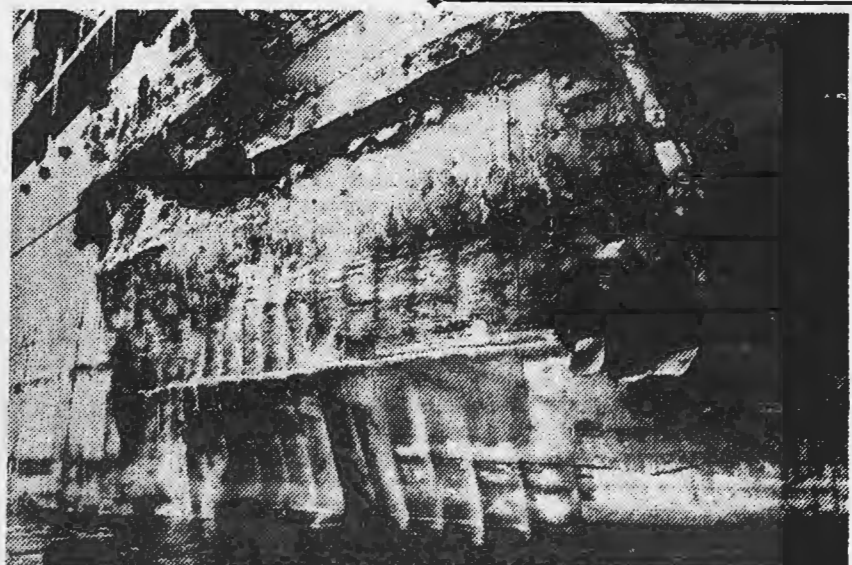


Photo taken by second mate shows damage to the Suzanne (Bull) from collision with British vessel a few hours past Aden en route to Suez. Anchor of the British-flag Dartmoor caught close to No. 4 hold and peeled plates like sardine can. The Dartmoor also required extensive repairs as a result of the mishap.

THE SIU INDUSTRIAL WORKER



Union Label Drive Readied By UIW

The union label program of the United Industrial Workers took a big forward step this month with the formal publication of the proposed UIW label design by the New York State Department of Labor. Registration with the New York labor agency will be followed shortly by similar registration with the Union Label Trades Department of the AFL-CIO.

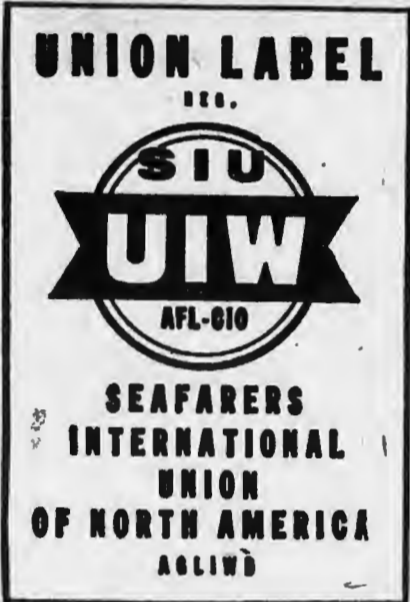
Registration formalities are necessary to establish clear legal right to the proposed UIW "trade-

mark." It can then be attached to all types of products and manufactured items turned out by UIW members in New York shops and, ultimately, on goods made all over the country in UIW-contracted plants.

The label will clearly stamp all such products as "union-made" under union standards and working conditions. Adoption of a union label has long been a goal of the UIW-SIU to further membership recognition throughout the industrial field. The label also will serve to identify UIW-made products to members of other unions who sell, service or install the hundreds of items produced in plants under UIW contract.

A facsimile of the label design is pictured here in enlarged size so that UIW members and other union members can become familiar with it.

The registry with the Department of Labor in New York and with the official Union Label Trades Department of the AFL-CIO is expected to be completed within a short time. Once this is done, arrangements will be made with New York area shops to have the labels put on all items turned out in these plants.



Facsimile of proposed UIW union label is almost twice its actual size.

UIW Wins A Solid Vote, Contract In Norfolk Shop

NORFOLK—Climaxing an impressive victory in an election conducted by the National Labor Relations Board, the SIU United Industrial Workers has signed a first-time contract covering over 100 employees of the Aluminum Materials Corporation here. The win was by a 36-20 count in recent NLRB balloting.

A new two-year agreement provides for a substantial wage increase, paid holidays and vacation, full job security and seniority provisions, and complete UIW welfare coverage for all workers at the plant.

The pact calls for an immediate average wage increase of ten cents an hour. Additional raises due next March will hike the average wage in the plant some 32 cents an hour in less than a year.

Other benefits include a full week's paid vacation, six paid double time holidays, double time for Sunday work and time and a half for Saturday. Employees at the plant will also be entitled to two ten-minute rest periods each day in addition to their regular lunch hour.

Numerous other improvements in sanitary and safety conditions at the plant have been made in addition to upgrading of general working conditions.

The 102 employees at the plant who overwhelmingly ratified the contract are entitled to full coverage under the UIW Welfare Plan. Aluminum Materials will pay all costs of health and welfare benefits for UIW members and their families.

During the successful organizing

drive at the company, 20 employees were fired for union activities, but have since been reinstated. The union gained a lump payment of \$1500 from the company to cover wages lost during this period.

Aluminum Materials is engaged in the manufacture of aluminum storm windows and doors for home and industrial use. It is the largest manufacturer of home aluminum accessories in the Norfolk area.



Some of the new UIW members at the Aluminum Materials plant in Norfolk are shown with sign proclaiming their support of union after voting results were announced. Over 100 workers are employed in the shop.



Pictured in the SIU hall at the time his last book was published, Seafarer Dave Garrity has a new one out.

Seafarer Has 2nd Thriller Now On Sale

Seafarer Dave Garrity, who concentrates mostly on his writing nowadays, has another book on the stands. This one is called "Cry Me A Killer."

Garrity writes in the tough, Mickey Spillane tradition. His first book, "Kiss Off the Dead," hit the stands in 1960.

The new book is about a policeman who murders a mobster for the love of a woman. It continues in the tough style of his first full-length publishing effort and should offer enough vicarious action for anyone.

Garrity started turning out short detective stories for magazines while shipping as a member of the SIU deck department some years back. "Cry Me A Killer" is distributed by Fawcett Publications, New York, under the "Gold Medal Book" label in a pocket-size edition.

Automation? Computers Have Got Problems Too

Computer manufacturers, who claim to solve all sorts of problems for others through automation, are now facing a big problem themselves and poetically, it's one of their own making.

What do you do with old, second-hand computers?

Unlike a man, whose working life is about 45 years, computers which can cost over \$600,000 each are old and ready for a pension in perhaps five years. Since most computers are leased instead of sold outright they find their way home again like old hound dogs.

Sooner or later the computer manufacturer will find himself with a lot full of second-hand thinking machines on his hands, all standing around, muttering to themselves. They still work, after a fashion. But they aren't new nor useful any longer.

Senior Citizens

They're slow compared to the new machines, and crotchety. After only five years they need more maintenance and draw more current than the new transistorized jobs which may be out there on the lot in a few more years also. The older equipment likewise takes up more space and often requires extensive air-conditioning before it will operate properly.

One solution is to sell them, like used cars, to businesses which can't afford new ones. But in this world you get nothing for nothing, and computer makers are realizing that when you sell someone a used machine you're not going to sell him a new, more costly one. Their business is, after all, selling new machines.

Complicating the problem still further is the terrific rate at which the new machines are coming out. One of the latest gimmicks is a

computer-brained robot which its manufacturer claims defies "obsolescence." It won't grow old so fast, it is said, because it can learn to do hundreds of industrial jobs. It can do any repetitive task and repeat it day after day, they claim.

The problem of the aged computers will grow as more and more new models hit the market. Perhaps eventually they can solve the problem by simply hooking all the old machines together and letting them figure it out for themselves.

A-Powered Ship Beacon Off Florida

BALTIMORE—The world's first nuclear-powered navigational beacon is enroute to a spot off the coast of Florida where it will be anchored 2,500 fathoms below for a two-year test.

The device, built by the Martin Company's Nuclear Division here, will be located about 700 miles east of Jacksonville. It was built under contract to the Atomic Energy Commission for the Navy.

Its simple, long-lived generator will be used to navigate naval ships engaged in oceanographic research during a two-year testing program. The Navy expects that ships using the underwater beacon will be able to return to the same exact location in the ocean repeatedly and to navigate with specific reference to the beacon.

Electrical Package

Components for the beacon, including the electrical package, provide an energy storage system for the generator, pressure housing for electronic equipment, and a pressure-resistant buoyancy tank to float the sound package just above the ocean bottom. The generator portion of the new device is identical to one installed in another navigational aid, the Coast Guard's prototype atomic light buoy, last December.

For deep-sea use, the generator will be encased in an eight-inch-thick cast iron shell. This is to prevent external radiation from the strontium-90 fuel and protect the entire system from water pressure. According to all reports, the operation of the beacon will not endanger marine life. Its strontium fuel is made from a waste product of nuclear reactors.

LABOR ROUND-UP

Oil, Chemical & Atomic Workers Local 8-74 is fighting attempts by the Koppers Company, at its Kobuta plastics plant 30 miles downstream from Pittsburgh, to upset the union agreement and cancel out health and welfare benefits without notice. The company has utilized imported strikebreakers and supervisors to keep its plants in operation. The union and individual members picketed the Koppers dock by boat in some instances until shots from shore forced cancellation of the water picketing.

The Brooklyn Metal Trades Council has won exclusive bargaining representation for a unit of approximately 11,000 New York Naval Shipyard employees. The union victory makes the New York yard the first naval installation to grant exclusive bargaining rights under a Presidential order providing for union recognition in Government installations. . . . A three-year contract covering 18,000 carpenters in the San Francisco Bay area has been signed by the District Council of Carpenters after ratification by 18 union locals.

A labor-backed ordinance restricting the use of strikebreakers has been approved by the Akron, Ohio, City Council and signed by Mayor Erickson. Similar to anti-strikebreaking measures enacted by a number of cities and states, it was introduced by Councilman Joe Costello, a member of Local 182 of the International Typographical Union. . . . Threats by Burlington Industries to close a mill if a union won an election have led, for the third time in a little over a year, to a petition by the Textile Workers Union of America asking the NLRB to set aside the results of the voting. The TWUA charged that management interference made a fair election at Burlington's Vinton, Va., weaving mill impossible. Supervisors openly hinted to every worker about the chance of the mill closing.

Japanese Export Scotch-Like Brew

SAN FRANCISCO—A "Japanese on the Rocks" may one day be a popular beverage here in the States if an Osaka firm has its way. The Kotobukiya distillery is the first Japanese company to have its whisky approved for US import. The firm's "Suntory" whisky, which will be distributed in this country by a Philadelphia importer, is described as a "light-tasting, scotch-like whisky pleasingly similar to Scotland's best-known beverage." The US is the biggest consumer of Scotch whisky today.

Ship Aid Spurs Greek Fleet

ATHENS—Greece would have the world's third largest merchant marine if all Greek-owned tonnage were registered here, but the rush of ships back to the flag, begun in 1958, has tapered off.

A seven-year tax exemption on new ships has been the main appeal to shipowners who had been streaming back to the Greek flag in the past.

The extent of the switch during the first half of this year from Liberian to Greek flag is a big point of contention between agencies of the two countries. Greece says the tonnage switch was 400,000; the Liberian maritime office in

New York insists it was only 100,000.

Whoever is right, this year's flow is far slower than in the 1959-'60 period, which saw a switch of Greek-owned ships from Liberia to Greece amounting to three million tons.

Authorities here claim to have 7.1 million tons in the Greek-flag fleet of 1,250 ships, besides 3.8 million in Greek-owned tonnage

under Liberian registry, plus about a million tons each in Panama, Lebanon and other foreign registries. Although the return of the Greek runaways is apparently allowing up, Greece's merchant marine is still well over five times its 1955 level. It was about even up with the number of US-flag ships at the end of 1961, but currently claims to have 30 percent more.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Bee Stings Can Kill In A Hurry

A recent newspaper article told the story of two men who went fishing. One of the men sat on a decayed log, the log broke, and out came a swarm of bees from a nest inside the log. The man was severely stung. He called his fishing partner, who quickly realized the man was acutely ill, got him into his car, and headed for the nearest doctor 17 miles away. When he arrived at the doctor's office, his fishing companion was pronounced dead. An isolated case??? No!

Many automobile accidents are known to be caused by the sting of a bee or wasp. The sting stuns the driver so that he loses control of his car, and an accident occurs which often causes the death of the driver or its occupants. Often these cases are not recognized by the physician or coroner as wasp stings, and the cause of the accident or death is attributed to "heart attack," or fainting of the driver.

In the tropics where cars are open, and wasps and bees are prolific, the newcomer is warned about the possibility of the bee sting, and when driving admonished to hold the wheel and stay on the road until the car is stopped.

The term "bee" or "wasp" is the usual layman description of the whole wasp family, which includes yellow jackets and hornets, so that when a person is stung, the shock is so great that he is unable to

differentiate the type. type should see their physician because this type shows a high sensitivity, and could develop the third type should they be stung.

The seriousness of the sting of wasps, hornets and yellow jackets is not usually appreciated. They may cause serious illness, hospitalization and even death from anaphylactic shock.

Hymenoptera (wasp family) kill more people each year than snakes, spiders and scorpions. According to reports in the "Navy Medical Newsletter," 40 percent of the 215 deaths from venomous animals reported in the US from 1950-1954 were caused by the wasp family.

There are thousands of species of wasps in the United States, but it is not known which species cause the most severe reaction in man. The victim usually does not distinguish the species. Hornets and yellow jackets are probably the ones most frequently involved. The honey bee sting may sometimes be recognized because they often leave their stinger and associated glands in the wound.

There are usually three types of reaction to the wasp sting:

One—The effect of the sting is painful, generally intense at the wound site. This is followed by localized reddening and local swelling. The pain and swelling lasts for a few minutes to a couple of days.

Two—This type is arbitrarily classed. In this type, the swelling extends to a considerable distance beyond the site of the sting; an entire arm or leg. The reaction may last for several days.

Three—In this type of reaction, the patient generally goes into shock within 10-20 minutes after receiving the sting. The victim is critically ill, with shallow breathing; hives may develop; the heart beat is weak and the pulse thready. The urgent need of medical attention is obvious.

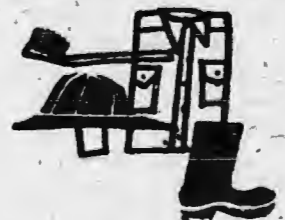
Those who develop the first type of reaction rarely see a doctor. Those who develop the second

Prophylaxis antigen should consist of a mixture of "bee, wasp, yellow jacket and hornet" extract according to Foubert and Stiers.

Control effort should be directed towards treatment of the wasp nest and surrounding areas with various pesticides; also rapid garbage disposal and removal of fallen fruits from adjacent living areas.

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

for SIU MEMBERS!



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SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

USPHS HOSPITAL GALVESTON, TEXAS
Edwin Ainstath
John Aistatt
Charles Burns
Edward Boyd
Isham Beard
Henry Johnson
Charles Lambert
August Mussman
Jeremiah McCarthy
Robert Nelson

USPHS HOSPITAL NORFOLK, VIRGINIA
Carl Francum
Charles Guinn
Talmadge Johnson
Ernest Lane

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Paul Arthofer
Richard Cavanaugh
Michael Curry
Charles Hippard
Theodore Katros
Cesare Mezarama
Andrew Mir

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Claudio Anavitae
John Andringa
Conway Beard
William Bergquist
Agustin Calderon
Arthur Campbell
Antonio Carrano
Florian Clarke
William Connolly
Diego Cordero
Victoriano Domingo
Richard Donaldson
Charles Dougherty
R. Garcia
E. Gerrogiannis
Joseph Gillard
James Graham
Wilfred Grant
Daniel Gorman
Martin Hammond
Leif Hope
Oskar Kaelep
D. Kambanos
Bernard Landos

Michael Lesko
William Logan
George Lum
John Malvicini

USPHS HOSPITAL SEATTLE, WASHINGTON
Frank O. Airey
George Brady
Allen Cooper
Marvin Firmin
Jay Jackson

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
Samuel Bailey
Daniel Brister
Roderick Brooks
Tim brown
A. Caragiorgio
Herman Carson
George Champin
Virgil Coash
Ernest Cochran
Enrique Connor
Harold Crane
Thomas Dalley
Charles Dowling
John Dunlap
Harry Emmett
William Fox
Eugene Gallaspy
Needem Galloway
Samuel Ginsberg
James Glisson
John Guidry
Carle Harris
Charles Hickox
Julian Hickox
Walter House
Robert James
George Johnson
John Johnson
Leonard Kay
William Kennedy
Therman Lee
Percy Libby
Sarafin Lopez

USPHS HOSPITAL BRIGHTON, MASS.
Hanley Knafllich
Charles Robinson

USPHS HOSPITAL SAVANNAH, GEORGIA
Donald Hampton
John Morris
Percy Lee
William Shierling

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.

Andrew Sproul
Harold Will

USPHS HOSPITAL BALTIMORE, MARYLAND
William Barber
Gorham Bowdre
Ralph Bradshaw
Donald Brooks
Chas. Crockett
John Davis
Anthony Ferrer
E. Gherman
Charles Graham
Everett Hodges
Keith Hubbard

CULLEN STATE HOSPITAL CULLEN, MARYLAND
Marco Calgare
Henry Gawkoski

VA HOSPITAL BALTIMORE, MARYLAND
Donald Eystons

VA HOSPITAL WEST ROXBURY, MASS.
Raymond Arsenault

VA HOSPITAL KERRVILLE, TEXAS
Willard T. Cahill

PINE CREST HAVEN COVINGTON, LOUISIANA
Frank Martin

VA HOSPITAL BILOXI, MISSISSIPPI
Frank Ray

USPHS HOSPITAL CHICAGO, ILLINOIS
August Princen
US SOLDIERS HOME WASHINGTON, DC
Wm. H. Thomson

USPHS HOSPITAL FORT WORTH, TEXAS
Gerald Algerson
Sidney Anderson
Benjamin Deibler
Isaac Duncan
Abe Gordon
Sanford Kemp

SAILORS SNUG HARBOR STATEN ISLAND, NEW YORK
Henning Bjork
Alberto Gutierrez

Thomas Lehay
Arthur Madsen
Max Olson
John Sutherland
Willie A. Young
Bozo G. Zelencic
Thomas Isaksen
William D. Kenny

Physical Exams—All SIU Clinics

July, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	107	11	16	134
Houston	123	17	19	159
Mobile	69	11	22	102
New Orleans	261	16	28	305
New York	380	26	27	433
Philadelphia	35	1	4	40
TOTAL	975	82	116	1173

SIU Blood Bank Inventory

August, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	0	7
New York	40½	19	23	36½
Philadelphia	112	2	49	65
Baltimore	59½	4½	4	60
Norfolk	15	0	0	15
Jacksonville	42	0	0	42
Tampa	6	0	0	6
Mobile	17	0	0	17
New Orleans	26	21½	20	27½
Houston	42½	0	0	42½
Wilmington	4	0	0	4
San Francisco	4	5	0	9
Seattle	15	0	0	15
TOTAL	390½	52	96	346½

SIU Welfare, Vacation Plans

Cash Benefits Paid—July, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)....	7,154	\$ 26,135.50
Death Benefits (Welfare).....	16	34,475.70
Disability Benefits (Welfare)...	311	46,636.75
Maternity Benefits (Welfare)...	27	5,400.00
Dependents Benefits (Welfare)...	391	44,062.19
Optical Benefits (Welfare).....	355	3,868.88
Outpatient Benefits (Welfare)...	9,766	56,825.00
Summary (Welfare)	18,020	\$217,404.02
Vacation Benefits	1,398	\$236,730.06
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	19,418	\$454,134.08

SIU SOCIAL SECURITY DEPARTMENT



Two of the latest SIU pensioners, Seafarers William S. Philip, 65 (left), and Agnar M. Andersen, 58, receive their first pension checks from SIU welfare rep. John Dwyer. Philip last shipped as fireman on the *Seatrain Louisiana* (Seatrains) and Andersen had been on the *Blenville* (Sea-Land).

7 More Oldtimers Retire On Pension

Seven more Seafarers have just joined the ranks of SIU pensioners, making a total of 59 veterans who have become eligible for the \$150 monthly payments this year.

The new pensioners are Harry H. Green, 54; Juan Parodi, 66; Norman West, 54; William Philip, 65; Agnar M. Andersen, 58; Carl Morton, 62, and Ignacio A. Ellicerio, 70.

A native Georgian, Brother Green joined the SIU in Savannah in 1939, and began shipping in the steward department. He paid off his last ship, the *Del Mar* (Delta), in April of this year. He currently resides in New Orleans with his wife, Dorothy.

A veteran of 42 years sailing deep-sea vessels, Brother Parodi joined the union in Baltimore in 1944 and shipped in the steward department. He last shipped aboard the *Del Sol* (Delta) in 1961, and now makes his home in Philadelphia.



West

Brother West has been sailing SIU ships since 1944, when he joined in New York, and until his retirement shipped in the engine department. He was born in Millbridge, Maine, and put in almost 30 years on American flag vessels.

Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits, Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. The cards should be witnessed as a means of verifying signatures.

He last shipped aboard the *Trans-northern* (Globe Waterways) in February of this year, and now makes his home in Sebago Lake, Maine.

Brother Philip is a native of Toronto, Canada, and joined the SIU at New York in 1943. A veteran of World War II, he served in the Army engineers from 1942 to 1943. He sailed in the engine department until he paid off his last ship, the *Seatrains Louisiana*, and now lives in New York City.

A member of the SIU since 1941, Brother Andersen retired after 37 years duty aboard deep-sea vessels. A native of Norway, he last sailed aboard the *Blenville* (Sea-Land) this May in the deck department. He now makes his residence in New York City.

A member of the union for 13 years, Brother Morton joined the SIU at New Orleans in 1949. He served in the Army quartermaster corps from 1914-1919, and last paid



Green



Ellicerio

off the *Omnium Trader* (Mol Shipping) in April. He had shipped in the steward department and now lives with his wife, Amelia, in New Orleans.

Brother Ellicerio joined the SIU at Houston in 1939, and has put in 35 years on American-flag ships. He last sailed in the engine department aboard the *Massmar* (Calmar). His home is in Baltimore with his wife, Thelma.



Parodi



Morton

Pensioner's Widow Ill 2 Years

GETS \$14,000 SIU WELFARE BENEFITS

BROOKLINE, Mass.—The aged widow of a Seafarer has been lying seriously ill in a hospital here since April, 1960—her illness happily alleviated to some measure by SIU Welfare Plan payments of nearly \$14,000 so far.

Mrs. Frances Williams is the widow of Zecharick Williams, steward, who first joined SIU in 1939 and was receiving Seafarers Welfare Plan pension payments of \$35 per week at

the time of his death in 1960, at the age of 75.

Upon her husband's death, Mrs. Williams received an immediate \$4,000 cash in death benefits. When she was stricken with heart trouble and other ailments just a short time later, the Welfare Plan came to her aid again—and has since been paying a basic \$15 a day room and board for her at Bellevue Hospital here, plus extras such as the cost of X-rays, doctors' visits, etc.

Mrs. Williams will continue to benefit from the Welfare Plan's payment of her hospital room and board expenses just as long as

she's in the hospital. Additional hospital expenses paid for, however, cease at the \$400 mark for each hospitalization. Similarly, the Plan pays for a maximum of 31 visits to the hospital by attending physicians during each hospitalization.

Considerable special equipment also is required to care for Mrs. Williams. She rests, for instance, in a special bed which can be tilted, tipped, raised or lowered in any direction necessary to make her more comfortable.

The veteran Seafarer's widow has been fully covered for the past two years and can rest securely in the knowledge she doesn't have to worry about the bill, as the result of a constantly-improving SIU Welfare Plan now 12 years old that provides protection for the aged and chronically ill.



Williams

Insurance Co's Reacting Now On Medicare

A new move by major insurance companies to forestall a comprehensive medical care for the aged program under the Social Security System is a plan by a seven-company New York combine. It will operate on a tax-exempt basis under a recent amendment to New York State's insurance law.

Private health plans for the aged have grown numerous in the last few years, primarily as alternatives to a medical care program under Social Security. Such plans were slow to develop previously because insurance coverage for the aged, and especially major medical coverage, can be a very expensive risk for the insurance companies.

Group Programs

The high risk and high-cost proposals have already led to similar group undertakings by insurance companies in Connecticut and Massachusetts, with Mississippi soon to follow. However, the plans still provide insufficient coverage or are far too expensive for many oldsters in need of such protection.

Turned down in the US Senate during July, the "medicare" issue is expected to be a big one in the November elections this year and is slated to receive important attention when the next Congress convenes in January.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Keep Your "SS" Accounts Straight

Seafarers who haven't done so lately should make it a point now and then to check their Social Security accounts and, particularly, their "SS" number. Those who don't may eventually lose out on some of the important benefits to which they are entitled, according to the Social Security Administration.

Some 365,000 senior citizens, for example, are being sought so that they can collect millions of dollars due them. These missing persons or their survivors are entitled to annual benefits that range from \$480 to \$1,500 a year and many have large lump sums in back payments due them.

In addition to these missing persons, there are countless other citizens who are not receiving all the benefits they are entitled to.

One thing to remember is that a Social Security number is even more important than a name if a claimant is to receive the proper amount of benefits.

A person's Social Security number usually provides the answer to what day and at what time he is to report for benefits when he becomes a claimant for unemployment benefits. But even more important, the same Social Security number provides the means to determine how much he or she is entitled to receive in benefits.

If wages for a worker are reported with no Social Security number or with one that is incorrect or one that is not his own, delays in receiving unemployment insurance benefits, often working a hardship on the claimant, may result at a future date.

To avoid these problems and reduce costs, both for the unemployment compensation division and the employer, and to minimize inconvenience to the claimant, it is essential that workers and their employers use extreme care in reporting Social Security numbers correctly.

It is the responsibility of the worker to see that he is using his own card and that he writes his number properly on his employment application. Too often we rely on our memory. It is too important to our work record and future Social Security benefits to take that risk.

Employers who report no Social Security numbers at all usually are those who hire workers on a short-term basis. This is unfair to the worker since his eligibility for benefits might very well depend on that one period of earnings.

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

Exams At SIU Clinics Go Over 50,000 Mark

The total number of physical examinations for Seafarers and their families at SIU clinics in six mainland US ports has now surpassed the 50,000 mark. New York leads the way with 24,233 exams, since the headquarters clinic opened first, in April, 1957, and has the heaviest traffic.

Seafarers have been the most frequent users of the medical center facilities in the ports involved, accounting for 88 percent of the total examinations given, with wives and children making up the rest. SIU men normally take at least one complete physical each year as part of the program of preventive medicine for which the entire clinic operation was originally set up.

New Orleans follows New York in the number of examinations given, and has amassed a total of 11,463 exams, of which over 10,000 were for SIU men themselves. The New Orleans and Mobile clinics were opened in December, 1957, starting eight months after the Pete Larsen Memorial Center opened near SIU headquarters.

Medical center operations were set up in Baltimore by February, 1958, and at Houston, in June, 1959. A separate clinic was established in March last year at San Juan to serve the SIU of Puerto Rico as well as Seafarers passing through Puerto Rican ports. The latest medical facility to be opened was at Philadelphia early in 1962, where the SIU shares medical examination services with the International Ladies Garment Workers Union.

The purpose of the clinics is to protect the health and earning power of Seafarers and their families by detecting illness or disease in their early stages, when they can be most readily diagnosed and treated. The centers do diagnostic work only. Those requiring treatment are referred to their own physician, and the Welfare Plan also pays for this cost under its separate medical-hospital-surgical benefits program.

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 \$6,200 in maternity benefits and a maternity value of \$775 in bonds:

George Manders, born July 2, 1962, to Seafarer and Mrs. George A. Manders, Mobile, Ala.

Tracy Whalen, born July 12, 1962, to Seafarer and Mrs. Paul Whalen, Wantagh, NY.

Anna Voyiazis, born July 28, 1962, to Seafarer and Mrs. Demetrios Voyiazis, Brooklyn, NY.

James M. Durgin, born August 7, 1962, to Seafarer and Mrs. Allen D. Durgin, Brooklyn, NY.

Suyapa Gonzalez, born July 10, 1962, to Seafarer and Mrs. Alphonso Gonzalez, New Orleans, La.

Jacqueline Johnson, born June 10, 1962, to Seafarer and Mrs. Joe Johnson, Mobile, Ala.

Darryle Lovett, born July 21, 1962, to Seafarer and Mrs. William Lovett, NY, NY.

Charlotte Gilmore, born July 23, 1962, to Seafarer and Mrs. David C. Gilmore, Dunn, NC.

Deane-Marie Hymel, born July 8, 1962, to Seafarer and Mrs. Carrel Felix Hymel, White Castle, La.

Richard J. Burbine, born July 11, 1962, to Seafarer and Mrs. Richard Burbine, Alamo, Calif.

John Wesley Elliott, born July 8, 1962, to Seafarer and Mrs. John W. Elliott, Baytown, Texas.

Kimberley Hughes, born June 16, 1962, to Seafarer and Mrs. Billie R. Hughes, Trinity, NC.

Jo-Ann Ybarro, born July 15, 1962, to Seafarer Drosalie Ybarro, Houston, Texas.

Jimmy Cachola, born June 16, 1962, to Seafarer and Mrs. William Cachola, Baltimore, Md.

Lisa Lois Sullivan, born July 28, 1962, to Seafarer and Mrs. Thomas Sullivan, Covington, La.

Elaine Connor, born July 17,

1962, to Seafarer and Mrs. Enrique Connor, San Francisco, Calif.

Curtis Howard Beadling, born August 3, 1962, to Seafarer and Mrs. Richard V. Beadling, Houston, Texas.

Charles Hodges, born July 31, 1962, to Seafarer and Mrs. Charles F. Hodges, Port Aransas, Texas.

Christopher E. Lancaster, born August 4, 1962, to Seafarer and Mrs. Clarence E. Lancaster, Supply, NC.

Nancy Maldonado, born July 15, 1962, to Seafarer and Mrs. Melito Maldonado, Houston, Texas.

Janice O'Connell, born August 7, 1962, to Seafarer and Mrs. Edward C. O'Connell, Salem, Mass.

Sonia Holly Bishop, born July 22, 1962, to Seafarer and Mrs. Hollis Bishop, Bayou La Batre, Ala.

Joaquim and Andre Da Silva, born June 22, 1962, to Seafarer and Mrs. Joaquin A. Da Silva, Brooklyn, NY.

Tina Hebert, born July 18, 1962, to Seafarer and Mrs. Vincent Hebert, Carriere, Miss.

Elaine S. Guilles, born July 27, 1962, to Seafarer and Mrs. Jacinto Guilles, Bronx, NY.

Wendell D. Miles, born August 17, 1962, to Seafarer and Mrs. Wendell A. Miles, Lancaster, Va.

Patrice O'Connell, born June 10, 1962, to Seafarer and Mrs. Lawrence E. O'Connell, Brooklyn, NY.

Endel Kelsey, born July 8, 1962, to Seafarer and Mrs. Tom E. Kelsey, Daly City, Calif.

Steve Huszar Jr., born May 17, 1962, to Seafarer and Mrs. Steve Huszar, Albany, La.

Helen Holland, born July 14, 1962, to Seafarer and Mrs. Helen Holland, Houston, Texas.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$26,000 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.)

Johannis Simon, 52: A heart condition was fatal to Brother Simon on May 15, 1962 in San Pablo, Calif. He began shipping with the SIU in 1944 in the steward department. His son, Johannis Simon, Jr., of Richmond, Calif., survives. Burial was at Sunrise Cemetery, Vallejo, Calif. Total benefits: \$4,000.



Robert H. Barkolow, 37: Brother Barkolow was lost at sea on July 7, 1962 while aboard the Alcoa Pioneer in Lake Superior. He began sailing with the union in 1959 and shipped in the engine department. His mother, Mrs. Zella Baker Beard, of Houston, Texas, survives. Total benefits: \$4,000.



George Fox, 62: Brother Fox died of cancer on July 3, 1962, at the USPHS Hospital, New Orleans, La. He joined the Union in 1944 and shipped in the engine department. His daughter, Mrs. JoAnn Smith of Miamisburg, Ohio, survives. Burial was at the Hill Grove Cemetery, Miamisburg. Total benefits: \$4,000.



John C. Rehm, 62: Brother Rehm died of natural causes on June 28, 1962, in Calcutta, India. He had been shipping with the SIU since 1936 in the engine department. His wife, Clotilde Rehm, of New Orleans, La., survives. Burial was in Roman Catholic Cemetery, Calcutta. Total benefits: \$4,000.



Paul Koenig, 72: Brother Koenig died of natural causes on April 4, 1962, at Methodist Hospital, Brooklyn, NY. He started shipping with the SIU in 1947, sailing in the engine department, and had been receiving special disability benefits since May, 1957. L. Monde, of Valhalla, NY, is listed as next of kin. Burial was at Greenwood Cemetery, Brooklyn. Total benefits: \$1,000.



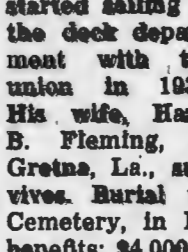
Christian J. Voss, 69: A heart condition was fatal to Brother Voss on August 2, 1962, in Ridgewood, NY. He started sailing in the steward department with the SIU in 1944 and had been receiving special disability benefits since April, 1962. His wife, Theresa Voss, of Ridgewood, survives. Burial was at Cypress Hills Cemetery, Cypress Hills, NY. Total benefits: \$4,000.



William Fleming, 59: Brother Fleming died of pneumonia on June 16, 1962, at the USPHS Hospital, New Orleans, La. He started sailing in the deck department with the union in 1938. His wife, Hazel B. Fleming, of Gretna, La., survives. Burial was at Greenwood Cemetery, in New Orleans. Total benefits: \$4,000.



Henning Bjork, 58: A heart attack was fatal to Brother Bjork on April 17, 1962, in Beusalem, Penn. He joined the Union in 1947 and sailed in the deck department. No beneficiary was designated. Burial was in Pennsylvania. Total benefits: \$500.



Isaac Romero, 65: Brother Romero died of natural causes on December 23, 1961, at the USPHS hospital, Staten Island, NY. He started shipping with the SIU in 1947 and sailed in the engine department. No beneficiary was designated. Burial was at Rose Hill Cemetery, Linden, NJ. Total benefits: \$500.



ALAMAR (Calmar), June 10—Chairman, Victor D'India; Secretary, William Fernwood. Ship's delegate reported everything OK. Vote of thanks to ship's delegate for cold drinks and sandwiches for supper during hot weather.

ALCOA POLARIS (Alcoa), June 10—Chairman, L. C. Mangoni; Secretary, K. Matamisica. A. Vanta elected ship's delegate. No beefs reported.

DIGEST of SIU SHIP MEETINGS

Need new hot water urns for officers and crew's pantry plus new grill for galley.

MONTICELLO VICTORY (Victory Carriers), June 16—Chairman, Norman E. Wroton; Secretary, Arno P. Calderara. One man hospitalized in Honolulu. No LOGs or communications received. Crewmembers advised to be more careful about smoking habits on board. Letter sent to headquarters concerning fresh milk and bread in Panama Canal. Bookmen advised to speak up at the Union meetings and not when the meetings are over. Steward advised to buy more fresh fruits and enough bread for round-trip.

ALCOA PLANTER (Alcoa), Sept. 2—Chairman, J. D. Johnson; Secretary, D. H. Boone. \$18.76 in ship's fund. No beefs reported. Motion to see patrolman about supper meal hour in port, and about hot water situation.

DEL NORTE (Delta), June 17—Chairman, R. R. "Tex" Thomas; Secretary, W. P. Kaiser. \$300.00 left in ship's fund after donations were made. Movie director reported balance of \$3.40 on hand at start of voyage and now has \$441.40. Bill Kaiser showed all brothers gifts that crew is sending to class in school at Newburgh, NY.

PENN TRADER (Penn Shipping), June 9—Chairman, Norman R. Wright; Secretary, J. F. Austin. Sailed one man short from Galveston. Motion made that the SIU patrolman contact the MEBA representative about the chief engineer and find out why on this vessel the chief is doing uncensored work. He is also doing work of other engineers. This has been an issue on this ship on previous voyages and the crew feels that this issue should be corrected at once.

SANTORE (Ore), June 24—Chairman, M. E. Brightwell; Secretary, D. M. Woods. No beefs reported. One man left in hospital in Casablanca. Motion that all fo'c'sles have at least one chair.

JEFFERSON CITY VICTORY (Victory Carriers), June 12—Chairman, J. Mitchell; Secretary, J. Mitchell. No beefs reported by department delegates. Washing machine needs to be repaired. Discussion on having assistance added to payoff and having shot cards available.

DEL SUD (Delta), May 27—Chairman, Leon Webb; Secretary, Leslie J. Guillot. Joseph Dioso elected ship's delegate. Former ship's delegate left ship in New Orleans with all business in order. Motion made to ask all brothers to refrain from using profane language, particularly when ship is in Curacao and passengers are using gangway near galley.

MADAKET (Waterman), June 26—Chairman, John Nash; Secretary, Albert O. Esponada. Ship's treasurer reported \$98.00 paid for TV and \$4.00 left in ship's fund. No beefs reported by delegates. Discussion on new contract, negotiations and on keeping members informed of same. Discussion on safety. Men who go ashore should put socks and shoes on. Garbage should be taken back aft. Crew asked not to leave trash on deck. Steward should order good grade of meat and pork sausage. Door in engine room should be kept closed.

ALCOA UIGNEER (Alcoa), June 23—Chairman, Jerry E. L. Millar; Secretary, none. Ship's delegate reported that OS missed ship at Yokohama and rejoined in Kobe. Gear and souvenirs collected by delegates and chief mate and will be kept until payoff. Sister Superior of Maryknoll Hospital in Pusan, Korea, sends thanks for gifts from crew.

ERMA ELIZABETH (Albatross), June 23—Chairman, J. R. Prestwood; Secretary, Samuel Doyle. Forty-five hours disputed OT per man in the deck department. \$30 was collected from most of the crew for ship's fund. \$4 given to A. J. Giovanni for telegram to headquarters. Deck delegate reported that the disputed OT for work on the bridge will be paid. Engine department beef pertaining to pumpman stopping and starting cargo pumps will be taken up on arrival. See about a new washing machine. Vote of thanks given to the steward and his department for good and all-around performance. It was suggested that a can of fresh milk be left out after supper.

ALCOA PILGRIM (Alcoa), June 15—Chairman, Alfred Andrews; Secretary, Raymond L. Perry. Captain to take ship's delegate to American Consul in Saigon to determine the rate of exchange. No beefs reported. Motion that crew contact headquarters about the cigarettes situation, as they are very low on the ship. Check on receiving draws in American money or travelers checks.

COASTAL SENTRY (Swansee), May 25—Chairman, J. E. Davis; Secretary, Ted Denman. OT beef has been taken care of. Messhall should be kept clean. Shortage of coffee pots aboard ship.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY
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'Sea-Life'

By William Pietrowski



"You're right, Al. Today MUST BE Wednesday—there's ham on the menu again..."

The Mysterious East Going Modern And Mad

(The following communication is from Seafarer Pat Conley, who is on the Persian Gulf-Japan shuttle aboard the supertanker Orion Star (Colonial) and has watched the changes in Japanese life over the years since the end of the war in 1945.)

For those with a yen for the good old days, come East, Yankee-san, come East.

This city of Yokohama is rocking from North Pier to Chinatown with foot stompin' melo-

dies of pre-war America. Big 20-man bands, the kind that don't pay or play Stateside any more, are belting out such old favorites as "String of Pearls," "Moonlight Cocktails," and "In The Mood". Shut those eyes, honorable one, and you'd swear that's Glenn Miller up there and his big band up on the stand.

Okay, now open and look again. It's that hep ol' cat Hiroshi Watanabe and his Star Dusters.

But as these old Miller smoothies aren't representative of the real Japan, neither is Yokohama itself. Today Yokohama is Los Angeles, Chicago and New York all rolled together in one mad, Westernized, sophisticated scramble. The blazing lights along 4 1/2 Street in Chinatown could be the Great White Way or the New Pike in Long Beach.

Novel Entertainment

In the middle of it all are the taxis, still the cheapest and most dangerous entertainment in Japan. Whereas we favor the right side of the road and the British the left, here it makes no difference. Any side will do.

Next to taxis, the biggest breath-taker of them all is the All-Girl Revue at Kokusai Theater—300 cadies, count 'em, 300.

And then there's the delicious dishes at our favorite hashi houses — Chinzanso's (Genghis Khan barbecue), Okahan's (sukiyaki) and Yoguri Nihombashi's (yakatori chicken). Yakatori is a delicious dish they call Anatomy of a Chicken. That is, each piece is served individually on a skewer.

Other tastebud tantalizers are sui-mono (a clear soup), hitashi-mono (boiled vegetables with a thin dressing), nimono (fried shrimp, fish and vegetables with a thin dressing), kabayaki (grilled eel) and sashimi (sliced raw fish).

At the New Yokohama Hotel, 205 singles are up for bids at \$6.00 to \$8.00 a day (all with private

bath, ice-box and television) and the Dai-ichi has starters at \$5.00 and suites at \$22.00. The service at the New Yokohama makes you feel like you're an old-line papa-san.

I called the desk to inquire about an English-speaking doctor because of a cold. Five minutes later, two Japanese doctors bowed into my room, thumped me, listened to my heart, studied my eyes, nose and throat, bowed out, and ten minutes later bowed in again with medicines enough to make a hypochondriac shout for joy.

The politest people in the world live here. The bowing in the lobby of the New Yokohama Hotel looks like an epidemic of cramps. Many people wear gauze masks over their mouths so that others will not catch their cold. Yet on the streets of the city the drivers hurt each other in larger numbers than anywhere else in the world.

Coney Island Touch

One little beanery has a sign outside—"Hotta Doggu," in case any one happens to be in a Coney Island mood. Rich women wear flowered silk kimonos with obis (sashes) in the back and over them, mink stoles. Very confusing, no?

And one final note. I knew all along that the Japanese were clean people, very clean. But I was surprised when I found that when they're in New York, they're afraid to drink the water.

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.

Feeding and meal service seem to be the topic of the day aboard many ships right now, and small wonder. No matter how much things change, ships—like armies—still "travel on their stomachs."

On the Sands Point (Bull), the galley gang came in for some extra plaudits because they did such a good job in spite of such "routine" mishaps aboard the vessel as plant breakdowns, no water and no electricity much of the time. The ship had its hands full while trying to keep its belly full at the same time... The Edith (Bull) also drew special mention for what J. Garraway, AB, termed "the best job he'd seen done aboard ship in a long time." Deck delegate Sheffield echoed these comments, while steward George Bryan beamed and singled out galley crewmembers Brezino, Paul Brady and S. L. Townsend, among others, for "a superior job."

The Coastal Crusader (Suwannee) did some of its good feeding ashore at a picnic prepared and arranged by the steward, baker and 3rd cook on Ascension Island with "plenty to eat and drink"... The Yorkmar (Calmar) added its vote of thanks to the steward department and the cooks with the pointed tagline "considering what Calmar has to offer." Even the gulls are eating better these days, it seems.

In the same vein, the Orion Star (Orion Shipping) has a bone to pick with a certain ship chandler



Brady

Kaiser

in Singapore. Complaints about the poor grade of meat put aboard there were answered by a guy at the supply house with the comment that he couldn't see what the beef was—"That was the kind of meat, they put on Greek ships." The SIU gang let him know in a few plain words that the stuff might have been okay in the days of Helen of Troy, but anyway their home port was New York, not Athens.

The Alcoa Ranger (Alcoa) hosted a prize trip for a young essayist from Puerto Rico, Raymond Santos, 16, who won an essay contest and the prize of a trip to Mobile and New Orleans via the Ranger. Raymond wrote, in part: "We have experienced past catastrophies as a result of ignoring the contribution which the merchant marine gave

to our country. If experience is the best teacher, why must we then neglect her teaching?"

Movies—especially when there's someone who can show them — help provide a change of pace aboard ship, and they were a really welcome diversion on the Steel Worker (Isthmian) lately. Bill Reyes, BR, doubled as a projectionist during the voyage and earned a vote of thanks from the gang for his entertainment efforts.

The Topa Topa (Waterman) has taken the advice of Capt. W. Royal and is continuing to go all-out in keeping up the shipboard safety effort. The vessel had 410 days straight without a lost-time accident at the last count and the skipper reminded the fellows to wit: "We're not out to win a prize, but to keep someone from getting injured seriously. Any suggestions would be appreciated, not only during a safety meeting—but any time." Good advice.

A somber note comes from the Kathryn (Bull), following the earlier report that shipmate Louis Colon, MM, was killed by a hit-run car near the dock at New Orleans. The Kathryn's Seafarers reacted quickly as far as Colon's family in New York was concerned. They held a tarpaulin muster and forwarded \$190 for the widow from Baltimore.

The Del Norte has been "adopted" by youngsters in a 7th grade class at St. Francis Assisi School, Newburgh, NY, and was the recipient of a quantity of hair combs in hand-sewn plastic cases from the kids. Robert Callahan started the ball rolling in "good and welfare" at a ship's meeting, and after a collection was taken up on the way to South America, Bill Kaiser got a framed collection of butterflies plus a book called "The Gaucho Martin Fierro" to send to the school. One good turn deserves another.

Backs One-Year Limit On Ship

To the Editor: I'd like to add a fervent second to Brother Hogge's letter in the August issue of the LOG regarding a one-year limit on the ships.

Mr. Webster in his big book defines a vacation as "an interval of rest from work." Nowhere is vacation pay defined as some sort of a bonus for longevity or for keeping the

Group 1 shipping be limited to bosuns and carpenters only. Deck maintenancemen, ABs and watchstanding ABs have much more similar duties and these jobs should be bid on freely by all ABs. This would also give the men who want to sail only bosun or carpenter a definite knowledge as to where they stand.

I am sure that if all these issues were submitted to the membership they would be approved by a big majority.

Neil Lambert

LETTERS To The Editor

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old body warm. After a year aboard a ship we need a change from the same faces, ports and even bulkheads. Let a man take his vacation pay and vacation too, reregister and reshup at his leisure.

We would have more contented crews, a turnover on some of the choice runs and there would be little or none of this business of "private agreements" made by the home-standers and the topside crowd. Let's submit this issue to a referendum of the membership and I am sure that it would be approved by a big majority!

I'd like to suggest two more changes in general rules. The first one would effect only the watchstanders. Let all watches be rotated every 60 or 90 days. There's no doubt that certain watches do get the breaks on overtime and other working conditions. Rotation at regular intervals would give all hands a fair shake at the good and the bad.

Secondly, for the deck department only, I'd suggest that

Seafarer Now With Uncle Sam

To the Editor: I would appreciate receiving the LOG while I'm here in the Army. I sailed with the SIU for the past six years, just before I was drafted.

I figure that through the LOG I can still be in the know regarding what's happening in the Union and aboard ship while I'm away and, too, I enjoy reading the paper.

You can take it from me that I thoroughly enjoyed the SIU and its benefits while I was sailing and that I hope to go back to sea as soon as I'm discharged some 21 months from now. I'm located at Fort Belvoir, Va., at the present time.

Jon A. Benda

Widow Lauds Fast Service

To the Editor: My husband, Christian Voss, passed away on Thursday, August 2, 1962. I received my Seafarers Welfare Fund check on August 20, 1962.

I believe this is the finest and most considerable handling of a man's affairs that is possible. Thank you all, both officials and members of the SIU, for your loyalty and help to a deceased brother's family.

Mrs. Theresa Voss

Graduated



Patients at the Holy Family Hospital in Brooklyn are in for a nice surprise when America Grajales appears on the scene. America just graduated from the Maryview School for Nursing in Portsmouth, Va. Dad is Seafarer E. Grajales, who sails in the steward department. His latest ship was the Penn Exporter.

Here Come The Boys



It's no secret that Seafarers have some of the best-looking youngsters in the world, and here are six who prove this beyond any doubt. Top (l-r) are Frank, 4; Donald, 2, and Brett, 3, sons of Seafarer Frank E. Nelson, Sr., of West Lake, La. They visited him aboard the Lucile Bloomfield at Houston the last time she was in port. At bottom is Seafarer Kenneth E. Blair's trio at home in McMinnville, Tenn. They are Ralph, 4; John, 1, and Joe, 10. Dad's on the Neva West.

Checker Tourney Spurs Poet, Spirits On The Robin Kirk

A checker tournament among crewmembers on the Robin Kirk (Robin Line) prompted Seafarer Wallace "Mad Bear" Anderson to produce the "saga" below. The tourney began as an all-around effort to provide a little after-hours relaxation for the gang and to keep everybody's mind off the heat, one of the few sour notes during the voyage.

The Saga Of "Danny D."

He's a "cool cat," this baker called "Danny,"
Each time he plays checkers, it's very uncanny,
As he whips out his glasses and adjusts his men,
Stares at the "Chief" and tries it again.
And on into the night, they play and they fight,
For "Danny" is wrong, and the Chief's always right;
And "Danny" knows cheating, like a gambler knows dice,
Though the Chief keeps insisting, "it's not very nice!"

The crew gathers round, and ribs the old baker,
They know he can't win, he's only a "fakir,"
The Chief makes a move, and jumps four of his men,
And "Danny" gets mad as an old wet hen.
Tirelli starts laughing, until Jimmy butts in,
And "hints" of tobacco in Dan's flour bin;
The gang then remembers that pineapple pie
That made them so sick they could almost cry.

It happened in Djibouti, when the baker lost,
Thirty to nothing, to his Indian host.
The baker ne'er forgot it, he still seems to pout
As he pounds on the table, and lets out with a shout—
"Tis a damned lie!" he tells the saloon mess,
"You shut your darn mouth, you're just a big pest."
Tension keeps mounting as the Chief starts to laugh,
And "Danny" then wishes he could break him in half.

As this saga ends, and the baker's in gloom,
The crew begs the Chief to cancel his doom,
"Let the baker win two," Jimmy finally explains,
For the baker is crying, like the monsoon rains.
And as this is ending, the Chief says "Okay!"
So the baker starts smiling, there's a fresh cornbread today!
The crew breathes a sigh, the steward starts humming,
The "Robin Kirk" sails, and Kelly starts strumming.

Nixes Welfare ID Card Idea

To the Editor:

For the last three or four years, I've seen numerous letters in the LOG about an ID card for Seafarers' wives. Yet there is little mention of what benefit these cards would have.

For the cards to contain all the information that would be necessary for a family, they would have to be fairly large, and forms would have to be

LETTERS To The Editor

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filled out and mailed twice a year. This would be the way the cards would have to be renewed every six months because of the Welfare Plan eligibility rules. The operation would run to some 50,000 cards a year.

I would like to make a suggestion on the card issue. How about having the SIU make up a card which leaves space for a photograph and one or two important questions for the man himself to fill in. These cards could be issued to all Seafarers and it would be every man's responsibility to keep it up to date.

I know some who disagree with me, even my wife, who says she's read so much about an ID card that she feels something should be issued. But I still say that any information regarding a seaman or his benefits can quickly be obtained from headquarters by teletype. With the modern equipment in use nowadays, this should not make matters too difficult for anyone.

Brother Jack Farrand, in a letter to the LOG (May, 1962) asked how a man's wife was supposed to know her husband's Z-number, social security number and so on. Well, I leave all this information at home all the time, and I carry with me the birth record and such for my family. These bits of information are available all the time for either of us who may need them.

The Union has urged from

time to time in the LOG and aboard ship that every Seafarer should fill out a welfare card, send it to headquarters and keep it up to date. Then, when any emergency turns up, the necessary information is available right away no matter what port you happen to be in. The wife at home also has the same information if she needs it.

The ID card is a good idea but the most important information it would have to have in order to be of any use would be the eligibility based on seatime. Distributing this on individual cards would be more of a problem than it's worth since it would have to be done twice a year to be of any value.

William R. Cameron

Hercules Cites Changes Needed

To the Editor:

Considering the unfavorable view that the Government has toward wage increases, it seems to us advisable to concentrate on other conditions in our next round of contract negotiations. We suggest the following for consideration:

Linens and blankets should be of the same standard size as topside and be of virgin wool quality. Present short sheets and shoddy reclaimed wool blankets should be replaced.

Each foc'sle should be provided with comfortable chairs of orthopedic design. Lockers should be of sufficient size and condition to enable a man to stow his gear, both work and dress.

A study should be made of foreign maritime laws and regulations to enable seamen to know their rights overseas. Ships plying in tropical regions should be air-conditioned.

A safety committee should be truly established on every ship and included in the contract. Real inspections should be made and recommendations should be considered and acted upon before sailing. Items to be checked should include guardrails on cross-trees, ladder-rungs, grab rails on masts and king posts. If they are corroded, they should be replaced. They present a hazard when working aloft, especially in wet and freezing weather.

On tankers, tank ladders and platforms should be carefully

inspected before the cleaning gang descends. If unsafe, repairs or a pilot ladder should be used while working in the tank.

Tankers carrying grain should provide cover-alls and boots to the crew working in the tank, or a clothing allowance should be provided. In view of the noxious odors and gases emanating from fermented grain and the arduous work involved in removing grain and rust from tanks, the same rate of tank cleaning-overtime should be paid as on tankers carrying petroleum products.

Vacation pay should be computed according to the rating and base wages of discharges offered when applying for vacations.

The crew should be paid a month's base wages in lieu of severance pay, in addition to the wages and overtime earned whenever a crew has less than 60 days on articles. This should apply wherever the ship is laid off. First-class air transportation should be provided to the port of engagement. Transportation should include all express charges on baggage over the weight allowed on the ticket.

Franklin C. Snow,
Ship's delegate
SS Hercules Victory

SIU Newlyweds Now In Florida

To the Editor:

I've been reading and enjoying the SEAFARERS LOG through a friend of mine here in Jacksonville, Fla. As I have recently married a seaman, we'd enjoy getting the LOG regularly on our own.

In addition, since we have many friends who don't know we've gotten married or what part of the world we're in, we'd appreciate your letting them know right in the LOG.

My husband is Seafarer Albert W. Lima of Savannah and I am the former Margaret (Margo) Nelon of Asheville, NC. We were married on May 10, 1962 and are currently making our home here in Jacksonville Beach. My husband is on the SS Transbay and was in Bombay, India, most recently.

Mrs. Albert W. Lima
(Ed. note: Congratulations to you both. The LOG will be forwarded to you regularly from now on.)

Kenmar Deck Gang Takes A Break



Taking a break during the loading of the Kenmar (Calmar) in the Port of Philadelphia, SIU crewmembers strike a pose for the photographer. Pictured (l-r) are Seafarers L. Spooner, A. Letwinsky, C. Terry, K. Robbins and Jose Martinez, all in the deck department. The Kenmar was taking on a load of steel for India at the time.

500 Accident-Free Days Make Music On Pointer

They're making beautiful music together on the Alcoa Pointer (Alcoa) these days, thanks to the help of a \$250 company safety award to the ship's crew to mark 500 days of accident-free operation.

Based on the sentiment of SIU crewmembers at meetings held by each department, the money was spent to buy the basic equipment to wire the ship for sound—musical sound, that is. The decision was to buy a high-fidelity tape recorder, amplifier and stereo

speakers that can provide the crew with diversion no matter where the ship goes.

As matters turned out, the cost of the equipment ran a bit higher than the \$250 awarded by the company, so the ship's fund absorbed the difference of about \$60, according to ship's delegate C. L. Hirsch.

At present, speakers are set up to have each foc'sle wired for hi-fi in the future. The tape recorder is set up now so any crewmember can pick up the music in his foc'sle simply by setting his radio on broadcast band. Eventually, any member of the crew will be able to enjoy good music throughout the voyage without buying an expensive radio. Speakers will be installed in every foc'sle and thus do away with the need for a radio pick-up.

The crew gave special thanks to Seafarer Nolan Flowers, electrician, and 2nd Mate Wayne Waldo for setting up the present rig, which will be expanded from time to time.

Last Rites



SIU crewmembers on the Steel Age (Isthmian) attend final rites for the late W. Hall, chief engineer. Ashes were scattered to the seas in ceremonies led by the Rev. W. Esterbrook, a passenger aboard the vessel. Photograph by Seafarer E. Fuller, DM.



Flowers

Ex-Seafarer Heads Own Record Firm

Former seafarer Ned Williams, who was disabled by polio in 1949, is in the record business now in a big way. He not only writes his own songs but records them on his own label—"Caveman Records."

Williams' last record offering was called "White Rose Gal," with "These Old Hills" on the flip side. The disc is in the popular 45 RPM size.

New Discs Out

Two more recordings written by Williams were scheduled for release on the "Caveman" label in the past few weeks. These are titled "Sea Breeze" and "Beautiful Lover."

Williams originally shipped with the SIU during 1945, sailing right through until 1949 when his present disability caught up with him and caused him to quit sailing. He's ashore now in Wolf Lake, Illinois.

Seafarers with a yen to hear songs written by an ex-shipmate can send their orders to Williams, c/o Caveman Records, Wolf Lake, Ill. Single discs are \$1.00 each, but quantities of ten or more go for 65 cents each.



One of the two converted C-4 freighters turned into containerships for the Puerto Rico service, Sea-Land's SS Mobile recently completed her maiden voyage and is now making the regular shuttle between Port Newark, Baltimore and the Caribbean. SIU crewmembers are pictured in messhall (above, left) and making draw from skipper (above, right). At right, in galley (l-r), are F. Antonetti, 3rd cook; J. Ruiz, galleyman, and F. Escandell, chief cook, who handle some of the culinary chores that keep the gang well-fed and happy.

Containership Mobile—New Regular On PR Run



STEEL NAVIGATOR (Isthmian), April 8—Chairman, F. Balasia; Secretary, C. Cook. Repair list turned in except for a proposed alteration of engine department head which delegate feels should be first brought up for discussion. No LOGs or communications received in any foreign port this voyage. Chief engineer wishes to be notified personally concerning any difficulties with flushometers as one was damaged recently by someone's attempt to make it work. \$74.95 in ship's fund. Proposal made to enlarge black gang head and shower rooms by using all or part of area now occupied by laundry room. Present facility is very small and cramped. Feeding plan representative to be contacted in regard to quality of meats being supplied to ship on West Coast.

ALCOA POLARIS (Alcoa), May 17—Chairman, P. Miranda; Secretary, A. Aragon. Sailed one man short from Ponce. Some disputed OT in deck department. Motion to revise call-back clause. Discussion on revising vacation set-up. Motion that all work performed below the floor plates in the lower engine room should be considered OT. Any time electricians stand by when power is on deck for docking and undocking, they should be paid OT. Baker was called and asked to improve his baking. He promised he will try his best.

CLAIBORNE (Waterman), May 12—Chairman, Frank W. Chavers; Secretary, William McHerald. Ship's delegate reported that everything was going along as usual and he had no beefs to report. He is resigning as ship's delegate. Brother Gomez was elected. Vote of thanks given to steward department.

MANKATO VICTORY (Victory Carriers), May 13—Chairman, N. Towns; Secretary, J. J. Cabral. Ship's delegate reported everything running smoothly. Motion made to have ship's delegate and steward see patrolman about having better grade of ice-cream, fruits and vegetables put on board. Victor Cover reelected as ship's delegate.

STEEL WORKER (Isthmian), April 28—Chairman, L. P. Anderson; Secretary, Bill Stark. \$7 left in ship's fund after purchasing new film for movies. Donations will be collected at the end of the trip for new films. No beefs reported by department delegates.

MARORE (Ore Navigation), May 19—Chairman, Gilbert Wolfe; Secretary, L. W. Keloe. Ship's delegate reported no beefs. Request for new washing machine. Ship needs to be fumigated in Baltimore.

NATALIE (Maritime Overseas), May 1—Chairman, Robert Hyer; Secretary, Robert Ferrandiz. \$10 in ship's treasury. No beefs reported by department delegates. New agitator for washing machine needed.

LONGVIEW VICTORY (Victory Carriers), May 27—Chairman, F. E. Taylor; Secretary, James M. Nelson. Ship sailed one chief cook short.

Could not get replacement due to weekend. F. E. Taylor elected ship's delegate. \$27.15 in ship's treasury. Discussion on more coffee-time goodies.

PANDORA (Epiphany Tankers), May 13—Chairman, Bob Porter; Secretary, Frank Kustura. Robert Mason elected ship's delegate. No beefs reported by department delegates.

TOPA TOPA (Waterman), May 13—Chairman, Jay C. Steele; Secretary, Leo J. Gomes. One brother left in hospital at Bremerhaven, Germany. \$30 in ship's fund was stolen from locker along with other money and personal effects in the Port of New

DIGEST of SIU SHIP MEETINGS

Orleans. Vote of thanks given to steward department for good feeding.

LOSMAR (Calmar), June 3—Chairman, James Labenz; Secretary, Guy Walker. Edward Toner elected ship's delegate. Money collected in ship's fund to be used for TV set only. Crew asked to return cups to pantry. Men off watch asked to wait until watch has its coffee. No beefs reported by department delegates.

STEEL TRAVELER (Isthmian), May 27—Chairman, R. L. O'Brien; Secretary, John Straka, Jr. Everything is running smoothly so far. \$37 in ship's treasury. Motion to see patrolman regarding allotments being sent to bank instead of being sent to the homes. Chief engineer removed fans in messmen's room. Requested that they be returned or porthole fan be put in. Tanks need cleaning as water is rusty all the time. Crew requested to return cups to messhall. Vote of thanks to steward department.

EAGLE TRAVELER (Sea Transport), May 20—Chairman, N. D. Merrick; Secretary, A. O. Pedersen. Ship's delegate reported that the captain refuses to send wires to headquarters, and refuses putting out more than \$20 per man in discharge port. Discussion on wages due under termination of articles. \$20 in ship's fund. Discussion on donating ship's fund to orphanage at payoff. No beefs reported by department delegates.

April 29—Chairman, Jesse Lewis; Secretary, John W. Singer. Ship's delegate reported one man hospitalized in Subic Bay. \$20 in ship's fund. No beefs reported.

STEEL RECORDER (Isthmian), June 3—Chairman, W. Davies; Secretary, G. Bortz. Ship's delegate reported that television antenna was purchased with \$250 safety award. Food on ship has deteriorated and menus are poor. Continue war on roaches. Crew asked to hold down noise in passage-

ways. Washing machine rig unsatisfactory. Engineers not cooperative. Fifty cents per man asked to install power antenna in Yokohama. Baker and carpenter thanked for purchasing and installing TV antenna.

STEEL FABRICATOR (Isthmian), May 19—Chairman, James Pulliam; Secretary, Roy Poole. \$10.50 in ship's fund. No beefs reported. Motion made to do away with travelers checks for green money. Suggestion made to see 1st assistant engineer regarding pulling of ice twice daily. Discussion on cleanliness of messhall. Hospital is in poor condition for sick men. More fans needed.

ELIE V (Ocean Cargoes), June 10—Chairman, F. Michalotte; Secretary, W. C. Sellers. Ship's delegate reported on story sent in to the LOG. Ship's library stolen in New Orleans. Delegate on the STEEL WORKER gave ship two boxes of books. He was given \$7.00 donation for letting crew use their movies. Ship's delegate given a vote of thanks for a good job. Ship is infested with roaches. request exterminator as crew will not sign on until this is taken care of. Vote of thanks for all steward department in general for job well done.

MONARCH OF THE SEA (Waterman), June 24—Chairman, Darins Lee Knapp; Secretary, Jose L. Ramos. Keef came up in New Orleans regarding passageways doors being kept closed in Port of New Orleans. Ship's delegate resigned. Ralf Tindel elected new ship's delegate.

LUCILE BLOOMFIELD (Bloomfield), May 27—Chairman, L. Curry; Secretary, E. Herek. Ship's delegate reported this is a smooth trip. Captain asked chew to turn in any excess linen. \$7.00 in washing machine fund. No beefs reported by department delegates. Motion to write headquarters and find out why ship doesn't receive any communications or LOGs. Crew asked to return coffee cups to pantry. Cracked cups should be disposed of. Request for new books in library and for 5 and 10-dollar bills in draw. Milk in cans is not satisfactory and crew wants company to purchase milk in Europe as it did before. Request new ship's library.

HENRY (Progressive), June 29—Chairman, W. Banks; Secretary, E. Brown. Ship's delegate will try and contact New York if blowers are not on dock in Melville. \$16.61 in ship's fund. No beefs reported by department delegates. Bosun made motion not to throw anything over the side from boat deck. Vote of thanks given to steward department. Crew complaining about noise in passageways. Everyone requested to leave laundry and washing machine clean. Bosun to sand and varnish benches.

INES (Bull), June 15—Chairman, Billy Asdell; Secretary, William H. Rhone. Delmar Craig elected ship's delegate, and also ship's treasurer. No beefs reported by department delegates. Motion to send SIU representatives in Chicago a letter of thanks for effective action taken on washing machine issue. Bosun oriented new men on SIU deep-sea policy of operation as far as conduct of

work. Vote of thanks extended to steward for improvement in chow since he took a hand. Small donation asked for ship's treasury for necessary expenditures.

BETHTEX (Ore), July 1—Chairman, S. Garcia; Secretary, J. Van Sant. James R. Abrams elected new ship's delegate. Motion that vacation plan remain as now, to be payable every 90 days with payment increased to \$800.00 a year.

ROCKY POINT (Bull), June 30—Chairman, George L. Hayes; Secretary, F. R. Hicks, Jr. Things in good shape. Motion to advise patrolman about welding in tanks at sea. Letter going to headquarters concerning same. Vote of thanks to steward department.

ALCOA PURITAN (Alcoa), May 28—Chairman, M. Bruton; Secretary, L. Abrams. No beefs reported. Steward wants more cooperation on stores.

PANOCEANIC FAITH (Panoceanic Tankers), June 17—Chairman, George Ruf; Secretary, Jake Longfellow. No beefs reported by department delegates. Henry Durham elected new ship's delegate. Crew would like to receive LOGs.

OVERSEAS REBECCA (Maritime Overseas), June 17—Chairman, Paul L. Hittlow; Secretary, Richard Christenberry. Chief engineer asks cooperation of crew to conserve the water. Ship's delegate commented on strict action to be taken on performers. No beefs reported by department delegates. Motion made to have the negotiating committee seek to have stevedores load voyage stores in the future. Letter regarding same sent to headquarters. Suggestion that better variety of fried food be put on the menu. Need more books for library. Crew asked to return books to library when finished.

STEEL ARCHITECT (Isthmian), June 23—Chairman, E. A. Anderson; Secretary, E. W. Goulding. \$34 and 16 rupees in ship's fund. Minor disputed OT beef in deck and engine departments.

DEL MUNDO (Delta), June 10—Chairman, Jack W. Craft; Secretary, T. Trehearne, Jack W. Craft elected ship's delegate. Ship is badly in need of a library and fumigation for some time. No beefs reported by department delegates.

COASTAL CRUSADER (Suwannee), May 7—Chairman, Harry Hones; Secretary, Cornelius Allison. \$7 in ship's fund. No beefs reported by delegates. Crew thanks the steward, baker and 3rd cook for preparing and arranging picnic at Ascension Island. Plenty to eat and drink. Good time was had by all.

No date—Chairman, George Truesdell; Secretary, C. J. Allison. Ship's delegate reported no beefs. Crew well satisfied as food is good and ship is clean. Vote of thanks to ship's delegate James Corcoran for a job well done. New ship's delegate elected is Harry Jones. Crew's donation for orphanage in Recife, Brazil, was 100%. \$19.30 in ship's fund.

Beatrice Seafarers Tour Izmir



Crewmembers of the Beatrice (Bull), gather at Izmir, Turkey, beneath a statue of Attaturk, turkish national hero. The group (l-r) includes, Larry McGarry, OS; Eric Coates, OS; Major Kieth Garman, USAF; Jim Geese, AB; Dave Goldberg, OS, and Pete Madjiwita, AB.

Mar Skipper Passes Word — Boost Fleet

Seafarers and passengers alike on the cruise liner Del Mar (Delta) were recently treated to a speech promoting the importance of a US-flag merchant fleet, while their ship was enroute to South America.

Capt. E. L. Cox first made his talk to the ship's passengers. It went over so well, according to ship's delegate James M. Miller, the skipper was invited to deliver the speech again at a ship's meeting.

Citing facts and figures to support his presentation, Capt. Cox had a receptive audience on both occasions. "Since the very founding of our country we have been a maritime nation," he noted.

"The peacetime economic impact of an American-flag fleet is reason enough alone, without considering wartime or national emergency situations, why we must maintain our merchant marine."

Looking to the future, Captain Cox added: "We in America can be justly proud of our merchant marine and strive to make it second to none . . . Be proud you are seamen—be proud you are Americans doing a job which benefits us all."

LOG-A-RHYTHM:

The Painter

By Roy L. Hinson

Who painted the foliage of the trees, Or caused the fruit to grow? Who fed the working little bees, Or sent the blanket of snow? The painter was just passing by; It was one we do not know; Just painting things that soon must die, To be covered with the snow. The painter covers the treetops In colors—yellow, red and gold, Washing every leaf with dewdrops, Just as the story is told.

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.

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.

Designer Oldtimer Lost— Air-Sea Search Futile

The freighter Steel Designer (Isthmian) was eight hours late docking at Honolulu last month after a futile search was made for a missing Seafarer, Carl Wilhelm Berg, 51, of Edgewater, New Jersey.

Upon discovering that Berg was missing, about 300 miles west of Honolulu, Capt. E. N. Gibbons immediately turned the Steel Designer around and conducted a search of the area where he was believed to be lost. The sea search was aided by a plane which was sent to the scene by the Coast Guard.



Berg

The Steel Designer was on its way in from Kure, Japan, at the time. The search was finally given up at about 4 PM when it was felt there was no hope left of finding the missing man.

Berg, who shipped in the engine department, had been an SIU member since 1942.

Seafarer Paul Franco, ship's delegate on the Steel Designer, contacted the LOG to convey the sympathy of his shipmates to Berg's family. He noted that "Berg was a good union man—100% all the way."

Berg's loss from the Designer was also reported to the LOG separately by Seafarer Frank Wynans, who is presently in the Tripler Army Hospital at Honolulu and read about the event in the local paper. Wynans, who ships on deck, was drydocked after coming off the DeSoto (Waterman).

He particularly praised the good seamanship and efforts made by the Designer to locate Berg after the disappearance was discovered.

Beauty Queen



Seafarer Duke Sampson, carpenter on the Portmar (Calmar), will remember August 10 for a long time. Here he is at the Miss Universe contest in Long Beach, Calif., with Miss Philippine Islands (left) and Miss Holland. Duke is the one grinning in the center.

BARBARA FRIETCHIE (J. H. Winchester), May 16—Chairman, Leo Willis Secretary, Alfred A. Bernard. Ship's delegate reported that he wished all ships ran as smoothly as this one. No beefs at all. \$1.00 in ship's fund.

CITY OF ALMA (Waterman), May 20—Chairman, J. P. Morris; Secretary, C. J. Mitchell. \$7.00 in movie fund but \$7.65 more owed for projector parts. No beefs reported by department delegates. Discussion on purchasing movie screen in Japan.

FANWOOD (Sea-Land), June 21—Chairman Johnnie Hoggie; Secretary, John Russo. Ship's delegate reported that all repairs were completed. Will try to get fans in all heads. Request that negotiating committee negotiate for 16-inch fans in all rooms. Request

Charles Locke. \$5.40 in ship's fund. No beefs reported. Suggestion that pantry and recreation room be kept clean by the cooperation of entire crew. Cots are to be brought down from topside when not in use.

FANWOOD (Sea-Land), May 27—Chairman, Johnnie Hoggie; Secretary, C. M. Gray. Suggestion made to all departments about holding safety meeting in each department. Vote of thanks to steward department. Collection to be made for TV set.

BEAUREGARD (Sea-Land), June 1—Chairman, Johnson; Secretary, Gantwell. Ship's delegate reported everything OK.

KYSKA (Waterman), May 30—Chairman, Pete Blalack; Secretary, Bernard Donnelly. Some disputed OT in deck and engine departments. Vote of thanks to ship's delegate. See patrolman regarding a better slop chest. Present slop chest inadequate.

MORNING LIGHT (Waterman), May 30—Chairman, Hugh Hollman; Secretary, B. McNally. One man missed ship in Honolulu. Motion to have ship fumigated. Captain discontinued OT. No beefs reported.

DEL MAR (Delta), June 3—Chairman, Henry Meas; Secretary, James M. Miller. Motion made to give man who broke his arm in Buenos Aires \$50.00 from ship's fund. Contact port captain about fixing crew's TV for better reception.

FLORIDA STATE (Everglades), May 28—Chairman, Frank Mateo; Secretary, Luther Roberts. No beefs reported. Motion to collect money for a ship's fund at payoff. Write letter to headquarters to request that Miami hall be used for shipping. Motion to hold safety meetings.

OVERSEAS EVA (Maritime Overseas), April 16—Chairman, Samuel O. Bailey; Secretary Vincent J. Fitzgerald. Ship's delegate reported very poor cooperation from topside regarding repairs. Discussion on transportation. Captain seems pleased with entire crew. Vote of thanks to ship's delegate. Steward requests crew to turn in excess linen. Discussion on very poor grade of fruit and vegetables purchased in Japan. Vote of thanks to steward department for job well done.

BETHFLOR (Ore Navigation), April 16—Chairman, Charles Bedell; Secretary, Michael Angino. Ship's delegate resigned and given a vote of thanks for a good job. \$20 was collected for old TV set to be used to start a ship's fund. Discriminating practice of subjecting only the unlicensed personnel to medical examination at every payoff in Baltimore on coastwise articles should be abolished. Agreement should state the desirable maximum and minimum temperature for a foc'sle to be considered livable. Request fan back in recreation room and wind chutes. Crew would like better assortment of fish put aboard. Jose Martinez elected ship's delegate. Steering engine room door to be closed at night.

WILD RANGER (Waterman), April 15—Chairman, Bob Sullivan; Secretary, "Whitey" Johnson. Captain requests that all draw lists be initialed by name of crewmember. Johnson elected new ship's delegate. Keep laundry clean. Consider brothers sleeping off watch and keep down noise. Headquarters to be contacted about 48-hour sailing board and changing vacation pay. New OT clause urged for all port watches after 5 PM and before 8 AM weekdays.

ANDREW JACKSON (Waterman), May 7—Chairman, W. A. Wallach; Secretary, G. R. Dolan. Ship's delegate and two others hospitalized in Honolulu. Deck delegate reported a 4-hour disputed OT beef for shifting ship in Houston. No callback posted. J. A. Tucker elected to take the place of hospitalized ship's delegate.

SEATRAN NEW JERSEY (Sea-Train), May 21—Chairman, Billy Edelman; Secretary, J. Rielly. \$11 in ship's fund. No beefs reported by department delegates. Motion made to change vacation plan. Hanson elected new ship's delegate.

DE SOTO (Waterman), May 20 —Chairman, R. C. Hamlett; Secretary, W. Conner. Ship's delegate reported no water for 24 hours, no money for draws in New York and no launch service in Tunis. Need cold water tank aft. \$10.56 in ship's fund. Motion made that negotiating committee see if something can be done about air-conditioning on all SIU ships even if only in the messrooms.



no payoffs on weekends if possible. Discussion on water cooler being moved from recreation rooms to starboard passageway so that crew will not have to walk through messroom in shorts.

BETHFLOR (Ore), May 27—Chairman, Gray; Secretary, Bedell. \$25.00 in ship's fund. Each man asked to contribute 25 cents at payoff to build up fund. Motion to have deck engineers' job and engine utility's job clarified and to have watch foc'sles for the engine department on ore ships. See why crew can't get paid for launch service when ship anchors above bay bridge. Discussion on changing vacation plan. Request larger fan in recreation room and for more ice cream to be put aboard. Filippo Carlino elected ship's delegate.

TRANSWARREN (Trans-eastern), May 27—Chairman, Charles T. Scott; Secretary, R. Agular. Ship's delegate reported everything running smoothly. No disputed OT. If ship doesn't lay up the captain would like to keep the same crew for the next voyage. Suggestion made to have water cooler installed in engine room because the first assistant disconnected the water line so that the black gang cannot get cold water. Vote of thanks to the steward and steward department for putting out the best food. Crew regrets loss of the best chief cook that ever sailed for the SIU. Captain praised for cooperation with the crew.

PRODUCER (Marine Carriers), April 29—Chairman, Pat Rgasas; Secretary, F. H. Johnson. Pat Fox elected ship's delegate. No beefs reported by department delegates. Crew requests more home-fried potatoes on menu.

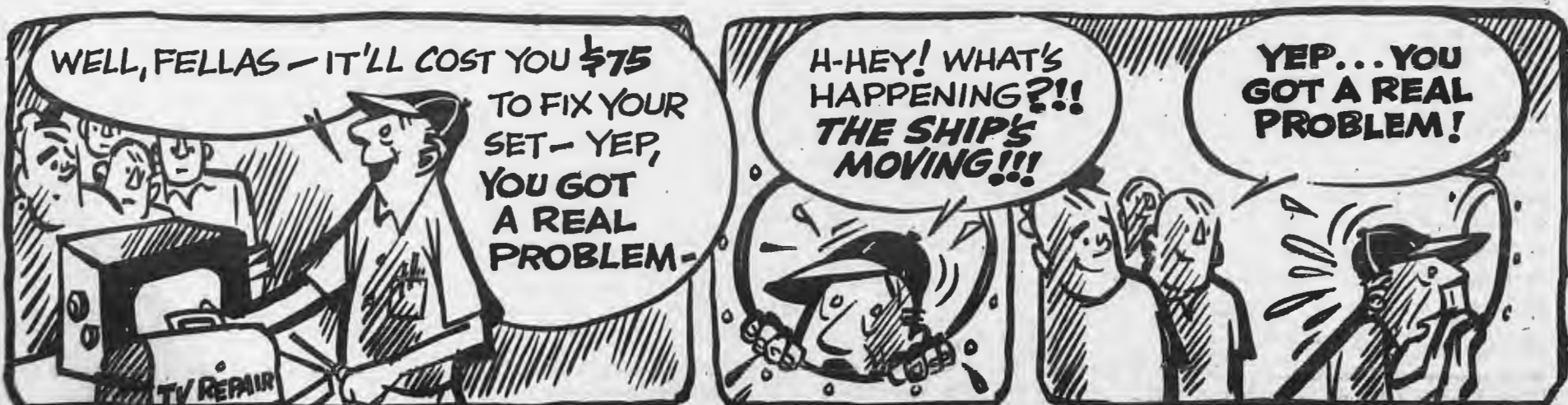
MARORE (Ore), May 19—Chairman, Gilbert Wolfe; Secretary, Thomas Walston. No beefs reported. Crew requests new washing machine and to have ship fumigated. Steward department requested to make fresh coffee each meal and to put out mayonnaise, mustard, etc., in night pantry.

GATEWAY CITY (Sea-Land), May 29—Chairman, Paul Calebaugh; Secretary, Fred G. Oestman. No beefs reported by department delegates. Request for chairs in recreation room. Exterminator needed aboard ship.

JEAN (Bull), Aug. 3—Chairman, James Mann; Secretary, D. Brancoclo. No beefs reported. Ship's delegate resigned but was asked to stay on job. He will continue as long as members give full cooperation.

STEEL RECORDER (Isthmian), April 22—Chairman, F. McCall; Secretary, C. Bortz. Crew voted to purchase TV set with money from Safety Award. Captain accepting \$1 contributions for Merchant Marine Library Association. Crew to enter 4 days lodging for lack of cold water in showers and will refer matter to patrolman. Motion that negotiating committee see to abolition of all gangway watches passed with one dissenting vote by deck department. Vote of thanks to steward department. Suggestion that curtains be supplied for each foc'sle and laundered with linen. Motion to revise vacation plan.

VENORE (Ore), May 27—Chairman, Harry David Fitzgerald; Secretary,



SIU Family At Headquarters



Among the many SIU families visiting headquarters during the past few weeks were Seafarer Angel Rosa, with his wife, Maria; son Angel, 12, and daughter Soraida, 11 months. The family lives in nearby Camden, NJ, and Rosa shipped the last time out in the deck gang on the Raphael Semmes (Sea-Land).

PERSONALS and NOTICES

Beltrar Pino
Important. Contact Gabric Erika, Drvarska Ul. M., Split, Yugoslavia.

↓ ↓ ↓
Pete Amoren
Contact Bob Edmonds at the NY SIU hall. He is holding union and personal papers.

↓ ↓ ↓
Juan I. Gomez
Contact the records department at SIU headquarters, which is holding check for you from Peninsular Navigation Co.

↓ ↓ ↓
Gordon D. Morbury
Contact Mrs. J. R. Dixon, 435 W. 34th St., Norfolk 8, Va.

↓ ↓ ↓
Daniel J. (Lucky) Nelson, Jr.
Anyone knowing the where-

abouts of the above-named is asked to contact his parents at 128 Carrollton Rd., Norfolk, Va. Phone: JU 7-6312.

↓ ↓ ↓
Harry L. Feldberg
Anyone knowing the whereabouts of the above is asked to contact Miss L. Davidson, Suite 4027, 161 W. Wisconsin Ave., Milwaukee 3, Wis.

↓ ↓ ↓
Robert Nielsen
Get in touch with Kenneth Heller, attorney, 277 Broadway, New York 7, NY.

↓ ↓ ↓
Dallas T. Newsome
Contact your brother and send your correct address to 500 Spring St., Richmond, Va.

↓ ↓ ↓
Tax Refunds Due
Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif.

Freddie Bailey, Margarito Borja, Charles H. Bush, Samuel S. V. Carubba, Dao King Chae, John W. Curlew, John J. Doyle, Fortunato Drilon, Fong Yao King, Ho Yung Kong, Milledge P. Lee, Elmer J. Moe, Alli Nasroen, Sheffield Nerkitt, Potenciano Paculba, Consorcios Padies, Sammy Rogamos, Wong Chung Chuw Sai, Marvin E. Satchell, Grover C. Turner, Ding Hai Woo, Yung P. Woo.

↓ ↓ ↓
Raymond Ruppert
Call Bill Kearney, Fort Lee, NJ at Windsor 7-3650.

↓ ↓ ↓
William Wootton
Contact your sister Anne.

↓ ↓ ↓
Paul (Red) King
Contact Don Wagner, 1405 Cedardale, Lancaster, Texas.

↓ ↓ ↓
Baggage Held
Baggage is being held at the Erie Basin Terminal for the following men, who are asked to contact W. Hollwedel, Marine Personnel Div., Isthmian Lines, regarding their gear: James Gorman, John J. Schwabland, James Peterson, J. Misadian.

↓ ↓ ↓
Leslie J. Brillhart
Contact your mother who was in the hospital. Dad and Robert.

↓ ↓ ↓
Money Due
Unclaimed wages are being held for the following men by Robin

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 alterates. 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.

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

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SIU Atlantic, Gulf Lakes & Inland Waters District

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George McCartney, Agent Terminal 4-2528

Line, 2 Broadway, New York 4, NY:

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↓ ↓ ↓
Samuel Bacon Cunningham
You are asked to contact your father, John J. Cunningham, at 1484 Wigmore St., Jacksonville, Fla. Urgent.

↓ ↓ ↓
Anthony Korsak

Your sister Pat's telephone is changed to GL 4-3374.

↓ ↓ ↓
Bob Schaffer
Anyone knowing the whereabouts of the above is asked to contact Pat Driscoll, USPH Service

Hospital, Staten Island, NY.

↓ ↓ ↓
Calvin Bertram Jones
You are asked to get in touch with Theodore A. Rahl, Sr., 3306 Dorchester Road, Baltimore 15, Md.

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

For Your Benefit . . .



GET YOUR PAPERS IN ORDER . . .

One of your Union's proudest accomplishments is the hard-won and steadily-improved SIU Welfare Plan that has developed over the years into a wide-ranging program of benefits available to serve every Seafarer and his family.

No matter which one of the many SIU benefits is involved, any Seafarer, or his wife, dependent child or parent, can readily take advantage of the Welfare Plan whenever needed—from major surgery to a new pair of eyeglasses. Where cash payments are required, checks are usually ready within a matter of hours after application is made—providing the necessary documents are available.

In their own interest, Seafarers can do much to help keep the Plan working smoothly by taking care of a little necessary paper work in advance. Once done, this assures prompt processing of any type of claim for themselves or their dependents.

Seafarers should be sure to have the following on file at the Welfare Plan or readily available in the event of any claims for benefits:

- Enrollment-beneficiary card . . . completely filled out, signed and dated. It can be revised at any time.
- Marriage license and children's birth certificates . . . to simplify payment of all family benefits.
- Medical abstracts from USPHS, doctors' bills, etc., . . . to support claims for themselves or dependents.
- Proof of seetime . . . to meet the Basic Eligibility Requirement of one day in the previous six months plus 90 days in the last calendar year.

Do it now!

Seafarers International Union Of North America
Atlantic, Gulf, Lakes And Inland Waters District • AFL-CIO