

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

## MM No-Strike Proposal Nears House Hearing

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### High Court Bars NLRB Action

# MTD Maps Fight To Tax Runaways

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## DISASTERS AT SEA ... 2 SIU MEN LOST



**Ship Fire.** Seafarers won praise for helping to fight a blaze aboard the Alcoa Planter at dockside in Bremen, Germany. Tons of water pumped aboard by firemen resulted in a 30° list. Crewmembers had to abandon ship overnight. (Story on Page 2.)



**Tug Sinks.** Two SIU boatmen drowned at New Orleans when tug and SIU tanker Washington Carrier collided. Tugmen J. McClarence, V. Seymour, W. Donahue, C. C. Delaney saved one man. Effort to revive another failed. (Story on Page 3.)

# House Hearings Set On Arbitration Plan In Maritime Strikes

WASHINGTON—A special legislative proposal designed to establish "National Maritime Arbitration Boards" with authority to make binding awards in maritime strikes is scheduled to be the subject of hearings before the House Merchant Marine Committee on March 5. The bill was introduced by the committee chairman, Rep. Herbert C. Bonner (D-NC), on January 17.

The Bonner proposal is similar to one introduced in the Senate by Everett M. Dirksen (R-Ill.), the Senate minority leader. Both bills would amend the 1936 Merchant Marine Act to insert the dispute-settling machinery, and would amount to an exemption for maritime labor from the Taft-Hartley Act.

Rep. Bonner last year sought to put all maritime disputes under the Railway Labor Act, but his proposal did not get a hearing from the House Interstate and Foreign Commerce Committee and was set aside.

Since labor opposition to his latest bill and similar legislative measures is building up, he is attempting to fit the anti-strike legislation into the Merchant Marine Act, where his own committee will have jurisdiction.

A much more far-reaching no-strike proposal has also been introduced in the Senate by Sen. John McClellan (D-Ark.), which would virtually bar all strikes in the transportation field, including maritime. It would put transport unions under the Sherman anti-trust law.

The SIU and the AFL-CIO Maritime Trades Department expect to

take a strong stand against all such legislation, which would formalize Government intervention in every collective bargaining dispute in the maritime industry.

Rep. Bonner's announcement of the labor bill hearings came as the House Merchant Marine Committee reached its full strength of 31 members for the first time.

## Shipping Rules In This Issue

In line with the policy of reprinting important Union documents every six months, 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 reprinted rules reflect all actions of the Seafarers Appeals Board through February 1, 1963. 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 check the copy in the center of this LOG to familiarize themselves with all of the procedures. The last printing of the rules was in September.

## Flu Shots At SIU Clinics

With the East Coast and Midwest in the grip of an outbreak of Asian flu of what has been called "epidemic proportions," Seafarers and their dependents are urged to take advantage of free flu shots available at SIU clinics in several ports.

The protective series involves two vaccinations, spaced about a month apart. Inoculations against the flu are particularly important for pregnant women, people over 50 years of age and those with a heart condition or any debilitating or chronic ailments, according to the Public Health Service.

The Brooklyn SIU clinic reports quite a few Seafarers who are on the beach coming in lately with flu symptoms. Dr. Joseph B. Logue, medical director for all of the clinics, says that those who come down with the flu can expect to feel somewhat under the weather for about a week while the disease runs its course. The symptoms of the disease are headache, nausea, sore throat, aches and pains, and fever. The best treatment is bed rest, plenty of fluids and a physician's care.

Dr. Logue recommends that Seafarers and dependents should come in to the clinic at any time for a flu vaccination, but preferably at 3 PM which has become "shot time" in New York. The shots are also available to members and their families who request them at the clinics in Baltimore, New Orleans and Philadelphia. This also includes SIU pensioners in retirement.

In spite of its severity, the present outbreak is on a "small scale," Public Health says, compared to the outbreaks which hit the US in 1957 and again in 1960. By mid-March, it is expected to have run its course for this year and be of no further danger.

## SIU Petroleum Strikers Gain Pay Pact In Calif.

BAKERSFIELD, Calif.—Ending economic and boycott action against Standard Oil of California, the SIUNA-affiliated International Union of Petroleum Workers has gained a new contract from the company establishing a five percent wage hike for all hands. The agreement was reached January 22 and ratified by the membership a few days later.

The five percent increase covers all daily-rated and monthly-rated employees and also established the same across-the-board raise in maximum and minimum monthly pay rates.

IUPW President Lester P. Taylor, reelected at the union's 11th biennial convention here last month, said the settlement also provided several improvements in working conditions and no losses over the old contract that expired in 1961. The petroleum workers had been negotiating with Standard of California since last March.

The union initiated economic action against the company and called for a boycott of Standard and Chevron products last fall, after Federal mediators withdrew from the negotiations due to the company-created impasse in the talks. The IUPW had also filed two separate charges of refusal to bargain with the National Labor Relations Board.

### Almost 2,500 Workers

Some 2,500 classified employees working in producing, pipeline, motor transport, gas and field clerical operations within California and at producing operations in Alaska are affected by the new agreement. The former independent union affiliated with the SIUNA by a 4-1 vote last summer.

In a related development, over a dozen other unions reached contract settlements providing a five

percent wage boost at major installations of Shell Oil and Socony-Mobil Oil after strikes that lasted as long as eight months. A common factor in all of the walkouts, including the IUPW dispute, was management insistence on the sole right to determine work assignments and to contract out routine work of its own workers.

The settlements covered a Shell plant at Wood River, Ill., and Socony-Mobil facilities in East St. Louis, Ill.; Trenton, Mich., and East Chicago, Ill. Strikes are still on against Shell in Pasadena, Texas, and Norco, La.

## SIU Ballots Again Rout Phony Union

LONG ISLAND CITY, NY—The SIU United Industrial Workers has solidified its bargaining position at the Jay-Kay Metals Company here by rolling over an "independent" Local 355 by a 2 to 1 margin in a National Labor Relations Board election here on February 14.

Local 355 had challenged the right of the SIU-UIW to continue to represent workers at the company, and the NLRB ordered that an election be held. Jay-Kay employees cast their ballots 279-132 in favor of retaining the SIU-UIW as their bargaining representative.

### 'Sweetheart Pact'

A few years ago, the "independent" had a sweetheart contract with Jay-Kay, but when the SIU-UIW offered employees an opportunity to become members of a recognized union and work under a bona fide agreement, they flocked to the SIU banner. Local 355 was soundly defeated in the NLRB balloting at that time, which led to the first real union agreement at the company's plants.

This agreement is currently up for renegotiation on the basis of proposals suggested by workers at the company in a UIW-conducted poll of all operations. Local 355 has also been defeated previously by the UIW in a number of plants at different locations in the New York metropolitan area.

## Urge Early Health Exam Renewal

The Medical Department the Seafarers Welfare Plan urges Seafarers whose clinic cards are expiring to get them renewed in advance and not wait until the last minute. This is particularly true in cases where a man has just paid off a ship and expects to be ashore awhile. If the examination at the SIU clinic is taken immediately, then if there is any need for medical treatment it can be obtained through PHS without having to delay shipping. It is not necessary to wait until the year is up to get the clinic card renewed at the SIU health centers. This can be done as much as two months in advance of the expiration date.

## SIU Fire-Fighters On Planter Lauded

BREMEN, Germany—The Alcoa Planter (Alcoa) is undergoing repairs here for damage caused by a four-alarm fire which raged aboard the vessel for hours on the night of January 31 and was still smoldering five days later. The Planter was tied to a dock at the time, but the crew eventually had to abandon ship. They returned the next day.

Although officially labeled as "under control" by midnight on the 31st, the fire burned well into the following morning and left the vessel straining against her mooring lines with a 30 degree list. Seafarer William Calefato reported. German firemen did not leave the scene until the hold was completely cleaned out

several days later.

The Planter's SIU crew and local fire-fighters teamed up to prevent injury and save the vessel. The SIU crew won the commendation of fire officials and the ship's officers for their efficiency in the difficult task of first fighting the fire alone, and then in assisting local fire-fighters

who arrived at dockside in answer to the alarm.

After the ship began to list sharply from the tons of water poured into her, the crew was ordered to abandon ship and wait until the smoke and debris settled.

Calefato reported later that the fire heated up the steel plates so much that the decks in the crew's pantry and messroom buckled and cracked, tables and chairs toppled over and the crew wound up eating in turns at mealtimes.

In addition, "one day a noise vibrated throughout the ship, peeling all the paint off the bulkheads in the 'midship section, in the heads and dayroom. The contraction of the top level in the 3d hold at frame 70 had ripped a huge crack from the hull to the hatch opening," he stated.

The fire is believed to have started in the bottom of number 3 hatch about 6 PM among bales of cotton which were not yet discharged. Later, it spread to several automobiles and then into a second hatch which fortunately was empty.

Fire-fighting attempts were hindered because the valves on all the fire hoses except one were frozen solid by the winter temperatures and would not operate. The crew eventually sealed off the burning hatch with wet tarpaulins and released eight bottles of CO-2 through the CO-2 system.

A German fireboat came along-

side about 8:30 PM and began to pour water into the burning hatch. At this point, German firemen came aboard to direct the fire-fighting efforts. Soon, however, thick clouds of white smoke were billowing from number 2 hatch and the flames began to spread again.

As the firemen poured tons of water into the hold from ten hoses the Planter suddenly began to list toward the dock to which it was still tied. Later, however, she suddenly shifted and began listing the other way, away from the dock, straining at her lines at an angle of more than 30 degrees. At this point, the captain ordered the crew to abandon ship.

## SEAFARERS LOG

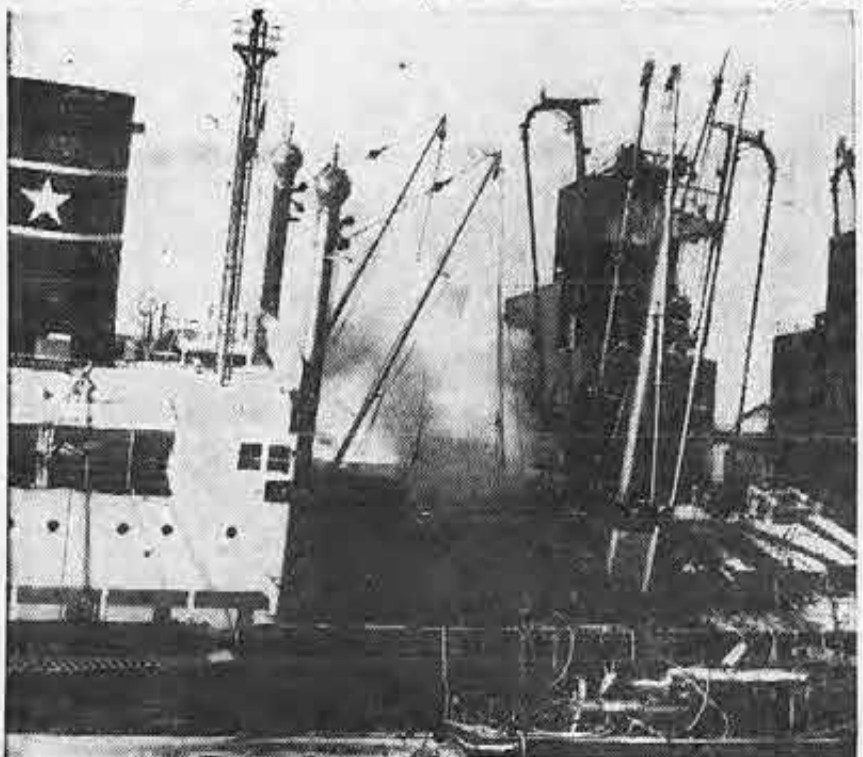
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Fireboat at Bremen, Germany, pours water into hatches of Alcoa Planter in effort to prevent further spreading of cargo fire aboard the SIU-manned vessel.



American Red Cross plaque honoring the Maritime Trades Department for its "outstanding cooperation in helping to effect the release of prisoners held captive in Cuba" was presented at MTD executive board session in Miami on February 14 by L. Allen Morris (left), of the ARC board of governors. Witnessing presentation (l-r) are AFL-CIO President George Meany, MTD President Paul Hall and Peter McGavin, MTD executive secretary-treasurer.

High Court Bars NLRB Role

# MTD Maps Tax Bill To Fight Runaways

WASHINGTON—The AFL-CIO Maritime Trades Department will spearhead the fight of American maritime unions against US-owned runaway-flag shipping by seeking Congressional action to close off a tax loophole favoring runaways over American-

flag vessels. The MTD announced its program on February 13, a few days before the US Supreme Court ruled out union access to the National Labor Relations Board in the fight on the runaways.

A unanimous 8-0 ruling by the Supreme Court on Monday, Feb-

ruary 18, barred NLRB jurisdiction over the runaways, upsetting labor board rulings as far back as 1958 when the SIU won bargaining rights in an election covering the Panamanian-flag SS Florida.

The court also reversed its own 1961 decision involving the Liberian-flag bulk carrier Ore Monarch. This ruling had the effect of upholding US Government jurisdiction over the runaways. The Ore Monarch had been picketed in 1960 and '61 by the International Maritime Workers Union, a joint organizing venture of the SIU and National Maritime Union.

In adopting a far-reaching legislative program during the course of its executive board sessions at Bal Harbour, Fla., last week, the MTD called for the application of the same income tax provisions to the runaways as now apply to American-flag vessels. The MTD specifically proposed an amendment to Section 883 of the US Internal Revenue Code of 1954 so as to narrow the competitive gap between US and runaway ships in the same trade.

Commenting later on the Supreme Court decision, MTD President Paul Hall declared: "It is

the contention of American maritime unions that the tax exemptions are an inducement to ship operators to avoid US safety standards and the employment of American seamen . . . A continuing fight against the runaway-flag ships is essential to the well-being of American-flag shipping because the runaway device is one of the major factors which threaten the existence of an adequate US merchant fleet."

Seek Shipbuilding Aid

The MTD board also agreed to step up its legislative activities in seeking a big enough Congressional appropriation for additional merchant ship and Navy shipbuilding, as well as specific Federal assistance towards the construction of ships for the domestic trades. It said the present ship budget represents "stagnation."

A highlight of the two-day session was a report on the success of the MTD drive launched last summer to beat back raiding attempts by Harry Bridges' International Longshoremen's & Warehousemen's Union against AFL-CIO unions in the Los Angeles area. Hall said the joint MTD drive "had knocked the Bridges' operation dead."

## Gulf Tug Sinks, 2 Men Lost In Collision With SIU Tanker

NEW ORLEANS—Two members of the SIU Inland Boatmen's Union were lost and one injured here on the night of February 4, in a collision between the SIU-manned tanker Washington Carrier and the IBU tug H. C. Whiteman. The tug sank in about two minutes, according to witnesses.

Apparently with the bodies of the two tugmen still aboard. There was no damage reported to the tanker.

Missing in the crash are two brothers, Jessie and Joe Jenkins, both IBU members and deckhands on the tug. The tug's captain, Henry M. Chestnut, was pulled from the water but efforts to revive him were unsuccessful.

The injured man is Claude M. Koenig, engineer on the White-

man, who is still described in serious condition and unable to testify about the accident.

Koenig was rescued from the water by the crew of another IBU tug, the Port Allen, which witnessed the collision and rushed to the scene. The accident occurred in the Mississippi almost directly across the river from downtown New Orleans.

The body of Capt. Chestnut was also pulled from the water by the

Port Allen crew, but police efforts to revive him with a mechanical resuscitator proved futile. He was pronounced dead about an hour later.

Events leading up to the collision were described at a Coast Guard investigation by the captain and third mate of the Washington Carrier, which was heading upstream to take on cargo at Baton Rouge. They testified that the tug overtook the tanker, which was traveling at about 10 knots, and then cut sharply to the right into her path. The pilot, who was aboard at the time, ordered the tanker to a stop as soon as he saw the collision coming, calling for the engines to be reversed full. However, by the time the orders could be carried out, the officers said, it was already too late and the tanker had sliced into the side of the Whiteman.

Earlier, the captain and crew of the Port Allen, which was near the accident scene, described the collision in basically the same way. Capt. Carl F. Delaney, Vernon L. (Continued on Page 10)

## Canadian Puppet Union Tries On A New Face

OTTAWA—An effort to put a new look on the puppet seamen's organization known as the Canadian Maritime Union took place here February 11 when a convention of 14 CMU delegates elected John "Jack" Staples, 29, former shoreside organizer for the United Steel Workers of America, as president. Staples replaces Mike Sheehan, elected to the new post of executive vice-president.

The action came as Mr. Justice T. G. Norris, presiding over a hearing into the Upper Lakes shipping dispute, rejected a motion by the SIU of Canada that he disqualify himself as hearing officer. The dispute involves the SIU of Canada and the Upper Lakes Shipping Company.

Justice Norris said he saw no reason to disqualify himself because he had been counsel for the SIU of Canada ten years ago. The motion by SIU counsel, based on a technical ground, was made February 1.

The hearings have continued with testimony from management representatives, including J. D. Leitch, head of Upper Lakes Shipping. The dispute arose when Upper Lakes ended a ten-year bargaining relationship with the SIU, locked out 300 crewmembers and began recruiting crews through the puppet organization.

The election of Staples was conducted in the board room of the Canadian Labour Congress which, with the Canadian Brotherhood of Railway, Transport and General

Workers, set up the CMU. However, the vote was marked a few days later by charges of balloting irregularities, according to newspaper reports.

## Japan Labor Team Brings Greetings To SIU



Representatives of the All-Japan Seamen's Union and the Osaka Harbor Workers were part of a Japanese labor union study team which visited SIU headquarters and presented a scroll of greetings addressed "to all members of marine unions." Joe DiGeorge, New York port agent (center), accepted the scroll which stated the Japanese unions' wish for "the creation of better relations between the United States of America and Japan." The team is on a US Labor Department tour.

## AFL-CIO Calls Tax Cut Vital To Low-Pay Group

WASHINGTON—Describing the Kennedy Administration's tax cut proposals for 1963 as "insufficient" to meet the nation's current needs, the AFL-CIO has called instead for a "substantial and immediate cut solely in the first-bracket rate, retroactive to the beginning of this year."

It notes that the Administration's general program of tax reduction and reform is "directed towards" objectives labor supports—elimination of joblessness and a faster rate of economic growth—

but expresses deep concern over the proposed three-year "phase-out" of the cuts.

The President has asked Congress to reduce taxes by about \$13.6 billion over the three-year period and to enact structural reforms designed to bring in \$3.3 billion in offsetting revenue.

"It is labor's judgment," the AFL-CIO asserted, "that the Administration's proposed first-phase cut of about \$6 billion, which at the earliest will be effective only during the last half of the year, will be inadequate to provide the economic stimulus needed in 1963. At most, the reduction for 1963 actually will total only \$3 billion."

The President's budget message to Congress anticipated economic growth for the year at a rate of only 3.5 percent, a rate that AFL-CIO President George Meany has declared "would ensure six percent and more unemployment in 1963."

"Clearly, the planned tax cut for 1963 is insufficient to meet our current need," the statement declared. Not only are the proposed benefits for low-income families "far too little" to boost consumer spending substantially, but what economic stimulus does result from this source may well be lost if upper-bracket tax cuts are granted simultaneously. Tax benefits for the wealthy often go largely into savings and not into consumer purchases, it indicated.



# SEAFARERS ROTARY SHIPPING BOARD



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

January 16 Through January 31, 1963

All SIU ports except Tampa were busy during the past two weeks, as full-scale shipping resumed on the Atlantic and Gulf coasts to mark the end of the month-long longshore strike. The total number of men dispatched amounted to 2,283, as compared to the previous two-week total of 673. Most of the shipping was handled during the final week of the month, when the strike actually ended.

Only Tampa reported inactivity during the period, and San Francisco shipping slowed up a little. Otherwise, every port across the board was involved in the return to work movement.

Registration for the second half of January dropped off slightly, to 1,463, reflecting a more "normal" period. As a result, the figures for the number of men registered on the beach at the end of the period also declined. The totals show, however, that not all vessels crewed right

at the end of the dock beef, so the February figures in each category will probably pick up the difference.

Among the ports, New York, Baltimore, New Orleans and Houston were the busiest, as expected, since they had the largest number of ships and men idled. These four major ports together handled seven of every ten jobs shipped throughout the District.

Seattle, which also had good shipping, had an unusual number of ships in port for payoff and sign-on, but these apparently did not take on many replacements. The Pacific Northwest port had 20 ships listed in each column, more than any other area.

The seniority reports also show that class A top seniority men picked up most of the jobs filled during this period, accounting for 63% of all jobs shipped. Class B men handled 27% of the jobs and class C filled the 10% remaining.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	1	10	14
New York	13	4	10	27
Philadelphia	8	7	5	20
Baltimore	6	6	8	20
Norfolk	3	1	7	11
Jacksonville	0	4	6	10
Tampa	—	—	—	—
Mobile	2	2	2	6
New Orleans	5	7	5	17
Houston	4	1	28	33
Wilmington	2	1	5	8
San Francisco	1	4	6	11
Seattle	20	20	8	48
<b>TOTALS</b>	<b>67</b>	<b>58</b>	<b>100</b>	<b>225</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	3	4	1	8	0	1	0	1	4	10	5	19	0	0	5	5	0	0	2	2	19	5	2	26	3	16	3	22	0	2	2	4			
New York	18	45	11	74	4	19	20	43	38	81	11	130	6	23	32	61	1	17	12	30	130	61	30	221	93	189	39	321	3	41	61	105			
Philadelphia	4	8	0	12	0	0	3	3	6	16	3	25	0	2	5	7	0	0	2	2	25	7	2	34	20	18	8	46	0	3	10	13			
Baltimore	8	30	5	43	1	9	6	16	29	52	13	94	5	5	16	26	0	1	3	4	94	26	4	124	57	113	20	190	1	17	27	45			
Norfolk	4	3	3	10	0	1	1	2	12	11	2	25	3	3	5	11	0	3	3	6	25	11	6	42	8	14	0	22	0	3	12	15			
Jacksonville	6	7	2	15	2	2	2	6	9	19	2	30	2	4	5	11	1	1	0	2	30	11	2	43	11	13	3	27	0	12	11	23			
Tampa	1	3	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	14	6	27	0	3	3	6			
Mobile	7	13	5	25	0	4	6	10	11	21	5	37	0	0	4	4	0	1	0	1	37	4	1	42	46	69	16	131	1	11	22	34			
New Orleans	25	35	7	67	2	12	21	35	31	56	18	105	0	6	16	22	0	0	2	2	105	22	2	129	101	134	27	262	12	55	80	147			
Houston	33	32	8	73	1	15	6	22	23	44	10	77	1	17	13	31	2	8	9	19	77	31	19	127	63	78	16	157	2	30	34	66			
Wilmington	5	5	2	12	0	6	2	8	6	3	3	12	0	2	3	5	0	0	0	0	12	5	0	17	10	12	5	27	1	11	3	15			
San Francisco	10	7	4	21	2	2	5	9	5	10	3	18	0	1	4	5	0	3	0	3	18	5	3	26	15	15	3	33	5	7	10	22			
Seattle	5	10	3	18	0	13	10	23	4	15	4	23	2	5	7	14	1	7	5	13	23	14	13	50	22	20	4	46	0	16	12	28			
<b>TOTALS</b>	<b>129</b>	<b>202</b>	<b>51</b>	<b>382</b>	<b>12</b>	<b>84</b>	<b>83</b>	<b>179</b>	<b>178</b>	<b>338</b>	<b>79</b>	<b>595</b>	<b>19</b>	<b>68</b>	<b>115</b>	<b>202</b>	<b>5</b>	<b>41</b>	<b>38</b>	<b>84</b>	<b>595</b>	<b>202</b>	<b>84</b>	<b>881</b>	<b>156</b>	<b>705</b>	<b>150</b>	<b>1311</b>	<b>25</b>	<b>214</b>	<b>287</b>	<b>526</b>			

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	2	0	6	8	0	1	2	3	2	10	1	13	0	2	3	5	2	4	2	8	13	5	8	26	1	2	0	3	0	2	3	5			
New York	11	43	10	64	2	19	11	32	12	69	14	95	10	26	18	54	1	9	8	18	95	54	18	167	57	153	25	235	13	46	48	107			
Philadelphia	1	3	1	5	0	1	3	4	5	11	4	20	0	5	2	7	0	2	1	3	20	7	3	30	0	21	2	23	1	4	12	17			
Baltimore	8	15	6	29	2	9	4	15	9	48	8	65	1	24	19	44	0	2	1	3	65	44	3	112	13	90	12	115	3	22	31	56			
Norfolk	0	8	1	9	0	8	1	9	1	8	3	12	2	6	2	10	0	4	4	8	12	10	8	30	4	17	2	23	2	11	7	20			
Jacksonville	2	5	0	7	0	7	3	10	4	17	1	22	2	5	5	12	0	1	1	2	22	12	2	36	4	4	2	10	2	15	4	21			
Tampa	1	1	0	2	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14	1	18	1	3	4	8			
Mobile	4	13	3	20	0	2	5	7	7	19	1	27	0	4	12	16	0	0	0	0	27	16	0	43	15	65	12	92	0	15	10	25			
New Orleans	5	29	5	39	1	21	22	44	20	50	6	76	3	19	16	38	2	3	3	8	76	38	8	122	43	124	12	179	5	86	71	162			
Houston	14	42	7	63	5	17	21	43	12	41	5	58	5	22	19	46	5	4	5	14	58	46	14	118	25	86	12	123	11	40	49	100			
Wilmington	5	5	0	10	1	1	3	5	7	5	0	12	0	2	5	7	0	0	0	0	12	7	0	19	4	10	1	15	3	6	5	14			
San Francisco	3	12	1	16	0	0	3	3	2	8	2	12	0	3	1	4	0	1	0	1	12	4	1	17	12	25	6	43	0	6	7	13			
Seattle	0	13	1	14	2	4	6	12	3	14	6	23	0	6	5	11	0	4	3	7	23	11	7	41	2	19	0	21	3	10	6	19			
<b>TOTALS</b>	<b>56</b>	<b>189</b>	<b>91</b>	<b>336</b>	<b>14</b>	<b>91</b>	<b>85</b>	<b>190</b>	<b>84</b>	<b>300</b>	<b>51</b>	<b>435</b>	<b>23</b>	<b>124</b>	<b>107</b>	<b>254</b>	<b>10</b>	<b>34</b>	<b>28</b>	<b>72</b>	<b>435</b>	<b>254</b>	<b>72</b>	<b>761</b>	<b>183</b>	<b>630</b>	<b>87</b>	<b>900</b>	<b>44</b>	<b>266</b>	<b>257</b>	<b>567</b>			

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Bos	0	1	0	1	2	0	0	2	1	2	1	1	5	1	0	1	2	0	0	9	9	5	2	9	16	1	3	2	2	8	0	1	5	6				
NY	4	15	11	34	64	0	6	19	25	11	28	18	46	103	3	2	28	33	2	20	24	103	33	24	160	41	76	39	129	285	1	5	55	61				
Phil	0	2	3	4	9	0	0	4	4	4	7	4	5	20	0	0	2	2	0	0	9	9	20	2	31	4	13	5	10	32	1	2	15	18				
Bal	4	5	8	11	28	1	0	11	12	11	16	10	25	62	3	1	22	26	1	0	5	6	62	26	94	35	10	28	42	115	4	2	34	40				
Nor	1	3	1	0	5	0	0	6	6	2	3	1	4	10	1	2	7	10	2	0	0	2	10	10	22	4	8	3	2	17	4	1	3	8				
Jac	2	1	1	0	4	0	0	3	3	4	8	3	6	21	0	0	10	10	0	0	2	2	21	10	2	33	3	3	2	0	8	2	1	7	10			
Tam	0	0	1	2	3	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	0	0	2	0	4	3	14	21	1	1	1	3			
Mob	4	3	2	12	21	0	0	8	8	4	6	5	14	29	1	0	5	6	0	0	0	0	29	6	0	35	14	30	13	53	110	0	0	28	28			
NO	5	17	7	29	58	1	1	22	24	7	21	9	43	80	2	2	19	23	0	0	1	1	80	23	1	104	56	27	25	125	233	4	7	97	108			
Hou	0	20	5	33	58	2	2	26	30																													

**THE INQUIRING SEAFARER**

**Question: Have your smoking habits changed any over the years?**

**Herbert Libby:** Not much. I smoke as much as I ever did and maybe a little more than I used to. Smoking is one of my few vices and I admit I indulge myself a little in it. I've heard a lot said about smoking being a possible cause of lung cancer, but that hasn't caused me to cut down on my smoking at all. I'm still waiting for the real proof to come through.



are true or not, but I guess I'll keep on smoking for quite a while. I'm not convinced enough to quit smoking anyway.

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**Karl K. Knudsen:** I've been smoking cigarettes for 40 years and never had any trouble, although there may be something to these claims about cancer. If it is definitely proven I probably will stop smoking. My father not only smoked tobacco but chewed it all his life. He lived to be 85, so the claims will have to be proved to me before I really quit the habit.



**Richard Stabile:** I smoke cigars once in a while but very rarely. I'm what you might call a "social smoker." I do my only smoking when I'm at gatherings or sitting around with friends. One of the reasons I only smoke cigars are the many statements you hear that cigarette smoking may have something to do with cancer. It makes you cut down smoking even more.



**Albert B. Brown:** I smoke more now than I used to. It's nervousness, I guess. I'm nervous about the condition of the whole world. What a mess. It's something to be nervous about, isn't it? I don't know if the reports about smoking and cancer



**Mario G. Lopez:** I smoke as much as I always did. I don't believe the cancer business because if it were true I would have had it long ago. I'm 57 now and started smoking when I was 12. I smoke cigarettes mostly, but change to a pipe or cigars once in a while. That's just to break the monotony, you understand. I'm still a smoker and probably will always be one.



**SIU MEDICAL DEPARTMENT**

Joseph B. Logue, MD, Medical Director



**Special Shoes For Pigeon-Toed Children**

The young girl was pigeon-toed. She wore special shoes with corrective heels and soles, but they did not improve her walking. She still toed-in and was becoming more conscious of it.

During an examination before she left for summer camp, her pediatrician readily spotted her condition. Her hips were rotated 15° forward, and this naturally pointed her toes 15° inward. "Pigeon-toed." No wonder the shoes were not helping her.

Further examination by her doctor revealed that she often sat with her knees together and her toes turned inward. This position twisted her hip joints forward, thus altering the whole relation of her legs. Shoes changed only the relation of the foot and ankle, but not the ankle, knee and hip.

New sitting and sleeping postures to prevent further rotation of her hips were prescribed by her doctor. For her pigeon-toes, he recommended roller skating several hours every day, and for her to practice walking with her toes turned out.

Her mother said that her daughter had never roller-skated because she was always tripping herself. The doctor pointed out that this was because of her being pigeon-toed, and that the exercise would improve the condition. Within a few months, the girl was so improved that she could shorten her skating hours and she was wearing regular shoes without any trouble.

In children, there are two general types of bone-bending. A baby's leg bones may be bent inward as much as 90° due to intra-uterine pressure or, due to sleeping with one leg folded under him. Within the first two years of life, the bones are still soft and may be easily molded back into correct position by using a Dennis-Browne splint at night while he sleeps.

After two years, when the child walks more, the twisting of the bones of the legs may affect the hip joints. This is often seen these days of very short skirts, when you see many teen-agers with the characteristic walk of anteverted hips (displaced so as to thrust forward). When you see them from behind you notice the knees pointing inward and their awkward efforts to keep their feet pointed straight ahead. One reason they walk this way is their parents consulted a shoe salesman instead of a physician.

The shoe man is a good salesman. Unfortunately, he knows little about bone deformities, and the special shoes he sells you probably won't do the job of correction for your child's deformity.

Thousands of dollars are spent yearly by parents for corrective shoes. Some of this is justified, but most of it is wasted. Some conditions will correct themselves. Others require correct diagnosis and special therapy. In either case, shoe money is wasted.

The parents of the young girl with the pigeon-toes wasted money on several pairs of special shoes which did not help any, and eight months of precious time was lost before proper therapy was instituted. (From Group Health Association of America, Inc., William A. MacColl, MD.)

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

**Don't Delay On Heat Beefs**

Since the cold weather is really here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature readings at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. This should also be done when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available.



With police cars blocking both ends of street and uniformed police keeping pickets away, truck driver (on top of truck) delivers gas to struck Navin Field Garage in Detroit. Only when delivery was virtually completed was one solitary picket (arrow) allowed to return. Men in street-clothes are plainclothesmen.

**SIU Protest Halts Police Aid To Scabs In Detroit Taxi Strike**

DETROIT—Striking SIU Checker Cab garage workers have won the assurance of police officials here that there will be no repetition of a situation earlier this month when police ordered pickets away from a Checker garage and provided an escort for a strikebreak-

Garage and sealed off an entire street while the truck pumped gasoline into the building. Pickets were forced to leave the street and all traffic was halted by a police blockade. Attempts by the pickets to return to their posts outside the garage entrance were forbidden by the police.

After the union had sent a wire to the Mayor and Police Commissioner protesting the "flagrant use of the District police force" to "give aid and comfort to those fighting our strike," police officials admitted at a meeting with Local 10 representatives that an error had been made and promised it would not happen again.

Meanwhile, 1,600 Checker cab drivers are ready to join the SIU garage workers in their strike against the company if their eight-month-old petition for a National Labor Relations Board election is not met with prompt action by the board.

However, the drivers agreed to hold off an immediate strike action until the full labor board in Wash-

ington has had another chance to consider the union's election petition. Addressing the cab drivers at their strike vote meeting, Al Barbour, president of the Wayne County AFL-CIO, has promised them the full support of the county labor federation and its 300 affiliated unions.

**Demand More Pay**

SIU taxi garage workers have been on strike against Checker Cab since December 12 in an attempt to raise their substandard wages. Many of the 72 workers at the Checker garages were being paid \$1.15 an hour before the walkout.

The cabmen struck when the company came up with an offer of only a dime more in wages after three months of negotiations on a first-time contract. The garage workers voted last August by a 54-2 margin to have Local 10 represent them. The company offer was conditioned on having the garage men work longer hours without overtime. A third of them have more than 15 years of service with the cab company.

**50th Year For Labor Dept.**

WASHINGTON—The 50th anniversary celebration of the Department of Labor will open on March 4 here when President Kennedy joins leaders of organized labor and management in a day-long observance topped by an evening banquet.

Former Secretaries of Labor Frances Perkins, James P. Mitchell and Arthur J. Goldberg will be present, as will representatives of the legislative, executive and judicial branches of government. The dinner, to be held at Washington's Sheraton-Park Hotel, will be the main event in the day's activities. In addition, all-day observances will be held in 16 other cities.

SIUNA President Paul Hall and other SIUNA officials were among the trade union representatives named last summer to a national committee helping to set up the anniversary affair. SIUNA Executive Vice-President Morris Weisberger of the Sailors Union, Ed Turner of the Marine Cooks & Stewards and William Jordan of the Marine Firemen were all included.

The Department of Labor has

meanwhile published a special seal which will appear on publications and exhibits staged around the country to observe the 50th anniversary event. The department was



Special Labor Department seal for anniversary fete.

established on March 4, 1913, under President William Howard Taft.

**Court Rule Blocks NY Labor Vote**

ALBANY — Amendment of the election law in 1960 that altered the right of a worker to have two hours off from work with pay to cast his ballot was "an attempt to block the effectiveness of labor at the polls," a spokesman for the New York State AFL-CIO said last week.

A Court of Appeals' decision has upheld a ruling that the 1960 amendment means a worker is not entitled to any time off with pay if he has sufficient other time in which to cast his ballot.

Recent studies show that the total of payments for a variety of time-off allowances, including time for National Guard service, jury duty and death in the family, plus time off to vote, amount to only one-tenth of one percent of payroll. Singling out time off to vote, the labor spokesman said that this cost by itself would be such a small fraction of payroll as to constitute no economic burden at all to an employer.

The Appellate Division ruling, upheld by the Court of Appeals, he stated, "leaves us with a situation approaching chaos. Instead of a law which applies equally to all workers, we now have a law which must of necessity be applied differently for each worker. . . . Thus the purpose for which the original law was enacted, to encourage voting, has been frustrated."

Los Angeles Unions Hit Board Proposal

# Rap 'Outsiders' In Sea Beefs

LOS ANGELES—Maritime unions and steamship management here have both taken a strong stand against a recent move by the Los Angeles Board of Harbor Commissioners for the right to intervene in all waterfront labor disputes.

A proposal that the harbor group be considered a party to any dispute between labor and management in the shipping and longshore industries after a work stoppage of more than 24 hours was immediately rejected by unions of the AFL-CIO Maritime Trades Department here. Others supporting the MTD's opposition to the proposal are the Los Angeles Federation of Labor, and the Pacific Maritime Association, representing steamship employers.

The board has suggested that as an "interested third party" it should be informed within 24 hours of the issues in any beef, and have the opportunity to confer with both sides. The board "might even try to use the force of public opinion by giving its opinion of which side is at fault," a spokesman said.

In voicing MTD opposition, Gordon Ellis, who heads the MTD Southern California Ports Council and is Wilmington port agent for the SIU-affiliated Sailors Union, stated in a letter to the board that it has no legal right to intervene

in maritime disputes. Such disputes can be settled by collective bargaining without the intervention of outside parties, he added.

The harbor board's proposal also may come up at the convention of the Marine Firemen's Union,

which has scheduled a three-day meeting at its headquarters in San Francisco from February 26-28. The MFOU convention has a long agenda of pending items covering union business and affairs in the shipping industry.

## SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



### Drowning Accidents Need Quick Action

Seafarers spend most of their working life on or near the water. Working on or above the deck, over the side or just going up and down the gangway, the seaman is seldom very far from deep water. Usually the trip to the water is the easiest there is—straight down from deck, ladder or gangway.

It is therefore important to know the basic rules and methods of artificial respiration. At any time, such knowledge could save your life or the life of one of your shipmates.

Quick and efficient action is needed. Many victims of drowning might be alive today if those in the vicinity knew even the most basic methods for applying artificial respiration.

The two main methods approved by the Red Cross are the standard "arm-lift, back-pressure" method and the newer "mouth-to-mouth-to-nose" method.

- In applying the "arm-lift, back-pressure" system of artificial respiration, lay the victim on his stomach, head turned to one side, cheek resting on one hand. Clear his mouth and throat of obstructions. Then kneel at the victim's head, facing him.

- Fan out your hands and place them, thumb tips together, on the victim's back—just below his shoulder blades.

- Rock forward slowly to exert pressure, keeping your elbows straight. Release pressure by flexing elbows. Do not push away, but rock back and slide your hands up the victim's back and out along his arms.

- Grasp his arms halfway between elbows and shoulders. Pull

up and toward you until you feel resistance. Lower arms and repeat the back pressure. Repeat this cycle 10 or 12 times a minute without interrupting the rhythm.

- When the victim starts breathing again, adjust the rhythm of your movements to his breathing. Continue artificial respiration until the victim is breathing strongly or is surely dead.

Remember time is of the essence. Artificial respiration must be applied quickly and possibly continue for hours. Send someone else for a doctor or other help but don't interrupt your efforts yourself. In some cases, it has taken three or four hours to revive a drowning victim.

In the "mouth-to-mouth" method, first examine the victim's mouth for foreign matter. If there is any (food, tobacco or loose dentures), turn his head to one side and remove it with your fingers or a cloth wrapped around your fingers.

- Lift the victim's neck, place a folded coat, blanket, etc., under his shoulders and tilt his head back as far as possible.

- Grasp the jaw with your thumb in one side of the mouth and pull it forward. Maintain this position to keep air passage open.

- Pinch the victim's nostrils shut, take a deep breath and place your mouth over his mouth and your thumb, creating a tight seal—or close the victim's mouth, take a deep breath and place your mouth over his nose. Blow into his mouth or nose until you see his chest rise.

- Remove your mouth and listen for out-flow of air. For an adult, inflate lungs up to 20 times per minute, using relatively shallow breaths. Now repeat the entire procedure.

- If the first few attempts to inflate the lungs are unsuccessful, turn the victim on his side and administer several sharp blows between the shoulders in an attempt to dislodge any obstructions.

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

# Steel King, Tanker Hit In Delaware

BALTIMORE—The SIU-manned Steel King of the Isthmian Line received a 40-foot hole five feet above the waterline near her port bow in a collision with the tanker Atlantic Trader on the fog-covered Delaware River off Paulsboro, New Jersey, on February 11.

There were no injuries or fires reported. The Steel King continued on her way here under her own power and went in for repairs at Bethlehem Steel's Key Highway Ship Repair Yard.

At the time of the accident, both ships were outbound from Philadelphia. The Steel King was on her way to Baltimore with 2,000 tons of canned pineapple, and the Trader was heading for Revere, Mass., with 50,000 barrels of gasoline. The tanker suffered an eight-foot triangular-shaped hole near her stern, according to the Gloucester City, NJ, Coast Guard station.

The collision between the two vessels was the fourth mishap reported in the same week at various points along the Chesapeake and Delaware Canal. Bad weather plus unusually heavy traffic in the area have been contributing factors.

A major repair job in the C&D Canal has been provided for in the Administration's budget this year, with the allocation of an additional \$11 million to the continuing program. The project calls for deepening the canal to 35 feet, widening it to 450, and for elimination of some of the dangerous curves that impede visibility and navigation.

Modern bridges would also replace the present antiquated structures whose abutments have caused several accidents. Total estimated cost of the work, which will be almost 20 percent completed by next year, exceeds \$97 million. Over \$17 million has been allocated for canal improvement in the last four years.

## DIGEST OF SIU MEMBERSHIP MEETINGS

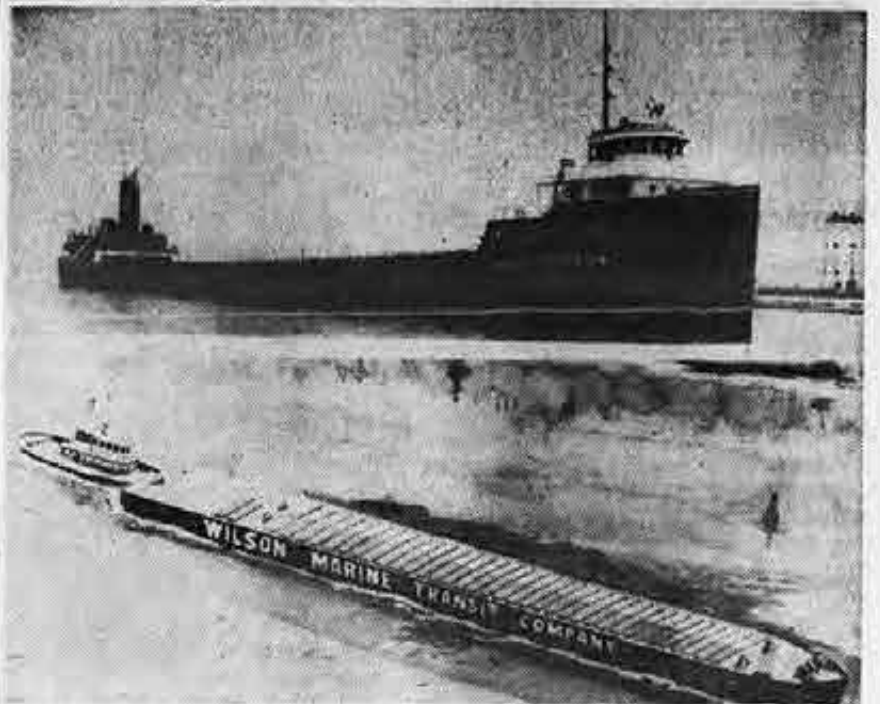
DETROIT, January 11—No meeting held due to lack of a quorum.

HOUSTON, January 14—Chairman, Lindsey Williams; Secretary, Paul Drozaki; Reading Clerk, Robert L. Wilburn. Minutes of all previous port meetings accepted. Port Agent reported on tugboat and industrial plant organizing, shipping and meal book program. Agent met with committee elected at last meeting to select suitable eating places where meal books could be honored and one additional restaurant was chosen. Report accepted. President's report for December carried unanimously. Communication from headquarters re extension of shipping cards was read and accepted. Auditor's reports accepted. Motion carried under new business that negotiating committee look into possibility of having American currency available instead of travelers' checks for draws in foreign ports. Discussion in good and welfare on polio vaccine for members. Total present: 289.

NEW ORLEANS, January 15—Chairman, Lindsey Williams; Secretary, Clyde Lanier; Reading Clerk, Buck Stephens. All previous port meeting minutes accepted. Port Agent's report on shipping and longshore strike developments accepted. Report of President for December carried. Headquarters' communication re extension of shipping cards during longshore strike was accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Under new business motion carried that negotiating committee explore the feasibility of making contracts regarding wages, etc., based on horsepower and ship tonnage. Members in good and welfare urged that SIU reaffirm support for ILA in beef with the shipowners. Total present: 510.

MOBILE, January 16—Chairman, Lindsey Williams; Secretary, Louis Neira; Reading Clerk, Harold Fischer. Minutes of previous port meetings accepted. Port Agent's report on shipping, ILA strike, Christmas dinners and Mobile Ship Repair yard contract was accepted. President's report for December accepted. Headquarters' communication re extension of shipping cards accepted. Auditor's reports accepted. Motion carried in new business that all ports have the same amount of calls on reworking ships when dock strike is over. Total present: 279.

## Barge Dwarfs Football Field



Artist's sketch (bottom) shows what will become of the Great Lakes ore carrier Horace C. Wilkinson, when her superstructure and machinery is completely removed at Superior, Wis. The 610-foot vessel will be able to handle 14,000 tons as an unmanned barge. Her stern is being squared off and notched to receive a pusher tug. Similar operations have been tried before, but never with so large a vessel.

## Telstar Aids Runaways, Show Biz Unions Find

TORONTO—Runaway operations have expanded into space and gone into orbit by way of Telstar, newest runaway of all. The US communications satellite has given unions in the entertainment industry a

runaway all their own—one that could be the forerunner of many similar satellite communicators and cut deeply into entertainment production here and abroad. Original productions can now be seen on both sides of the Atlantic at the same time, relayed via the orbiting baby moon.

In the case of runaway productions, which have quit the US to avoid taxes and union production standards, Telstar can readily serve as the means for bringing them back home to audiences here

through the magic of televised satellite communication.

To consider how to approach Telstar and all the possible situations and new conditions it has created, union representatives of radio, television and motion picture performers of five different countries met here for three days.

Spokesmen declared that they had made recommendations in six different areas that included programs broadcast by Telstar or any other satellite communicator; TV programs relayed to another country; TV movies and record programs distributed both domestically and internationally; recognition of the principle of separate and distinct rights in the use of performers' services in different media, and the right of all persons exercising professional skills in the production of programs for broadcasting to the protection of union bargaining agreements.

The Association of Canadian Television and Radio Artists acted as host for the meetings. Performers from the US were represented by the Television and Radio Artists (AFTRA) and the Screen Actors Guild. Delegations also attended from Great Britain, Ireland and Australia.

## 'Fish Not Necessary On Friday'

NEW ORLEANS—"Catholic seafaring men recently got a good break," writes Father Tom McDonough, secretary of the National Catholic Apostleship of the Sea Conference, in a communication to the SEAFARERS LOG. His letter covered two recent rulings concerning seamen, handed down by His Holiness, Pope John XXIII.

"While sailing," Father McDonough advises, "seamen are no longer obliged to observe the Church laws of fasting and abstinence." This means in particular that, while sailing, seamen may eat meat on all Fridays, except on Good Friday.

The second concession is that Catholic seamen may fulfill their Easter Duty, receive the Sacraments of Penance and Holy Communion, at any time during the year.

"The Catholic Church made these rulings," concluded Father McDonough, "upon recognizing realistically the difficulties seafaring men often have at mealtime on their voyages. While on many of our American ships there is no problem on Friday, there are, however, some ships where the feeding for various reasons does present difficulties."

**SEAFARERS PORTO'CALL**

IN NEW YORK 675-A# AVE.

IN BALTIMORE 1216 E. BALTIMORE

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

By Sidney Margolius

**New Gimmick—\$1,000 Vacuum Cleaners**

Please read this story. This or a similar version of the referral or bonus-selling trick could happen to you. Wage-earning families all over the country have been and still are being trapped by referral plans into buying many types of merchandise, despite repeated warnings in labor and co-op papers. Not all the might of the United States Government seems able to stop referral selling, so you will have to defend yourself.

"Referral selling" is a plan used by house-to-house salesmen and other dealers, promising you bonuses on your own purchase if you supply names of prospects. We were startled enough by the many families who bought vacuum-cleaner outfits for \$220 on this basis. But now we have just come across "built-in" vacuum cleaners sold for as much as \$1,000 on a referral plan.

A family in Columbus, Ohio, first got a letter from a close friend saying that a man would call to make an appointment "to tell us about a wonderful deal." He did, and explained that for every 20 names, Mr. and Mrs. W. would receive \$300 plus \$100 for each prospect that actually purchased a "built-in" vacuum. The salesman said that the built-in vacuum would raise the value of the family's home \$1,000.

The salesman wrote up the contract, immediately called the installers, and the cleaner was installed the next day. (Notice how quickly he worked.) Mrs. W. later turned over not 20, but 60 names. She heard nothing more until several weeks later she got a letter from a local bank enclosing a payment book and notifying her that her first payment was due.

She called the vacuum-cleaner company but was told the salesman was working in another state and the company did not know where he could be reached.

Now the bank has notified Mr. and Mrs. W. that they owe almost \$1,000 and that Mr. W.'s wages and their homes both will be attached if payments are not forthcoming. Other families in their area also have been caught by this plan, Mrs. W. reports.

Similar referral plans have been used to sell many goods from carpeting to cars, and often with the same tragic results.

As this department previously warned, referral plan sellers often have no intention of paying bonuses at all, or sometimes pay only a few bonuses which they use as examples to persuade others to sign contracts. Even in the case of companies which have paid some bonuses, your opportunity to earn them is very limited.

Thus, it is most important that any contract you sign for any purchase, include a written statement of the verbal representations made to you. A recently-enacted California law now even requires that salesmen include in their contracts any promises made to pay bonuses for prospects.

Families like Mr. and Mrs. W. who already have been caught might follow the lead of a group of homeowners in Clearwater, Florida. Since legal action to prove fraud is usually prohibitively expensive for an individual family, 24 families in Clearwater banded together to sue an Atlanta, Georgia, carpet company which had promised \$60 for each name of a prospective buyer, plus \$40 for each prospect that actually bought carpeting. These homeowners all had given mortgages to have carpeting installed in their own homes, and were in danger of losing their homes if they didn't pay. They also sued the finance companies who had taken over the sales contracts.

We recommend not buying any item sold on a referral plan. Even if the plan really intends to pay bonuses, then the item itself must be overpriced to include the cost of the bonuses.

Besides vacuum cleaners, rugs and carpets, referral plans also have been used most frequently to sell garbage disposers, home fire-alarm systems and various home repairs. In the home repair area, the twist often used is to tell you that the new roof or other improvement you are buying will be used as a model. You are promised both a lower price than usual, and commissions on sales made as the result of showing the work done on your house.

**Seek Curbs On Alien Commuters**

WASHINGTON—While US unemployment figures continue at a high level, unions and lawmakers are taking steps to halt the activity of the "illegal commuter," the worker who crosses the Mexican or Canadian border daily into the US for a job, and returns at night to his border town home.

These commuters are legal residents of Mexico or Canada. The Texas AFL-CIO estimates that at three points alone more than 30,000 Mexican workers cross the border daily. Neither Canadian nor US officials have an estimate of the number of Canadians doing likewise, but several thousand residents of Windsor, Ont., work in Detroit.

There are even commuters in provinces all the way from New Brunswick to British Columbia.

The Texas AFL-CIO has asked the US District Court here for a summary judgment in its legal attack against the so-called "alien commuter" traffic at the Mexican border. In its brief, the Texas AFL-CIO alleges that the Federal Government allows thousands of Mexican citizens to commute daily to jobs in this country by issuing a border-crossing card designed to be issued only "to aliens lawfully admitted for permanent residence." The union states that it does not seek to close the US-Mexican border to legal immigration, but only to the illegal commuter.

However, if the AFL-CIO case is thrown out of court, the commuters still will not be in the clear.

A Congressional committee chaired by Rep. Francis E. Walter (D-Pa.) is inquiring into the entire immigration question, including Canada. The findings of this committee could produce sweeping legislation to curtail or even eliminate commuting, and, in addition, cut the number of immigrants into the US down to a small and highly-qualified trickle.

**Canada SIU, Danes 'Race' To Montreal**

MONTREAL—An unofficial trans-Atlantic "icebreaking" race is well underway between the SIU of Canada-crewed freighter Eskimo and the Danish-flag Helga Dan, both of which could arrive here by next week.

Canada Steamship Lines' Eskimo is actually enroute to Quebec City, where she is scheduled to arrive Saturday, February 23. However, the ice-enforced vessel may bypass the downriver port and try to break through the ice accumulation in the St. Lawrence to continue here. This would put her in at Montreal anytime next week, and mark the earliest date on record for opening this port.

**Built To Battle Ice**

The Eskimo is hull-strengthened for navigation in ice conditions, but only ice-breakers are capable of battling the ice which normally piles up in the St. Lawrence in February. The Eskimo began her trans-Atlantic crossing on February 5.

A February 25 docking here is scheduled by Denmark's Helga Dan, so there is considerable speculation on which ship will arrive first. The Helga Dan is somewhat faster than the Eskimo, and was reported to have left Hamburg, Germany, on February 9.

Last year, the Danish vessel docked here March 12 to establish a record early opening for the port.

**Seafarer Has His Own 'Mona Lisa'**



Visit of world-famed Mona Lisa to New York museum is marked by Seafarer Mariano Gonzalez (right), who painted his own version to enter in a radio station promotion contest. A spectator at SIU headquarters looks it over.

NEW YORK—One of the many art lovers and amateur painters who has been enjoying the visit of the world-famous Mona Lisa to the US, is Seafarer Mariano Gonzalez, a deck department veteran of 20 years with the SIU, who is no stranger to the world of art.

The original of the Leonardo da Vinci masterpiece, on loan from France, is currently on exhibit until March 4 at the Metropolitan Museum of Art.

Gonzalez was one of over 10,000 New Yorkers who stood in line for hours for a close-up view of the

ancient canvas which normally hangs at the Louvre in Paris. He said the size of the crowd allowed him about "a four-second look" at the painting before he had to move on to make way for others behind him.

Gonzalez last week utilized this "quickie" impression plus a small color print he bought at the museum for his own version of the Mona Lisa. He did it in oil colors, he said, in about three days of work.

The result has been submitted to a contest being conducted by radio station WABC, which has invited portraits of the lady with the "mystic smile." Prizes are to be awarded to winners who come up with the largest, smallest, most artistic and funniest copies of the 460-year-old original.

One of other notable times when Gonzalez lifted brush to easel for an artistic competition was in 1952, when the SEAFARERS LOG sponsored a contest which drew a wide range of entries from Seafarers in oil paintings, drawings, water colors and miscellaneous works of art.

A panel of judges including the late Ham Fisher, creator of the "Joe Palooka" comic strip, Walt Kelly, creator of the "Pogo" strip, and LOG Art Editor Bernard Seaman awarded Gonzalez the third prize in the category of oil paintings, so he may give da Vinci a run for his money yet.

**SOCIAL SECURITY REPORT**



Joseph Volpian, Social Security Director

**President Sets Goals For Better Health**

The Administration has asked Congress to enact a broad program to improve the nation's health through expanded research, improved health facilities and the training of more medical personnel. The President also served notice that he will again press for passage of Social Security health insurance for the aged as "a long overdue measure to fill a crucial gap in our social insurance protection."

Earlier, Mr. Kennedy sent Congress the first presidential message of its kind asking for a major national program to combat mental illness and retardation, with the hope over the next decade or two of cutting in half the number of hospitalized mental patients—now about 600,000—and the number of children born mentally retarded each year—about 126,000.

Key to the mental health program would be Federal grants to states for the construction of community mental health centers starting in 1965, with the Government paying from 45 to 75 percent of the cost of construction and up to 75 percent of the cost of staffing the centers in the early months.

The President also asked for a program of grants to states for expansion of care, treatment and training of the mentally retarded and proposed a five-year, \$30 million program for the construction of mental retardation research centers to be administered by the Public Health Service.

These items were among the other highlights:

- Federal matching grants for medical and dental school construction and expansion, plus financial assistance to students.
- Federal aid for schools and students of nursing.
- A five-year extension of the Hill-Burton Act, due to expire June 30, 1964, which provides Federal grants for construction of hospitals and nursing homes, increasing the annual authorization for nursing home construction from the present \$20 million to \$50 million and adding a new program of aid for modernizing or replacing existing facilities.
- A five-year program of Federal loans and insurance to help finance construction and equipment of group practice medical and dental facilities.
- Tighter inspection authority and safety controls over food, over-the-counter drugs, cosmetics and therapeutic or diagnostic devices.
- More intensive research into air pollution and action to abate it on an interstate basis along the lines of present water pollution control enforcement measures.
- More funds for the Federal-state program of vocational rehabilitation to permit an increase of 25 percent in the number of handicapped persons returned to employment each year.

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

**On Vacation**



Seafarer Henry Deacon, steward department, starts his vacation by having his picture snapped outside the Philadelphia SIU hall with check covering over a year on the Losmar (Calmar).

# SHIPPING RULES

These rules include the rules previously printed and distributed, together with amendments thereto, decided upon by the Seafarers Appeals Board, up to and including February 1, 1963.

Every seaman shipped through the hiring halls of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, hereinafter called the "Union," shall be shipped pursuant to the following rules:

## 1. Seniority

A. Without prejudice to such other legal conditions and restrictions on employment as are contained in the agreements between the Union and the Employers, seamen shall be shipped out on jobs offered through the hiring halls of the Union in accordance with the class of seniority rating they possess, subject, nevertheless, to the other rules contained herein.

B. Seniority shall be determined in the following manner:

A class A seniority rating, the highest, shall be possessed by all unlicensed personnel who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1951. On and after October 1, 1956, a class A seniority rating shall be possessed by all seamen with ratings above ordinary seaman, wiper, or messman, who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1952, subject, however, to rule 9. On and after September 1, 1958, a class A seniority rating shall also be possessed by all seamen who have shipped regularly with one or more of the companies listed in Appendix A, either (1) up to December 31, 1955, since before January 1, 1953, or (2) up to December 31, 1956, since before January 1, 1954, subject, however, to rule 9. On and after June 15, 1961, a class A seniority rating shall be possessed by all seamen who have shipped regularly with one or more of the companies listed in Appendix A, either, (1) up to December 31, 1957, since before January 1, 1955; or, (2) up to December 31, 1958, since before January 1, 1956; or, (3) up to December 31, 1959, since before January 1, 1957.

A class B seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1957 with one or more of the companies listed in Appendix A, since before January 1, 1958, and who do not have a class A seniority rating, subject, however, to rule 9. On and after September 1, 1958, Class C personnel who possess a Certificate of Satisfactory Completion of the Andrew Furuseth Training School course, and who, after obtaining such a certificate of satisfactory completion, have completed 60 days of seamtime with any of the companies set forth in Appendix A, shall be entitled to class B seniority rating.

A class C seniority rating shall be possessed by all seamen who do not have a class A or class B seniority rating, subject, however, to rule 9.

Notwithstanding anything to the contrary herein, no seaman shall be deprived of the seniority to which he would be otherwise entitled by virtue of service with the armed forces of the United States.

C. A seaman will be deemed to have shipped regularly with one or more of the companies listed in Appendix A if he has been employed as an unlicensed seaman no less than ninety days (90) per calendar year on one or more American-flag vessels owned or operated by the said companies, subject, however, to rule 3(A). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. Employment with, or election to any office or job in the Union, or any employment taken at the behest of the Union, shall be deemed to be the same as employment with any of the companies listed in Appendix A, and seniority shall accrue accordingly during the period such employment, office, or job is retained.

E. A class A seniority rating shall be the highest, class B, the next highest, and so on, and priority as to jobs shall be granted accordingly, subject, nevertheless, to the rules contained herein.

F. Within each class of seniority, a seaman shall be shipped in accordance with the length of time he has been unemployed, the one unemployed the longest to be shipped the first, subject, nevertheless, to the rules contained herein.

G. It shall be the responsibility of each seaman to furnish proof of seniority and length of the period of his unemployment. Notwithstanding any other provisions herein, the failure to produce adequate proof of seniority or length of unemployment shall be grounds for denial of the job sought. An appropriate seniority rating card duly issued by the Union shall be deemed sufficient proof of seniority, for the purposes of shipping, without prejudice to the right of any seaman to furnish different proof of his seniority in reasonably legible and easily ascertainable form, such as official Coast Guard discharges. Unemployment periods shall be ascertained solely from shipping cards issued by the Union.

H. Seniority rating cards will be issued by the Union only upon written and personal application made and accepted. These will be valid only for the calendar year in which issued. No seniority rating card will be issued after October in each calendar year, unless the remaining time is not needed to preserve the seniority rating of the applicant, or is mathematically sufficient to enable him to retain his seniority. Each seniority rating card shall be based upon entitlement as of the date applied for.

Shipping cards issued by the Union shall be valid for a period of 90 days from the date of issue subject to the other rules contained herein. If the 90th day falls on a Sunday or a holiday, national or state, or if the hall in which registration has been made is closed on that day for any reason, the card shall be deemed valid until the next succeeding business day on which the hall is

open. The period of validity of shipping cards shall be extended by the number of days shipping in a port has been materially affected as a result of a strike affecting the industry generally, or other similar circumstances. Shipping cards shall be issued to all those requesting the same, provided the seaman has all the necessary documents and papers required by law and is otherwise eligible.

I. Seniority shall be calculated on the basis of employment without regard to department (deck, engine, or steward), without prejudice, however, to the application of any other rule contained herein. A seaman may not change the department in which he usually ships without permission of the Seafarers Appeals Board, which permission shall be granted only upon proof, deemed satisfactory by the Board, that medical reasons, insufficient to prohibit sailing altogether, warrant the change.

J. Seamen with a class B or class C seniority rating may be shipped on a vessel for one round trip, or sixty (60) days, whichever is longer; in the latter case, the sixty (60) day period may be extended, where necessary to insure practicability insofar as leaving the ship is concerned. This rule shall not be applied so as to cause a vessel to sail shorthanded. No transportation shall be due by virtue of the application of this rule. The words "round trip" shall have the usual and customary meaning attributed to it by seamen, whether it be coastwise, intercoastal or foreign. On coastwise voyages, if the schedule of the vessel is such that it is to return to the area of original engagement, a seaman shall not be required to leave the vessel until the vessel reaches the said port or area. On intercoastal and foreign voyages, where the vessel pays off at a port in the continental United States other than in the area of engagement, if the vessel is scheduled to depart from the said port of payoff within ten days after arrival, to return to the port or area of original engagement, a seaman with a seniority rating of less than class A shall not be required to leave the vessel until it arrives in the said port or area of original engagement.

## 2. Shipping Procedure

A. No seaman shall be shipped unless registered for shipping. No seaman shall register for shipping in more than one port of the Union at one time. No shipping card issued in one port shall be honored in another.

B. No seaman may register for another, or use another's shipping card or seniority rating card. All registration must be in person, and seamen must be present, in person, when a job is offered them.

C. No seaman may register for a job so long as he is employed on any vessel.

D. No seaman shall have the right to reject more than two jobs, after throwing in for them, within the period of validity of his shipping card. Rejection of more than two jobs during this period will require re-registration and the taking out of a new shipping card.

E. Every seaman who accepts a job, and who quits or is fired after one day, shall not be permitted to retain the original shipping card on which he received his job, but must re-register to ship. If he quits or is fired within one day, he must report back to the dispatcher on the next succeeding business day or else give up the original shipping card on which he received his job.

F. No seaman shall be allowed to register on more than one list (department), and in not more than one group, as hereinafter set forth. No seaman shall be shipped out on a job off a list (department) other than that on which he is registered, except under emergency circumstances, such as insuring against a vessel sailing short in a department. No seaman shall be shipped out on a job outside the group in which he is registered, except as specifically set forth herein.

The following are the groups within the lists (departments), in which classified seamen may register. Within one list (department), those possessing a higher seniority rating may take priority in the obtaining of jobs over those with lesser seniority rating even when not registered in the same group, subject, however, to the provisions of rule 4(C).

The following is a breakdown of the list (department) groups:

DECK DEPARTMENT	
Group I—Day Workers	
Bosun	Deck Maintenance
Bosun's Mate	Watchman—Day Work
Carpenter	Storekeeper
Group II—Rated Watch Standers	
Quartermaster	Car Deckman
Able Seaman	Watchman—Standing Watches
Group III	
Ordinaries on Watch	
ENGINE DEPARTMENT	
Group I	
Chief Electrician	Chief Ref. Eng'r.
1st, 2nd, 3rd Ref. Eng'r.	Chief Storekeeper
2nd Electrician	Evap. Maintenance Man
Unlic. Jr. Eng'r.—Day Work	Pumpman, 1 and 2
Unlic. Jr. Eng'r.—Watch	Engine Maintenance
Plumber-Machinist	
Group II	
Deck Engineer	Watertender
Engine Utility	Fireman-Watertender
Oiler—Diesel	Fireman
Oiler—Steam	
Group III	
Wiper	

STEWARD DEPARTMENT	
Group I (S)—Rated Men	
Chief Steward—Passenger	2nd Steward—Passenger
Steward	
Group I—Rated Men	
Chef	Chief Cook
Night Cook and Baker	2nd Cook and Baker
Group II	
2nd Cook and 3rd Cook	
Group III	
Utility Messmen	Messmen

C. No seaman shall be tendered any job unless he is qualified therefor in accordance with law and can furnish, on demand, the appropriate documents evidencing this qualification.

H. No man shall be shipped while under the influence of alcohol or drugs. All seamen shipped through the Union shall be given two assignment cards. One of these cards shall be given by the seaman to the head of his department aboard ship, the other to his department delegate aboard ship.

J. Subject to the other rules contained herein, a seaman receiving a job shall give up the shipping card on which he was shipped.

## 3. Hospital Cases

A. Notwithstanding anything to the contrary herein contained, the period of employment required during each year to constitute regular shipping, or for the maintenance of class B or class C seniority without break, shall be reduced, pro rata, in accordance with the proportion of bona fide in- and out-patient time to each calendar year. Example: If a man has been a bona fide in- and out-patient for four (4) months in one calendar year, the yearly employment required for seniority purposes shall be reduced by one-third for that year.

B. A seaman who enters a bona fide hospital as an in-patient and remains there for thirty (30) days or more, shall be entitled, if otherwise qualified, to receive a thirty (30) day back-dated shipping card. If he has been such an in-patient for less than thirty (30) days, he shall be entitled, if otherwise qualified, to a shipping card back-dated to the day he first entered the hospital. This rule shall not apply unless the seaman reports to the dispatcher within forty-eight (48) hours after his discharge, exclusive of Saturdays, Sundays, and holidays, and produces his hospital papers.

## 4. Business Hours and Job Calls

A. All Union halls shall be open from 8:00 AM until 5:00 PM. On Saturdays, the halls shall be open from 8:00 AM to 12:00 Noon. On Saturday afternoons, Sundays, and holidays, the hours of business shall be determined by the port agent, upon proper notice posted on the bulletin board the day before.

B. Jobs shall be announced during non-holiday week days, including Saturday mornings, on the hour, except for the 8:00 AM and Noon calls. On Saturday afternoons, Sundays, and holidays, or under exceptional circumstances, the job may be called out at any time after it comes in. In no case shall a job be called out unless it is first posted on the shipping board.

C. There shall be a limit of eight (8) job calls in which the priority of class A and class B personnel may be exercised in obtaining a particular job. If the eighth job call does not produce a qualified seaman possessing either a class A or class B seniority rating (in the order prescribed herein), that seaman with a class C seniority rating, otherwise entitled under these rules, shall be selected for the job. This rule shall not be applied so as to cause a vessel to sail shorthanded or late.

D. The four major ports are declared to be New York, Baltimore, Mobile and New Orleans. In halls other than those therein located, if three (3) calls for a job do not produce a qualified seaman possessing a class A seniority rating, the job shall be placed in suspense, but only with respect to class A and class B personnel who are registered for shipping, and not with respect to class C personnel. The nearest major port shall be immediately notified, and the suspended job offered there for the next two (2) job calls. A qualified class A seaman in the major port so notified shall have the right to bid for these jobs but only within the said two (2) job calls. In the event these jobs are not so bid for, the major port shall so immediately advise the notifying port. Thereafter that seaman with a class A or B seniority rating, otherwise entitled under these rules and registered in the notifying port, shall be assigned the job. This rule shall not be applied so as to cause a vessel to sail shorthanded or late, and shall not be deemed to require any employer to pay transportation by virtue of the transfer of the job call. The provisions of rule 4(C) shall be subordinate hereto.

## 5. Special Preferences

A. Within each class of seniority rating, seamen over fifty (50) years of age shall be preferred in obtaining jobs of fire watchmen.

B. A seaman shipped on a regular job, whose ship lays up less than fifteen (15) days after the original employment date, shall have restored to him the shipping card on which he was shipped, provided the card has not expired.

C. If a ship lays up and then calls for a crew within ten (10) days after layup, the same crewmembers shall have preference, providing they are registered on the shipping list. Such preference shall be extended by the number of days of layup resulting from strikes affecting the industry generally, or other similar circumstances.

D. A seaman with a class A seniority rating shall not be required to throw in for a job on the same vessel after first obtaining a job thereon, so long as he has not been discharged for cause or has quit.

E. Class C personnel with a certificate of satisfactory completion from the Andrew Furuseth Training School shall be preferred over other class C personnel.

F. (1) Within each class of seniority, preference for the job of Bosun shall be given to those seamen who possess a Certificate of Recertification as Bosun from the Deck Department Recertification Program, or in the event there are no such recertified Bosuns available, then preference shall be given those Bosuns who either have actually sailed as AB for at least 36 months in the Deck Department, or have actually sailed in any capacity in the Deck Department for at least 72 months, or have actually sailed as Bosun for 12 months, in all cases with one or more of the companies listed in the aforementioned Appendix A.

(2) Within each class of seniority, preference for the job of chief electrician shall be given those seamen who have actually sailed for at least 36 months in the engine department, including at least 12 months as second electrician, with one or more of the companies listed in the aforementioned Appendix A.

(3) Within each class of seniority, preference shall be given to those Stewards and Third Cooks who possess a Certificate of Recertification as Steward or Third Cook from the Stewards Department Recertification Program, or, in the case of a Steward, in the event there are no such recertified Stewards available, then preference shall be given to those Stewards who have actually sailed at least 36 months in the Stewards Department in the rating above that of 3rd Cook, or who have actually sailed as Steward for at least 12 months, in all cases, with one or more of the companies listed in the aforementioned Appendix A.

(4) Within each class of seniority in the Deck Department, the Engine Department and the Steward Department, preference shall be given to all Entry Ratings who are endorsed as Lifeboatman in the United States Merchant Marine by the United States Coast Guard. The provisions of this rule may be waived by the Seafarers Appeals Board in those cases where, in its judgment, undue hardship will result, or where other extenuating circumstances warrant such waiver.

G. If an applicant for the Steward Department Recertification Program or the Deck Department Recertification Program for Bosuns is employed on a vessel in any capacity when he is called to attend such program, such applicant, after his successful completion of the respective Recertification Program, shall have the right to rejoin his vessel in the same capacity on its first arrival in a port of payoff within the continental limits of the United States.

H. The contracting companies recognize that the aforementioned preferences shall obtain notwithstanding any other provision to the contrary contained in these rules.

## 6. Standby Jobs

Standby jobs shall be shipped in rotation, within each class of seniority rating. No standby job shall be permitted to take a regular job on the same vessel unless he returns to the hall and throws in for the regular job. His original shipping card shall be returned to the standby when he reports back to the dispatcher unless it has expired in the interim.

## 7. Relief

(1) Except for Recertification, when an employed seaman wants time off and secures permission to do so, he shall call the hall and secure a relief. No reliefs shall be furnished for less than four (4) hours or more than three (3) days. The one asking for time off shall be responsible for paying the relief at the regular overtime rate. Reliefs shall be shipped in the same manner as a standby.

This rule shall not apply when replacements are not required by the head of the department concerned.

(2) Any employed seaman who has been called to attend the Steward Department Recertification Program or the Deck Department Recertification Program for Bosuns may be temporarily replaced by a relief man until his successful completion of the respective Recertification Program. The registration card of any such relief man shall remain valid during such relief assignment unless it expires because of the passage of time.

## 8. Promotions or Transfers Aboard Ship

No seaman shipped under these rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch the required man from the Union hall.

## 9. Change in Seniority

A. Unless otherwise specifically entitled thereto by these rules, all those who possess a class B seniority rating shall be entitled to a class A seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their class B seniority without break.

B. All those who possess a class C seniority rating shall be entitled to a class B seniority rating two (2) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their class C seniority rating without break.

C. Shipping with one or more of the companies set forth in Appendix A for at least ninety (90) days each calendar year is necessary to maintain without break a class B or class C seniority rating, subject, however, to rule 3(A). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. The same provisions as to military service as are contained in rule 1 (B) shall be analogously applicable here.

E. In cases where a seaman's shipping employment has been interrupted because of circumstances beyond his control, thereby preventing the accumulation of sufficient seamtime to attain eligibility for a higher seniority rating, the Seafarers Appeals Board may, in its sole discretion, grant him such total or partial seniority credit for the time lost, as, again in its sole discretion, it considers warranted in order to prevent undue hardship.

For purposes of Board procedures, whether a matter presented to the Seafarers Appeals Board is an appeal as a result of a dispute over shipping or seniority rights, or is an appeal for the exercise of the Board's discretion, shall be initially determined by the Chairman, who shall thereupon take such administrative steps as are appropriate in connection with this determination, subject, however, to overruling by the body hearing the matter. If the Chairman is overruled, the matter shall be deemed to be a dispute appeal, or a discretionary matter, in accordance with the determination of the said body, and it shall thereupon be subject to disposition under the rules corresponding to the type of case it has thus been determined to be.

The applicant shall, at his election, have a right to be heard in person, but only at the place where the Seafarers Appeals Board is meeting to consider the same. The Chairman shall insure that the applicant shall receive fair notice thereof.

## 10. Discipline

A. The Union, although under no indemnity obligation, will not ship drunks, dope addicts, and others whose presence aboard ship would constitute a menace or nuisance to the safety and health of the crew. Anyone claiming a wrongful refusal to ship may appeal to the Seafarers Appeals Board, which shall be a board of four (4), two (2) to be selected by the Union, and two (2) by that negotiating committee, representing Employers, known and commonly referred to as the Management Negotiating Committee. This Board shall name a Hearing Committee of two (2) to sit in the port where the refusal to ship takes place, if practicable, and, if not, at the nearest available port where it is practicable. This latter Committee shall arrange for a prompt and fair hearing with proper notice, and shall arrive at a decision, unanimously, to be binding and final. If a unanimous decision cannot be reached, an appeal shall be taken to the Seafarers Appeals Board. Where a specific company is involved in the dispute, a representative thereof must be appointed to the Committee by the Board unless waived by the said company.

B. Where a seaman deliberately fails or refuses to join his ship, or is guilty of misconduct or neglect of duty aboard ship, he may lose his shipping card for up to thirty (30) days. For a second offense, he may lose his card up to sixty (60) days. In especially severe cases, or in case of a third offense, he may lose his shipping card permanently. Before a seaman may lose his shipping card under this sub-paragraph B, a complaint shall be filed, by either the Union or an Employer, with the Chairman of the Board, who shall thereupon name a Hearing Committee, which Committee shall arrange for a prompt and fair hearing thereon, with proper notice. The manner of appointment of the Hearing Committee, and the procedures to be followed by it, shall be those specified in the last paragraph of section 9(E) and section 10 of these rules and, without limiting the effect of any other provision in these rules, hearings may be conducted, and decisions reached, whether or not the seaman is present. Pending the hearing and decision, the seaman may register and ship in accordance with his appropriate seniority and registration status. Appeals from decisions of the Hearing Committee may be taken to the Board, and shall be mailed by the seaman to the Board within fifteen (15) days after written notification of the Committee's decision. The Board shall have the power to extend this time for good cause. Such appeals shall be heard by the Board at the next regular meeting after receipt thereof, provided the appeal has been received in sufficient time for the Board to give five (5) days' notice of the meeting to the seaman of the time and place of the meeting. Pending any appeal or decision thereon by the Board, the decision of the Hearing Committee shall be effective.

C. The Board of four (4) shall be a permanent body, and each member shall have an alternate. The selection of the alternates, and the removal of members or alternates shall be set forth in the agreements signed by the Union and the Employers. Members of the Board may serve on a Hearing Committee, subject to sub-paragraph A. The Board shall act only if there participates at least one Union member and one Employer member, while the collective strength of each group shall be the same, regardless of the actual number in attendance. The decisions of the Board shall be by unanimous vote, and shall be final and binding, except that, in the event of a tie, the Board shall select an impartial fifth member to resolve the particular issue involved, in which case, a majority vote shall then be final and binding. Where no agreement can be reached as to the identity of the fifth member, application therefor shall be made to the American Arbitration Association, and its rules shall then be followed in reaching a decision.

D. All disputes over seniority, and transportation disputes arising out of seniority rule applications, shall be dealt with in the same manner as disputes over shipping rights.

E. It is the obligation of the one aggrieved to initiate action. No particular form is necessary, except that the complaint must be in writing, set out the facts in sufficient detail to properly identify the condition complained of, and be addressed to the Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N. Y.

## 11. Amendments

These rules, including seniority classifications and requirements, may be amended at any time, in accordance with law, contracts between the Union and the employers, and to the extent permitted by law and contract, as aforesaid, by the Seafarers Appeals Board.



## Sweden Ends 2-Pot System

STOCKHOLM — Swedish shipowners are apparently maneuvering the manning of Swedish merchant ships to the point where almost a third of the country's merchant fleet is manned by foreign nationals.

A recent "Press Report" by the International Transportworkers Federation says the Swedish government has stepped into the picture to give foreign seamen the same social benefits Swedish seamen receive under the Swedish Seamen's Act. Sweden and other Scandinavian countries have traditionally been pace-setters in social legislation benefitting seamen as well as all other segments of the population.

The ITF report said the proposed amendments were to take effect last month. They would establish the right of foreign seamen to such items as sick benefits, supplementary wages for their families in the event of death, free repatriation after extended service or illness; free medical care abroad for a limited period, and repatriation plus compensation for loss of personal gear due to shipwreck.

These benefits have been denied to foreign nationals in the Swedish fleet up until now, while job chances for Swedish seamen have at the same time been reduced. The "two-pot" arrangement is similar to the long-standing practice in the British merchant fleet, for which crimps have imported thousands of Asians and other nationals for jobs at wages below the British scale.



One of the latest SIU pensioners, Seafarer Edward "Red" Lane is pictured in Wilmington, Calif., with wife, Mary, after receiving first \$150 monthly check.

## SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

### Garnishing Can Pep Up Any Meal

Most of us eat three meals a day, 365 days a year for as long as we live, aboard ship or ashore. As with anything one does so regularly and so often, it's no joke that meals can become dull. Even the best-quality food cooked superbly still needs that little added "something" to make it interesting and tempting to the palate.

There are several ways to make a meal interesting by making use of the senses of taste, odor, and sight. This is usually achieved by the use of garnishings and accompaniments to the main dish.

A garnish is a decoration added to food. Designed primarily to improve the appearance of food, it usually has food value also. Garnishing is an appeal to both sight and taste. By its clever and discriminate use, the successful cook adds a final touch to the food he has prepared.

Few items on a menu will fail to respond to garnishing, but the number of garnished dishes at a single meal should be limited. The

right garnishing will enrich food and add to its enjoyment, though it has to be natural and simple. Food is not attractive when it is too "fixed up."

A Waldorf salad, in which the bright red skin is left on the apple, is an example of a self-garnished dish. A contrasting garnish would be plain or fancy lemon sections, or a tiny lettuce cup of cucumbers with French dressing, served to add to the appearance of baked fish.

The size of the garnish is important to the whole effect and should always be in proportion to the size of the dish being served. Depending on both the character of the dish and the materials used, the garnish may be developed in the form of small clusters, in strips, or dotted over the entire surface. Sometimes the garnish belongs on top of the food and other times on the side.

But keep the garnish simple. The "decorative effect," remember, is to make the meal more attractive and create the desire to eat. It should never be so elaborate or complicated that it overpowers the meal itself.

Garnishes are ordinarily derived from other foods. By selecting the appropriate ingredients, you can prepare an infinite variety of garnishes and accompaniments to make food increasingly attractive.

Make use of the diner's senses in garnishing food. Use color in its natural form wherever possible—the bright red of apples, the pale yellow of lemon, the bright green of peppers. Keep in mind the pungent odors and strong taste of onions and lemons. Used with discretion as garnishes they will point up the proper foods and bring out the absolute best in a meal.

Remember those pineapple slices on the baked ham! They have a purpose there. So does the cherry in the center of a half grapefruit. They are garnishes—they add good looks as well as taste.

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

## 5 MORE SEAFARERS GO ON PENSION

Five more veteran Seafarers have joined the ranks of SIU oldtimers receiving lifetime union pensions of \$150 per month, following joint trustee action on their applications for benefits. A total of 11 SIU oldtimers has thus gained pensions so far this year.

The number of union pensioners approved in 1962 reached 83 by the time the pension list was completed in December.

The latest group of Seafarers going into retirement has a combined total of more than 150 years of time on the high seas. Included are Dennis C. Cahoon, 50; Francisco Gonzales, 47; Edward A. Lane, 56; Edgar Marquardt, 51, and John R. Webb, 70.

Engelhard, NC, is home to Cahoon, whose career at sea spans some thirty years. An engine department seaman, he started sailing with the SIU in 1940. His last ship was the Thetis (Rye Marine). He now resides full time in the



Marquardt



Webb

as a seaman, became familiar with life at sea at an early age. He joined the SIU in 1946 and sailed

in the black gang. The Alamar (Calmar) was his last ship, and he now makes his home in Baltimore with his sister, Mrs. Martha Kreek.

At the age of 70, Webb is the oldest of this group of pensioners. Born in Illinois, he put in close to 40 years at sea, over half of them while in the SIU. He sailed in the steward department and ended his career at sea in November of last year aboard the Capt. Nicholas Sittinas (Bull). Baltimore is his home base these days.

## Hodges Okays 2nd Look At Atlantic Subsidy Bid

WASHINGTON—Commerce Secretary Luther H. Hodges has decided that the application of Atlantic Express Lines to provide subsidized passenger-cargo service to Europe from Philadelphia, Baltimore and Norfolk is entitled to another look despite its 2-1 rejection by the Maritime Subsidy Board.

Port authorities in the three affected areas appealed the MSB rejection, urging Hodges to allow a review. Atlantic Express proposes to operate up to three combination passenger-cargo ships in service to the United Kingdom and Northern Europe. It has been the only applicant to seek entry on this run since it was declared an "essential" trade route in 1957.

The split vote in the three-man subsidy board upheld a previous ruling that service on the North Atlantic route was "adequate." Atlantic's application was rejected by Maritime Administrator Donald W. Alexander and James Gulick,

deputy administrator. General Counsel Lawrence Jones disagreed with both men, holding that the service was not adequate and that there should be passenger service into the Middle Atlantic ports such as Atlantic Express proposed. The company is planning "roll-on-roll-off" container service as well as other innovations.

Its application was opposed by several steamship companies, spearheaded by United States Lines which already serves these ports via service based in New York. One of the arguments advanced against the Atlantic Express proposal is that it would compete with existing subsidized operations.

Jones made a strong plea for acceptance of the application. He pointed out that the service would give outlets to ten Middle Atlantic states that are the hinterlands of the Hampton Roads complex, and that industry is already sufficient in the area to warrant such ship service. He said he found no reasons "in this record as to why we should not assist in providing a better character of steamship service to the growing ports of Philadelphia, Baltimore and Hampton Roads and the economic regions they serve." There is no direct passenger ship service anywhere on the Atlantic Coast except from NY.

"We cannot back away from competition with the airlines either as to passengers or freight and expect to maintain our rightful position and capacity of the American merchant marine," he added.



Cahoon



Gonzales

Tarheel State with his mother, Mrs. Mary Bell Cahoon.

A veteran of over 30 years in the steward department, Gonzales was born in Puerto Rico and started shipping with the SIU 20 years ago. Now living with his wife, Rosa, in New York City, he was last on the Alcoa Pennant (Alcoa).

Lane is a native of Massachusetts, who joined the SIU at the Port of Boston in 1938. Completing over 30 years of seafaring as a steward, he paid off his last ship, the Massmar (Calmar), last May, and now lives with his wife, Mary, in Lakewood, Calif.

Estonia was the birthplace of Marquardt who, with over 34 years

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## Runaways Go Under Fast, Too

LONDON—Nearly half the shipping tonnage lost last year sailed under the Greek, Lebanese, Liberian and Panamanian flags, according to the annual report of the Liverpool Underwriters' Association.

The report called for major improvements in radar training, in noting a sharp increase in lost shipping during 1962. "Inadequate training can transform radar from a navigational aid to a serious hazard," the underwriters declared.

A total of 124 vessels were reported lost last year, totaling 507,530 tons. Almost half this amount—230,603 tons—was accounted for by ships of Greece, Lebanon, Liberia and Panama. The world total was said to be the highest loss for any year since 1929, exclusive of war damage.

Thirteen tankers were listed among the total 1962 losses compared with nine in the previous year. The tanker loss amounted to 91,253 tons, just under 20 percent of the overall figure.

## Modern Port Set-Up Eyed In Baltimore

BALTIMORE — The Maryland Port Authority has proposed a modernization of the downtown harbor area and future improvements to include a marina, modern office and apartment buildings.

One of the office buildings would be a Trade Center and house most of the shipping industry, the Authority, and other types of offices connected with foreign commerce. The Authority said it would like to have maritime unions locate either in the trade center buildings or nearby in order to keep all together.

The renovation of this area would be included in the construction of an expressway that would set off the upper harbor by the building of a bridge across the inner harbor, making it impassable to everything but small boats.

The proposed route would mean the elimination of the well-known Pratt Street piers. Ships docking there now would be given berthing at a planned new causeway area.

## Fire-Fighters

(Continued from Page 3)

Seymour, chief engineer, and IBU deckhands James J. McClarence and William J. Donahue said that at the time of impact the tanker hit the tug about midway on the starboard side. The tanker blasted a danger signal on the steam whistle and the Whiteman then blasted a full speed ahead signal. But it was too late, they said.

It was believed that Koenig was thrown clear because the bow of the tanker broke up the tug's engine room. A search for the two missing deckhands was given up the following day.

Joe Jenkins was 31 and his brother Jesse Jenkins was 29. Both were married and lived in Gretna, La. The injured man, Koenig, is 31, and also lives in Gretna with his wife, Patricia. Capt. Chestnut was 55 and lived nearby in Algiers.

# COPE REPORT



## AFL-CIO COMMITTEE ON POLITICAL EDUCATION

Less than 24 hours after a Republican-controlled legislature sent it to his desk, Gov. Clifford P. Hansen of Wyoming made his state the 20th in the US to adopt a so-called "right-to-work" law banning the union shop. The Republican governor had previously taken the position that he would neither request the legislature to pass a "work" law nor oppose its passage.

There were no hearings on the bill in the Senate and only a half-hour semi-public hearing by the House Labor Committee. The approval came despite a flood of telegrams and letters asking the governor to veto the measure. A statement by the governor said he "saluted" the Wyoming labor movement, but signed the measure because it was "designed to restore full freedom of choice to the workers."

The committee leading the "work" drive was headed by Lloyd W. Taggart, a member of the US Chamber of Commerce's blue ribbon group set up to fight the union shop "wherever and in whatever form it may exist." The act becomes effective 90 days after the governor's signature.

However, existing union shop agreements are not affected until the expiration dates of the contracts. The bill prohibits the "agency shop" as well as the union shop. It imposes penalties of up to six months in jail and a \$1,000 fine for violations, in addition to authorizing civil damage suits and court injunctions.

A provision which would have made each day of continued violation after conviction a separate offense was dropped.

Less than two weeks after it was introduced, the "right-to-work" bill sailed through the Senate, 16-11. After defeating a series of amendments—including one which would have provided that only union members would receive benefits negotiated by a union—the House passed the bill, 33-23.

The Wyoming law marked the first success for "right-to-work" forces since 1958, when Kansas approved a "work" measure but voters in five other states turned it down. An Oklahoma initiative petition to put a "right-to-work" proposal on a statewide ballot has been challenged as "fraudulent" and the issue of its validity is currently before the state's supreme court.

In Maine, where "work" bills have repeatedly been defeated by Republican-controlled legislatures, supporters are circulating an initiative petition in an effort to bypass the legislature.

# 'The Man Who Came To Dinner...'



## LABOR ROUND-UP

The National Labor Relations Board has ordered the Star Baby Company of New York City to pay back wages to 18 members of Local 105, International Ladies Garment Workers Union, who were thrown out of work when the company went out of business to avoid bargaining with the Union. In handing down its 4-1 decision, the labor board said "the conclusion is inescapable that the decision to go out of business was not predicated on economic reasons." . . . The life of William Green, president of the former AFL from 1924 until his death in 1952, will be dramatized on NBC Radio at 12:30 PM on March 3. The day will mark the 90th anniversary of Green's birth.

The AFL-CIO International Photo Engravers Union and the unaffiliated Lithographers are proceeding with talks aimed toward eventual merger following a New York meeting of officers of both unions. The merger talks grew out of mandates voted by both union conventions, and further meetings will be set to begin drafting a proposed merger agreement and constitution . . . A drive to bring the benefits of union membership to more than 6,000 men's clothing workers in the El Paso, Texas, border area was launched with a mass rally and festival sponsored by the Amalgamated Clothing Workers in Juarez, Mexico. Many workers employed in El Paso live in Juarez and nearby towns, and are citizens of Mexico.

New Orleans Meat Cutters Local 327 has won a new election after its defeat in a previous NLRB vote. The balloting was set aside on union charges of interference by the Great Atlantic and Pacific Tea Company. The company had shown the anti-union film, "And Women Must Weep," to captive audiences just prior to the election. Upholding the union's charge,

the NLRB said that showing the film was illegal interference by A&P. It was the second case of its kind since the rigged movie was exposed . . . A strike by 500 members of the Office Employees International Union at the Nevada nuclear test site has been called off pending renewed bargaining with Reynolds Electrical & Engineering. Pickets were withdrawn after a special labor panel took over jurisdiction in the dispute.

Winning a 4-1 victory in representation balloting in New York, the American Federation of Government Employees has received exclusive bargaining rights for all non-supervisory workers at the NY Social Security payment center. The latest success marked the union's third big win in a row at a major Social Security office. Contract talks at all three newly-unionized centers are expected to start soon . . . The 78-year-old Pipe Fitters Local 597 of Chicago will mark its fiftieth year of affiliation with the Plumbers and Pipe Fitters International at a meeting March 5. Over 185 union members with a half century or more service will receive awards and emblems at the festivities.

The United Rubber Workers' policy committee in Cleveland has approved bargaining goals of job expansion, wage increases and a bonus plan geared to productivity for upcoming contract talks with the industry's "Big Four" companies this spring. URW represents 70,000 workers employed by the four firms . . . Sheet Metal Workers in Rockford, Ill., have broken the 60-year non-union record of the Barber-Colman Company after winning a National Labor Relations Board election. The union received assistance from all local unions in the Rockford area to end the company's no-union policy.

While the sounds of praise for the role of American ships, seamen and maritime unions during last fall's Cuban crisis still ring in its collective ear, the US maritime industry is currently witnessing some queer goings-on indulged in by a small segment in the new Congress. In substance, this group seems hell-bent on destroying what little is left of the US-flag domestic shipping fleet.

This comes at a time when the Administration is at long last showing some specific concern for the domestic portion of the American merchant marine, by setting up a special agency within the Maritime Administration to promote these interests. It also comes at a time when even the Interstate Commerce Commission—long favorable to the railroads—is recognizing that water transport is part of our national transportation system and that its problems deserve some consideration.

Thus, to have the latest attack on shipping come from within the Congress—on behalf of the lumber industry and every other industry except shipping—is an unexpected switch. In the past, Congress has usually served as the necessary "watchdog" over the interests of shipping. It has frequently taken pains to remind the Administration in Washington, and the many executive agencies, that the strength of the US merchant fleet—both the offshore ships and the domestic fleet—has to be preserved.

A small group of Congressmen, both in the House and Senate, now seems determined to overlook this time-honored commitment. Their effort first took form last fall, just before the close of the previous Congress, when a loophole favoring foreign-flag ships was voted into the Jones Act. Adopted in 1920, the original legislation was designed to put a "no trespassing" sign on US domestic trade—to keep foreign vessels out of service between American ports.

The 1962 revision, labeled as an aid for US Pacific Northwest lumber growers, chipped away at this vital protective legislation, by allowing foreign ships to come into the domestic trade for the movement of lumber to Puerto Rico, so that American lumber concerns could better compete with Canadian

lumbermen. Last month, through a new interpretation of the loophole set up in 1962, movement of lumber from Georgia to Puerto Rico was authorized by the Commerce Department.

Then, just a few days ago, one could almost hear a cheering section of foreign shipowners in the background, as the first load of lumber from the Pacific Northwest was loaded onto a Japanese ship bound for Puerto Rico. The dilution of the Jones Act which they had sought for 43 years had finally been brought about—thanks to the US Congress.

There are other straws in the wind today, and new bills just introduced, to allow foreign ships the right to move lumber to and from any location in the US and, even worse, to put foreign ships into the domestic trades for the movement of any type of cargo.

In all such cases, the legislative proposals would throw a sop to American ships by means of a so-called "first refusal" procedure. American ships thus would have an opportunity to match the cargo rate quoted by a foreign vessel, and if no American ship became available to haul the cargo at the foreign ship rate, foreign shipowners would get the cargo.

This type of an approach carefully overlooks an important detail as it applies to American shipping. There is probably less of a spread between the wages of American and foreign seamen than there is in many other industries, foreign and domestic. Yet it is "high American shipping rates," with the wages of American seamen as the whipping boy, that is given as an excuse for legislation that could drive US domestic shipping right out of business.

This indeed is shallow thinking, calling for a cannibalistic system that gives different sections of American industry a license to eat each other up alive, while their foreign counterparts chortle with glee. If this is the intent in Congress, then it can count itself on notice.

American seamen and maritime unions, for one, will fight this type of approach to American trade problems before it gets completely out of hand.

# SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$20,500 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

**Henry Gawkoski, 44:** Tuberculosis was fatal to Brother Gawkoski on November 27, 1962 at the Victor Cullen State Hospital, Cullen, Md. He had been sailing with the SIU since 1945 in the deck department. His sister, Mrs. Frances Sloan, of Philadelphia, Pa.,



survives. Burial was at Holy Cross Cemetery, Yeardon, Pa. Total benefits: \$4,000.

**Walter J. Souby, 50:** Brother Souby died of a cerebral hemorrhage while sailing in the engine department aboard the SS Del Norte off Brazil on December 24, 1962. An SIU member since 1949, he is survived by his wife, Rose C. Souby, of New Orleans, La. Burial was in Brazil. Total benefits: \$4,000.



**Thomas E. Richardson, 65:** Brother Richardson died of a lung ailment at the USPHS hospital in Baltimore, Md., on April 24, 1962. Sailing with the SIU since 1942, he shipped in the engine department. No beneficiary was designated, and benefits are payable to his estate. Burial was at Greenmount Cemetery, Baltimore. Total benefits: \$4,000.



**Harold Shockley, 25:** A stomach ailment was fatal to Brother Shockley in New York on January 12, 1963. A member of the deck department since joining the SIU in 1957, he is survived by his mother, Mrs. Marie Gladue, of Camden, N.J. Burial was at the US National Cemetery, Beverley, N.J. Total benefits: \$4,000.



**Alfred A. Bernard, 52:** A cerebral hemorrhage was the cause of Brother Bernard's death on January 29, 1963 in Olympia, Wash. He had shipped with the SIU in the steward department since 1944. Surviving is his wife, Tessie Bernard,



of Wilmington, Calif. Burial services took place at Olympia Memorial Gardens, Olympia. Total benefits: \$4,000.

**Clarence G. Murray, Sr., 62:** A chronic lung condition was fatal to Brother Murray on January 17, 1963 at the USPHS hospital, Savannah, Ga. He had shipped in steward department since joining the SIU six years ago. His son, Clarence G.



Murray, Jr., of Savannah, survives. Burial was at Bonaventure Cemetery, Savannah. Total benefits: \$500.

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 \$3,200 in maternity benefits and a maturity value of \$400 in bonds:

**Rhonda Herring,** born December 2, 1962, to Seafarer and Mrs. Earl W. Herring, Jr., Ruskin, Fla.

**Ollice Darrel Fillingim,** born December 20, 1962, to Seafarer and Mrs. Ollice D. Fillingim, Chickasaw, Ala.

**Robin Jean Trader,** born December 15, 1962, to Seafarer and Mrs. Ernest A. Trader, Baltimore, Md.

**Kenneth D. Lyle,** born January 6, 1963, to Seafarer and Mrs. Edward E. Lyle, Pasadena, Texas.

**Troy Haywood,** born July 28, 1962, to Seafarer and Mrs. Robert J. Haywood, League City, Texas.

**Frank Peralta,** born January 7, 1963, to Seafarer and Mrs. Jack D. Peralta, Pass Christian, Miss.

**Peter Gonzales,** born December 6, 1962, to Seafarer and Mrs. Peter Gonzales, Metairie, La.

**Rosemary Cheramie,** born December 23, 1962, to Seafarer and Mrs. Jack B. Cheramie, New Orleans, La.

**Barbara Knight,** born January 12, 1963, to Seafarer and Mrs. Bruce E. Knight, South Norfolk, Va.

**Lydia Palmes,** born December 27, 1962, to Seafarer and Mrs. Juan Palmes, Baltimore, Md.

**Robert Edward Boyd,** born December 28, 1962, to Seafarer and Mrs. Robert M. Boyd, Brookhaven, Miss.

**Jalayne Sandino,** born January 13, 1963, to Seafarer and Mrs. Alfonso Sandino, Texas City, Texas.

**Gregory Evans,** born December 31, 1962, to Seafarer and Mrs. Arnold R. Evans, Florida, Ala.

**Faydine Jordan,** born September 9, 1962, to Seafarer and Mrs. James Jordan, Mobile, Ala.

**Gary Sammon,** born December 5, 1962, to Seafarer and Mrs. James M. Sammon, Houston, Texas.

**Marianne Pierce,** born January 24, 1963, to Seafarer and Mrs. John Pierce, Drexel Hills, Pa.

## Chowtime For Steel Designer



Noon hour aboard the *Steel Designer* (Isthmian) finds a lunchtime congregation consisting of (top, l-r) Seafarers **Joe Wagner**, bosun, and **F. DeBeaumont**, carpenter, with **Raphael Caban**, pantryman (center), adding a new supply of fresh milk. Above, around table, are **Julio Gordian**, 2nd electrician; **Dennis Neville**, oiler; **P. R. Lopez**, FWT; **Frank Corven**, wiper; **Sam Brotherton**, **Bill Harless**, FWTs; **Jose Lopez**, oiler, and **G. Garcia**, wiper. Erie Basin, Brooklyn, was the location.

# SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. Visit or write whenever you can, as you'll appreciate the same favor later when you may be laid up. The following is the latest available list of SIU men in the hospitals around the country:

- |   |  |   |  |
|---|--|---|--|
| <p><b>NEW ORLEANS, LOUISIANA</b><br/>USPHS HOSPITAL</p> <p>Blair Allison<br/>Sam Anderson<br/>Evit Ardoin<br/>Samuel Bailey<br/>Charles Baker<br/>Rodney Bennett<br/>Richard Boles<br/>Joseph Booker<br/>Joseph Boucher<br/>Donald Brooks<br/>Louis Brown<br/>Mallory Coffey<br/>Ewal Crawford<br/>Thurston Dangler<br/>Oren Dowd<br/>Harry Emmett<br/>Natale Favalora<br/>Isadore Fisher<br/>Eugene Gallaspy<br/>John Graves<br/>Albert Guidry<br/>Frank Halem<br/>Leo Hannon<br/>Howard Herring<br/>Charles Hickox<br/>Fred Hoyer, Jr.<br/>Samuel Hurst<br/>Ramon Irizarry<br/>George Janek<br/>Henry Jones<br/>James Jones<br/>Steve Kolina<br/>Alvin LaCoze<br/>Lawrence Laffargue<br/>Fred MacKenzie<br/>Luther Mason</p> <p><b>VA HOSPITAL</b><br/>NEW ORLEANS, LOUISIANA<br/>George Schmidt</p> <p><b>CHARITY HOSPITAL</b><br/>NEW ORLEANS, LOUISIANA<br/>Frank Johnson</p> <p><b>USPHS HOSPITAL</b><br/>GALVESTON, TEXAS</p> <p>Edward Boyd<br/>Thomas Boland<br/>Isham Beard<br/>John Crosswell<br/>Francis Greenwell<br/>Austin Henning<br/>Allison Hobert<br/>Howard Dovette<br/>Paul Liotta</p> | <p>William Mason<br/>Anthony Maxwell<br/>Peter McDonald<br/>Rosinda Mora<br/>Melvin Morton<br/>J. D. C. Moser<br/>George Neyery<br/>James Noonan<br/>Alfred Norman<br/>Richard Page<br/>Troy Pardue<br/>William Roach<br/>Aubrey Sargent<br/>Hans M. A. Schmidt<br/>Clarence Scooper<br/>Wade Sexton<br/>Danny Shaper<br/>William Simmons<br/>Michael Spovich<br/>Richard Stewart<br/>Francis Stick, Jr.<br/>Albert Stout<br/>Claud Strond<br/>Lucien Theriot<br/>Donald Thompson<br/>Robert Trippe<br/>Joseph Vanacor<br/>William Wade<br/>Lambert Haldrop<br/>James Walker<br/>William Walker<br/>Roy Washburn<br/>Leo Watts<br/>Roland Wilcox, Jr.<br/>Harry Wloughby<br/>J. J. Ward, Jr.</p> <p><b>VA HOSPITAL</b><br/>BALTIMORE, MD.<br/>Clarence Murray, Sr.</p> | <p><b>VA HOSPITAL</b><br/>HOUSTON, TEXAS</p> <p>William T. Idom</p> <p><b>USPHS HOSPITAL</b><br/>NORFOLK, VIRGINIA</p> <p>Edgar Harrison<br/>William Howell<br/>Earl Javins<br/>Jack Long<br/>James McNeely<br/>Adolphus Murden<br/>Fred Murphy</p> <p><b>USPHS HOSPITAL</b><br/>SAVANNAH, GEORGIA</p> <p>T. Beatrous<br/>Remberto Duo<br/>John Epperson<br/>Malcolm Foster<br/>A. W. Gowder<br/>L. Gillain<br/>Harris Grizzard<br/>Karl Jones</p> <p><b>USPHS HOSPITAL</b><br/>SAN FRANCISCO, CALIF.</p> <p>Stokes Ayers<br/>James Barrett<br/>Jewell Bennett<br/>Arthur Caruso<br/>Charles Lane<br/>Jerome Pine</p> <p><b>USPHS HOSPITAL</b><br/>BRIGHTON, MASS.</p> <p>Edward Farrell<br/>Lindley McDonald<br/>Levi Middlebrook</p> <p><b>USPHS HOSPITAL</b><br/>BALTIMORE, MARYLAND</p> <p>Charles Adams, Jr.<br/>Alfred Blikavar<br/>Russell Clymer<br/>Crittenden Foster<br/>Gorman Glaze<br/>Arthur Hiera<br/>Walton Hudson<br/>John Kennedy<br/>Edward Lamb<br/>Jose Lopez<br/>Edward Mello</p> <p><b>USPHS HOSPITAL</b><br/>MEMPHIS, TENNESSEE</p> <p>Clarence Shively</p> | <p><b>SEAFARERS' SNUG HARBOR</b><br/>STATEN ISLAND, NEW YORK</p> <p>Alberto Gutierrez<br/>Thomas Isaksen</p> <p><b>VA HOSPITAL</b><br/>HOUSTON, TEXAS</p> <p>Thomas Manion</p> <p><b>PINE CREST HAVEN</b><br/>COVINGTON, LOUISIANA</p> <p>Frank Martin</p> <p><b>US SOLDIERS' HOME</b><br/>WASHINGTON, DC</p> <p>William Thomson</p> <p><b>USPHS HOSPITAL</b><br/>FORT WORTH, TEXAS</p> <p>Warren Alderman<br/>Gerald Algernon<br/>Benjamin Deibler<br/>Claude Doyal<br/>Abe Gordon<br/>Joseph Gross</p> <p><b>USPHS HOSPITAL</b><br/>SEATTLE, WASHINGTON</p> <p>Jack Cousins<br/>Thomas Foster<br/>David Hulcey<br/>Robert Kongelbak</p> <p><b>USPHS HOSPITAL</b><br/>STATEN ISLAND, NEW YORK</p> <p>Anibal Albe<br/>Angelo Aronis<br/>John Barone<br/>Conway Beard<br/>Gomaire Bloeman<br/>Angelo Cinquemano<br/>Roscoe Copenhagen<br/>Thomas Cox<br/>James DeVito<br/>George Duffy<br/>Percy Foster<br/>Claude Fowler<br/>Alvin Franke<br/>Frank Gallich<br/>Rafaele Garofalo<br/>Grivas Demetrios<br/>Walter Grohulski<br/>Harry Ledbetter<br/>James Lupo<br/>Joseph Maggar<br/>Joquin Maldonado<br/>Isaac Miller<br/>Jerry Miller</p> |
|---|--|---|--|

**NEW**

**EVERY THREE MONTHS**

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

**YOUR SIU SHIP'S LIBRARY**



Still suffering from poverty, and the aftermath of the war in Korea, are the children whose future is largely dependent on the help they receive today from outside sources.

## Korea Orphans Know Santa Is A Seafarer

The arrival in Pusan, Korea, of the SIU-contracted Steel Vendor (Isthmian) recently marked a red letter day for the children at the Bidulgi Home School for War Orphans there.

The Steel Vendor carried more than 180 items of baby foods and clothing donated by the vessel's captain, the SIU crew and the Grace Church in Baltimore, Md. The donation to the orphanage was personally delivered on behalf of the crew by chief steward Fred Shaia of New York, who visited the home with the gifts, including cereals, canned milk and other baby foods. It was his second visit there in recent months.

Seafarer Shaia has been bringing gifts for the orphanage since 1957. Regardless of what ship he may be sailing on, Shaia plays Santa Claus to the children at the home whenever he hits Pusan. The Bidulgi Home was founded in 1953 by Mrs. Choon Kyung Kim. It houses 40 children who live in a new building constructed with voluntary contributions by American GIs stationed in the Pusan area.



Shaia

## From the Ships at Sea

The crew of the Monticello Victory (Victory Carriers) wishes to extend its special thanks to the steward department for the fine effort given to make last Christmas at sea an exceptionally enjoyable one. In a communication to the LOG, the whole crew expressed special thanks to Seafarers Leo Strange, steward; P. J. Frango, chief cook; Jack Long, baker; L. H. Olivera, 3rd cook; messmen T. Barnes and W. Harris, and pantryman T. Hurdle. The meal, by the way, included a well-received egg-nog beverage along with the usual staples.

Many other crews have been raving about the fine holiday dinner put out by their SIU steward departments. Additional expressions of praise come from the crews of the Elizabethport (Sea-Land); Del Oro (Delta); Steel Selenist (Isthmian) and the Coalinga Hills (Marine Tanker). On the Coalinga Hills, special thanks went to chief steward John W. Parker, A. Dormal, chief cook, and baker Carl Cooper.

At a regular ship's meeting aboard the TransErie (Hudson Waterways) the crew decided to go all out in an attempt to expand crowded quarters. A motion was passed to try to get the company to convert into crew quarters a room now used for storage by the engine department. The gang

pointed out that on other ships of this type, the room has already been made into crew quarters, writes F. W. Langley, meeting chairman.

Seaside reading is on the increase aboard SIU ships with more and more vessels taking aboard SIU ship's libraries. Among the latest vessels to add literature for their leisure are the Cities Service Norfolk, which hoisted a supply of books aboard at Portland, Maine, and the Orion Planet (Colonial), which will pick theirs



Tony Ghezze just celebrated his 53rd birthday and hammed it up for the camera aboard the Steel Fabricator (Isthmian) bound for Bombay, India. Tony started sailing with the SIU back in 1946 in the deck department.

## Hospital-Bound? Bring Discharges

Seafarers are again reminded to bring their discharges when they check into stateside hospitals, so that eligibility for SIU hospital benefits can be readily established and payments can be made promptly. A number of instances have been reported recently, especially in the outports, where Seafarers in the hospital have neglected to bring sufficient proof of seafaring with them, causing delays in benefit payments. Whenever possible, Seafarers should have discharges available showing at least one day's seafaring in the last six months plus 90 days in the last calendar year.

suggested that the purchase could be paid for out of a \$500 company safety award won recently by the vessel.

Continuing the Seafarers tradition of helping in time of need, the crew of the Orion Planet (Colonial) made the rounds of the ship



Strange



Parker

and collected over \$250 for the widow of Brother Charles C. Rickard. He passed away in Korea on November 25, 1962.

Synthetic mooring lines were a topic of discussion at a ship's meeting aboard the Bradford Island (Cities Service). The crew thinks that all ships equipped with the synthetic line should also have nylon stoppers placed aboard. They suggested the matter be taken up with the companies involved.

**PENN TRADER** (Penn Shipping), Oct. 21—Chairman, V. E. Keene; Secretary, J. F. Austin. No beefs reported by department delegates. Stephen Emerson elected as new ship's delegate.

**VENORE** (Ore) Nov. 4—Chairman, W. B. Aycok; Secretary, G. Leach. Henry Buck was elected to serve as ship's delegate, and Stanley Wotjon as ship's treasurer. Vote of thanks given to steward department for a job well done.

**PENN CHALLENGER** (Penn Shipping), Nov. 4—Chairman, B. M. Moye; Secretary, S. Candela. B. M. Moye elected to serve as ship's delegate. No beefs reported by department delegates.

**OCEAN DINNY** (Maritime Overseas), Oct. 28—Chairman, George Frank; Secretary, Roger McDonald. \$10.50 in ship's fund. Disputed OT in deck department. Vote of thanks to steward department.

**BEAUREGARD** (Sea-Land), Aug. 4—Chairman, H. Libby; Secretary, A. Gilliland. Ship's delegate reported no beefs. Everyone asked to clear with Immigration and Customs before going ashore. Two men in deck department missed ship in Puerto Rico. Delegate to check and see about the matter of longshoremen coming aboard and cargo worked before ship is cleared by Immigration.

Nov. 7—Chairman, H. Libby; Secretary, L. Covette. No beefs reported by department delegates. Vote of thanks to steward department.

**OVERSEAS JOYCE** (Overseas Carriers), Sept. 3—Chairman, Edgar Fermanis; Secretary, Patrick Needham. Wayne Cole elected as ship's delegate. No beefs reported. Crew asked to cooperate, not to waste coffee and to bring cups back to messroom.

**ERNA ELIZABETH** (Albatross Tanker), Nov. 11—Chairman, C. Kaust; Secretary, J. D. Gribble. \$5.41 in ship's fund. No beefs reported. Crew donated wreath for Brother Sonny Simmons' funeral. The flag was flown at half mast on that day.

**TRANSORIENT** (Hudson Waterways), Sept. 28—Chairman, James Cunningham; Secretary, E. C. Golings. Ship's delegate reported no beefs. Everything is running smoothly and repairs are being completed as fast as possible.

**DEL RIO** (Delta), Oct. 21—Chairman, Albert Mitchell; Secretary, I. R. Llenos. Albert Mitchell was elected ship's delegate. No money in ship's fund. Department delegates reported no beefs.

**ACHILLES** (Bull), Oct. 17—Chairman, David Jones; Secretary, W. P. Rinehart. \$1.02 in ship's fund. Motion that headquarters notify crewmembers on board ship of any change in Union policies which may affect voyage. Ships should be notified by mail or by boarding patrolman.

**BLUE POINT** (Bull), Oct. 26—Chairman, James Hanners; Secretary, George McFall. Ship's delegate to see captain about putting out draw in American money. Discussion about

3rd cook's duties when no galleyman is carried. Check will be made to find out whether or not allotment checks were sent out.

**GLOBE EXPLORER** (Maritime Overseas), Oct. 14—Chairman, J. Wunderlich; Secretary, George Dkian. Cohen elected new ship's delegate. No beefs reported by department delegates.

July 29—Chairman, A. W. Carter; Secretary, E. A. Stalon. Ship's delegate J. S. San Filippo resigned and J. F. Wunderlich was elected as new ship's delegate. Repair list sent to headquarters explaining conditions about ship, the main part of which was poor ventilation and cooling system. Captain Holland, who has commanded several of our ships, has retired after more than 50 years of sailing. The crew of this ship extends

## DIGEST of SIU SHIP MEETINGS

its appreciation to a real seaman and gentleman.

**STEEL RECORDER** (Isthmian), Sept. 29—Chairman, Eric Joseph; Secretary, Dick Grant. No beefs reported by department delegates. Motion made that meetings should only be held when necessary. Everything running smoothly.

Oct. 28—Chairman, William Davies; Secretary, Dick Grant. Ship's delegate reported that Customs fine imposed at Oran is being taken care of by captain. Suggestion that all letters pertaining to safety which are received from the company office should be read at safety meetings. Vote of thanks to the steward department.

**EAGLE TRAVELER** (United Maritime), Oct. 21—Chairman, C. F. Just; Secretary, S. Valen. \$7 in ship's fund. Crew asked to wear T-shirts or shirts in messhall. R. L. Huddleston was elected ship's delegate.

**MARGARETT BROWN** (Bloomfield), Oct. 26—Chairman, L. Von Loftin; Secretary, E. Savis. Everything is running smoothly. Vote of thanks given to steward department for a job well done. One man in engine department missed ship in New Orleans.

**FAIRLAND** (Sea-Land), Nov. 4—Chairman, P. Serrano; Secretary, P. M. Meth. One man missed ship in Newark. No beefs reported by department delegates.

**PANOCEANIC FAITH** (Panocceanic Tankers), Oct. 13—Chairman, Farnel; Secretary, Johnson. No beefs reported. Ship's delegate to see about inadequate slopchest.

**HERCULES VICTORY** (Ocean Carriers), Oct. 27—Chairman, Earl McCaskey; Secretary, W. Blankenship. One man left in hospital in Bombay. Disputed OT will be taken up with patrolman upon arrival. Motion not

to sign on until icebox in crew pantry and crew's washing machine are replaced. Vote of thanks to steward department. Condition of whole fresh milk to be checked at payoff.

**OCEAN ULLA** (Maritime Overseas), Oct. 9—Chairman, A. Tremere; Secretary, V. Chavez. No beefs reported. Ship's delegate resigned and all nominations were declined. Water tanks aboard ship should be checked.

**MONTICELLO VICTORY** (Victory Carriers), Oct. 28—Chairman, Bertil Hager; Secretary, Ralph F. Tyree. Ship's delegate resigned and Winslow was elected to serve. Wire to be sent to headquarters regarding shortage of men. Letter to be written to headquarters regarding quality of meat taken on in Singapore. Crew requests clarification regarding draws in Persian Gulf.

**ATLAS** (Bull), Oct. 27—Chairman, J. Nickolson; Secretary, B. Broderick. Ship's delegate requested crew not to smoke on deck while in port. No beefs reported by department delegates. J. Krouse elected new ship's delegate. Discussion regarding slopchest for crew in Bahrain.

**ALCOA PILGRIM** (Alcoa), Oct. 25—Chairman, John G. Katsos; Secretary, Ronald Barnes. \$7.81 in ship's fund and \$25 in TV fund. Department delegates reported no beefs.

**IBERVILLE** (Waterman), Nov. 10—Chairman, J. J. Guard; Secretary, J. P. Torland. \$13.47 in ship's fund. Suggestion made by the ship's delegate that men going in and out of the fidley at night exercise a little more care when closing the fidley door. Suggestion that night watches going off duty should leave a pot of coffee for those coming on watch.

**AFOUNDRIA** (Waterman), Oct. 28—Chairman, G. W. Champlin; Secretary, Otto Timm. Ship's delegate reported that an extra draw had been negotiated unsuccessfully the night before departure on the foreign voyage. No information on war area bonus around Cuba or on war-risk insurance. Crew advised to check declarations made in India.

**DEL SUD** (Delta), Nov. 26—Chairman, Mike Dunn; Secretary, Clayton Thompson. \$173 in ship's fund and \$219 in movie fund. \$30 given to three repatriated seamen. No beefs reported by department delegates.

**DEL CAMPO** (Delta), Nov. 25—Chairman, M. C. Foster; Secretary, P. S. Holt. Ship's delegate reported no beefs and thanked all department delegates for their cooperation. \$15 in ship's fund. Vote of thanks to steward department for fine Thanksgiving dinner and a job well done for the rest of the voyage.

**ALCOA PLANTER** (Alcoa), Oct. 21—Chairman, F. J. Maciolak; Secretary, Z. Y. Ching. \$12.75 on hand in ship's fund. L. C. Cole was elected to serve as new ship's delegate. Crew asked to keep stovedores out of inside passageway when in Japan or Korea. One man hospitalized in San Francisco. Contacted headquarters regarding personal belongings.

## LOG-A-RHYTHM:

### Life Of A Seaman

By Lillian Crothers

The ships come in, they come and go.

But where they go, we do not know.

Their flags are flying high in the air,

The tugs beside them guiding them where—

They can dock safely, not touching a soul.

To unload a cargo the big ship holds.

Men come down the gangway, their hearts full of cheer.

Just waiting to get to one cool beer.

They spend their money as long as it lasts,

For they know that tomorrow, all will be in the past.

They are slaves to their ships, the sea's in their blood,

With nothing to guide them but the stars up above.

The ocean's a highway, the water so blue,

Each doing a part, not just a few.

They weather the storms on the oceans high,

Not knowing if they will make it, or if they will die.

But when the storm is over, and all is calm,

They go back to their duties, with no alarm.

As you see, a seaman's life may be rough,

But deep in his heart he is as soft as mush.

He may have a girl in every port,

But there is only one down deep in his heart.

If she isn't there, when his ship comes in,

What a hurt feeling down deep within.

He keeps his head high, so no one will know,

The man is so sad, but it just goes to show.

He's a seagoing man, with a job to do,

He will do it well, and no thanks to you,

But keep on sailing with love in his heart—

For the love he left behind,

And a ship, that is his heart.

**Bonnie, Connie & Family**



Seafarer James Dryden and his wife, Nina, have been seeing double for a couple of years now, and the doubles they've been seeing are twin daughters Connie and Bonnie. They are all shown here visiting the Wilmington SIU hall with young James Jr., who seems to be getting a bit restless on Dad's lap.

**Support Your Delegate, Seafarer Urges Crews**

Seafarer Dave Barry has been an occasional contributor to the LOG for many years. In the letter printed below, Barry explores some of the problems faced by a ship's delegate and makes some suggestions on how to make the job easier for the delegate and more productive for the whole crew.

I read in a recent LOG an item on having a movie library on ships. This item suggested that it would be a wonderful thing to have the ship's delegate handle such a library, which I also agree on. I

also agree that there are a great many other things that we could have on these ships that would make the crews happy and contented, if the crews themselves would get together and agree on them.

There are several roadblocks to these ideas and suggestions. The main one is the beef of who is going to be the ship's delegate. It seems today that no one wants the job because, to hear the majority talk, they cannot handle it. So they railroad someone into taking it.

Then, suddenly, the whole crew feels it can handle things when it comes to making suggestions on how to run the job. Even at sea many go directly to the bridge with their troubles anyway. It's only the last week or so of the trip that they decide that they have a delegate, and then it's only because they may have fouled up so badly that they figure the delegate might be a factor in their favor.

A second roadblock is the overtime beef. Some brothers even want overtime for recreation. Then

**Type Minutes When Possible**

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

again, who helps the delegate in port to get all of the things needed for recreation? Nobody! Every one has his own way to go, and to hell with the delegate until the ship is again at sea. Then you get the old beef "why didn't someone do this or that?"

To score it all up, dear brothers, it takes co-operation — and there is very little of it today. If you want these things, help to get them.

Don't run the other way. Don't forget the delegate is not being paid to do these things for you. You do not have a special fund for him, and in port he may have a home to go to also.

If you want help, give help. More help and less beefing is what we need.

No one denies that a television or movies or anything like that would make life easier at sea. But why should all this be placed on the shoulders of one man while you go out, have a good time and forget all about it until the ship is again at sea. Then you are the first to say: "Well, we have a delegate, why couldn't he have taken care of it?"

Let's face the facts, brothers. You enjoy it so help bring it about or go without.



Barry

**'Machinist' Features Seatrains**

Two SIU-contracted Seatrain ships were featured recently in a story in the "The Machinist," publication of the International Association of Machinists, AFL-CIO.

The picture story, which deals with IAM-contracted Niles Crane and Hoist Corp., shows the two Seatrain vessels being loaded in New York with the aid of a giant overhead cantilever crane manufactured by Niles.

**Makes Port Cranes**

The company has been in business since 1878 manufacturing many of the cranes and hoists that Seafarers use or see in use daily, including the control panels, electric motors, steel girders, hoisting units, etc., for ships and port facilities the world over.

Next time you see a Niles crane in operation you can be sure it's one of the best, because it's union-made.

**San San Kudo**



Seafarer John McCune Ormond, AB, and his bride, the former Miss Asa Yasumi, are shown here in their wedding picture, after they were married in Tokyo last December in a traditional Shinto San San Kudo ceremony. San San Kudo means three cups of rice wine are exchanged by the couple three times during the ceremony, as san means "three" and kudo is a combination of words meaning "nine" and "times". The custom symbolizes the solemnity of the marriage.

**Hospital Assist Is Appreciated**

To the Editor:

I am writing this letter to express my thanks to Mr. Snow of Dukes' Bar and to Alex Gross, the barber.

Please print this letter for it means a lot to the SIU men and shipmates of my dear friends, Henry T. Buckner and Fritz Bantz.

I was in the hospital for about two weeks and they saw to it that I had cigarettes, and money and fresh copies of the LOG every time it was printed.

I think a lot of the SIU, for these men have been very kind to me, and I want to express my thanks to them. I am very grateful for all their help.

R. Mangina  
Baltimore, Md.

**Lauds Welfare's Prompt Service**

To the Editor:

I am very grateful for the prompt reply to the letter I wrote to C. J. Stephens, SIU port agent in New Orleans, on January 7, 1963.

My husband received a check from the SIU Welfare Plan a few days ago, and it was a lifesaver. I want to thank everyone responsible for such service with all my heart.

Mrs. Warren D. Alderman

**Says US Policy On Cuba Is OK**

To the Editor:

As a seaman I don't agree with everything President Kennedy has done to block off shipping to Cuba, but I sure don't think all these Congressmen should keep hollering and try-

ing to run their own "State Department" business over Cuba.

It's a tough issue and we have to know what's going on in Castro's island, but why keep jumping down the President's throat all the time? You can't even figure where a lot of these Congressmen are getting their information from, as the White House must know more about Cuba than anybody else.

I think most of them are just trying to get their names in

**Welfare S Spur Child's Recovery**

To the Editor:

I am now on the Bradford Island (Cities Service) at sea, but on behalf of my wife and myself, I want to thank the SIU Welfare Plan for the financial aid so graciously extended to help us with the expenses caused by the eye-lid operation on our daughter Sonya.

She is doing very nicely at home in Jacksonville and our appreciation cannot be expressed in words. Our thanks to the Union and to all concerned with this program.

C. A. Yow

**LETTERS To The Editor**

All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

the papers and they know that attacking the President is the best way to do it. If they have information, they should just present it to the President instead of broadcasting it all over, so the American people could become divided, when we are all in danger and should stand together.

As I say I don't go overboard on everything Kennedy has done as far as shipping is concerned. All his latest order means, is that a couple of ships that have been trading with Cuba in the past couple of weeks can't get US foreign aid cargoes in American ports.

When you figure how many of these ships have been living off cargoes to Cuba for so many months, you wonder why the Government didn't do something about them much sooner.

Stanley Morgan

**Says Pensions Secure Future**

To the Editor:

I ran across an article in the "Los Angeles Times" that has an interesting story in it for SIU men.

It tells about the former captain of the Queen Mary, who had to accept retirement at 63 years of age and then had to apply for unemployment benefits in England.

He found that his pension, which was about one-fifth of his salary, just wasn't enough to get by on, so he had to put in for unemployment. His unemployment check, according to the story, comes to \$13.03 a week.

All the benefits and pensions, etc., that we SIU men have access to sure are something to look forward to. At least we don't have to go on the dole as this big shot skipper had to do after retiring as commodore of the Cunard fleet.

Howard Starbuck



**William R. (Bill) Dixon**  
The above-named or anyone knowing his whereabouts is asked to telephone or write Sophia F. Baker (RN), 1315 S. 26th Place, Lawton, Okla., or call EL 5-4577.

Richard John Koch  
The above-named or anyone

knowing his whereabouts is asked to contact his daughter, Mrs. William Donahue, 109 South Grove St., East Orange, NJ.

**Wesley B. Leeke**  
You are asked to contact your aunt, Mrs. Carmine F. McKee, Picayune, Miss., or to get in touch

**PERSONALS and NOTICES**

with Ben Stevens, attorney., by writing to 316 Forrest St., Hattiesburg, Miss., or calling 583-4024 in Hattiesburg collect.

**Thomas Tucker**  
You are asked to get in touch with your sister, Mrs. E. W. Crews, 2524 Norwich St., Brunswick, Ga., as soon as possible, about an important message she has for you.

**Louis (Polly) Arena**  
Contact Arthur Liuzza, 66 Thornton Drive, Chalmette, La.

**Mike Dembrowski**  
Get in touch with "Snuffy" Smith at 65B Seversky Court, Baltimore 21, Md., or telephone 687-3760.

**George F. Turner**  
Your father, C. L. Turner, asks you to write to him at 3409 - 29th Ave., Tampa 5, Fla.

**Al Long, Jr.**  
Contact A. C. Long, 3217 Patterson St., NW, Washington, DC.

**Daniel T. McGovern**  
Get in touch with Mrs. Frances McGovern at Division St., Maitairie, La. Very important.

**Justo R. Velasquez**  
Your daughter asks you to call her as soon as possible at UN 5-9836, New York City.

**Income Tax Refunds**  
Checks are being held for the following by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif.:

Joseph H. Camp, Cheung Soa Cheng, John J. Doyle, Jorgen G. Pedersen, Marvin E. Satchell, Leo Wills.

**Bobby McMichael**  
Contact your mother at her home, 441 Newman St., Hattiesburg, Miss.

**R. A. Karlson**  
You are asked to contact your daughter in Newark regarding support of both children. Urgent.

**Audly C. Foster**  
Brother Pete J. McInerny died January 13. Write Sister Mary Bigelow.

**Thomas V. Raines**  
Your wife is very anxious to hear from you and asks you to get in touch with her as soon as possible.

**Howard Bruce**  
Anyone knowing the present address of the above-named is asked to contact R. N. Murray, 6 Union St., Montclair, NJ, or call Pilgrim 4-4840. He is between 50-60 years of age.

**Earl R. Goodwin**  
The above-named or anyone knowing his whereabouts is asked to contact his sister, Mrs. D. Kendall Thomas, Depot St., South Duxbury, Mass.

**Stanley Roston Sarge**  
Send a forwarding address to Mrs. E. Eldridge, 24 N. Caroline St., Baltimore, Md., or call DI 2-5179. She has some important papers for you.

**Leonard W. Bailey**  
The above-named or anyone knowing his whereabouts is asked to get in touch with his wife, Mrs. Leonard R. Bailey, 14 Church St., McLean, NY.

**Charles Oglesby**  
Your wife asks that you get in touch with her immediately regarding an emergency at home. Phone Hickory 4-6304, New York City, collect.

**SIU HALL DIRECTORY**

- SIU Atlantic, Gulf Lakes & Inland Waters District**
- PRESIDENT Paul Hall  
EXECUTIVE VICE-PRESIDENT Cal Tanner  
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- SANTURCE PR 1315 Fernandez Juncos. Keith Terpe Hq Rep. Phone 723-0003
- SEATTLE 2505 1st Ave. Ted Bahkowski, Agent MAin 3-4334
- TAMPA 312 Harrison St. Jeff Gillette, Agent 229-2788
- WILMINGTON Calif 505 N. Marine Ave. George McCartney, Agent TErminal 4-2528

**SIU BULLETIN BOARD**

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

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

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

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

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

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

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

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

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

**KNOW YOUR RIGHTS**

**Schedule Of SIU Meetings**

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

New York.....	March 4	Detroit.....	March 8
Philadelphia.....	March 5	Houston.....	March 11
Baltimore.....	March 6	New Orleans.....	March 12
Mobile.....	March 13		

**West Coast SIU Meetings**

SIU headquarters has issued an advance schedule through June, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
March 18	March 20	March 22
April 22	April 24	April 26
May 20	May 22	May 24
June 17	June 19	June 21

# INCOME TAX GUIDE for SEAFARERS



The following is an up-to-date revision of an article by the SIU's tax expert on questions involving Seafarers' Federal income taxes.

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

**WHO MUST FILE.** Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1962 must file; if 65 or over, \$1,200 or more.

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

**WHEN TO FILE.** Tax returns have to be filed by April 15, 1963. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

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

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

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

(2) either husband or wife itemizes deductions,

(3) the tax status of head of household or surviving husband or wife is claimed,

(4) he claims dividends received credit or retirement income credit,

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

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

(7) he claims credit for payments on estimated tax or an over-payment from 1961,

(8) he is a nonresident alien (file Form 1040B, Form 1040NB, or Form 1040NB-a).

Form 1040 for 1962 is still a single sheet, two-page form. However, unlike last year, if a taxpayer, in addition to salary and wages, has only interest income, he may file just the two-page form 1040. In such case, he merely attaches a list itemizing the interest income and enters the total amount on line 5b, page 1, of the return. He can also use Schedule B (Form 1040) for this purpose if he wishes.

If you have income from sources other

than salary, wages and interest, you may need to complete and attach one or more of the following forms:

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

Schedule C for income from a personally-owned business;

Schedule D for income from the sale or exchange of property; and

Schedule F for income from farming.

A new Form 3468 has been provided for the use of taxpayers claiming the investment tax credit.

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

**CHANGES IN MARITAL STATUS.** If you are married at the end of 1962, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1962, you are considered single for the entire year. If your wife or husband died during 1962, you are considered married for the entire year. Generally, a joint return may be filed for 1962 provided you have not remarried before the end of 1962.

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

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her.

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

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

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

**CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID.** If a total of more than \$150 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$150 as a credit against your income tax.

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

balance of the dividends received in 1962.

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

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

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

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

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

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

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

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

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

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

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

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any

of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

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

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

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

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

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

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

**PURCHASE OF US SAVINGS BONDS.** If you are entitled to a refund, you may apply it to the purchase of Series E US Savings Bonds. If you check the appropriate box on line 19 of page 1, on form 1040, you will be issued as many bonds as your refund will buy in multiples of \$18.75 for each \$25 face value bond.

**DECLARATION OF ESTIMATED TAX.** The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instructions on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 15, 1963.

## Long-Trip Tax Problems

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

For example, a seaman who signed on for a five-month trip in September, 1962, paying off in January, 1963, would have all the five months' earnings appear on his 1962 W-2 slip and all the taxes withheld in 1963. This practice could increase his taxes in 1962, even though his actual 1963 earnings might be less than those in 1962.

There are ways to minimize the impact of this situation. For example, while on the ship in 1962, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1962 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1962 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and stops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1962, he will have to pay the full tax on them with his return, at 20 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1963 W-2. The seaman then, on his 1963 return, would have to explain that he had reported some of the earnings in 1962 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded. This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not jibe with the totals on his W-2 forms.

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