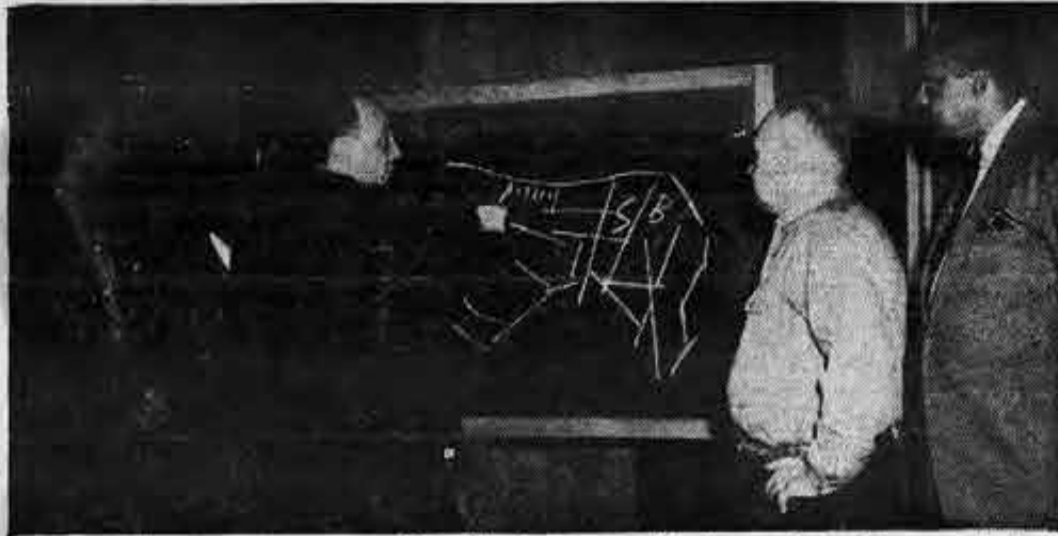




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



School Days. The first group of stewards taking part in the Union's new stewards' training school gets a refresher lesson on beef cuts. (Story on Page 3.)

SIU Stewards School Opens

— Story On Page 3



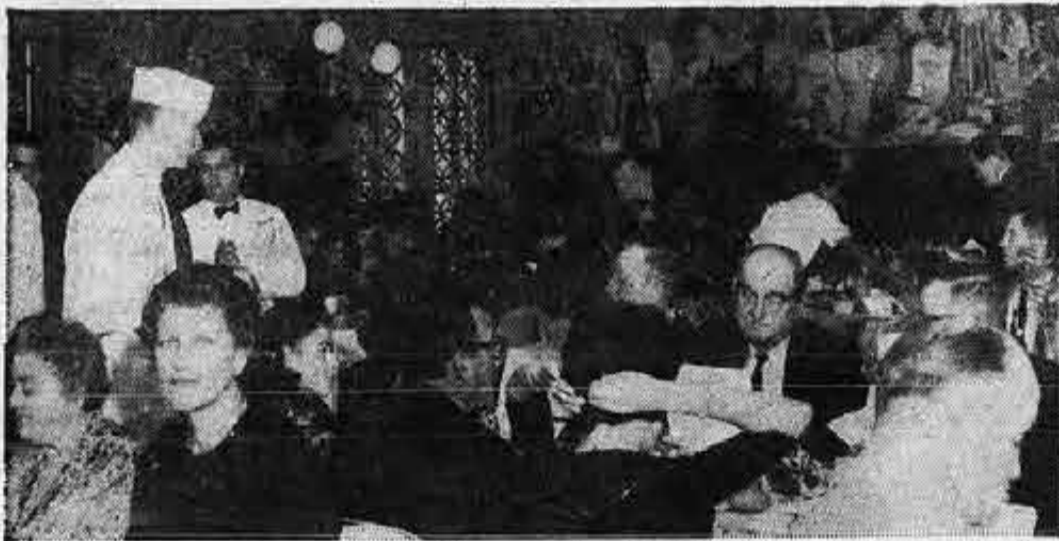
Picketline. Seafarers and New York MTD Port Council pickets demonstrate with other trade unionists in the now-ended strike by city-employed drivers for a new pact.

SIU, MEBA UPHHELD ON 50-50 CHARGE

— Story On Page 3

LUMBERMEN GIVE US SHIPS THE AX

— Story On Page 2



Holiday Time. Some of the 700 SIU diners and guests attending the traditional Thanksgiving Day dinner in New Orleans get squared away for a festive meal.

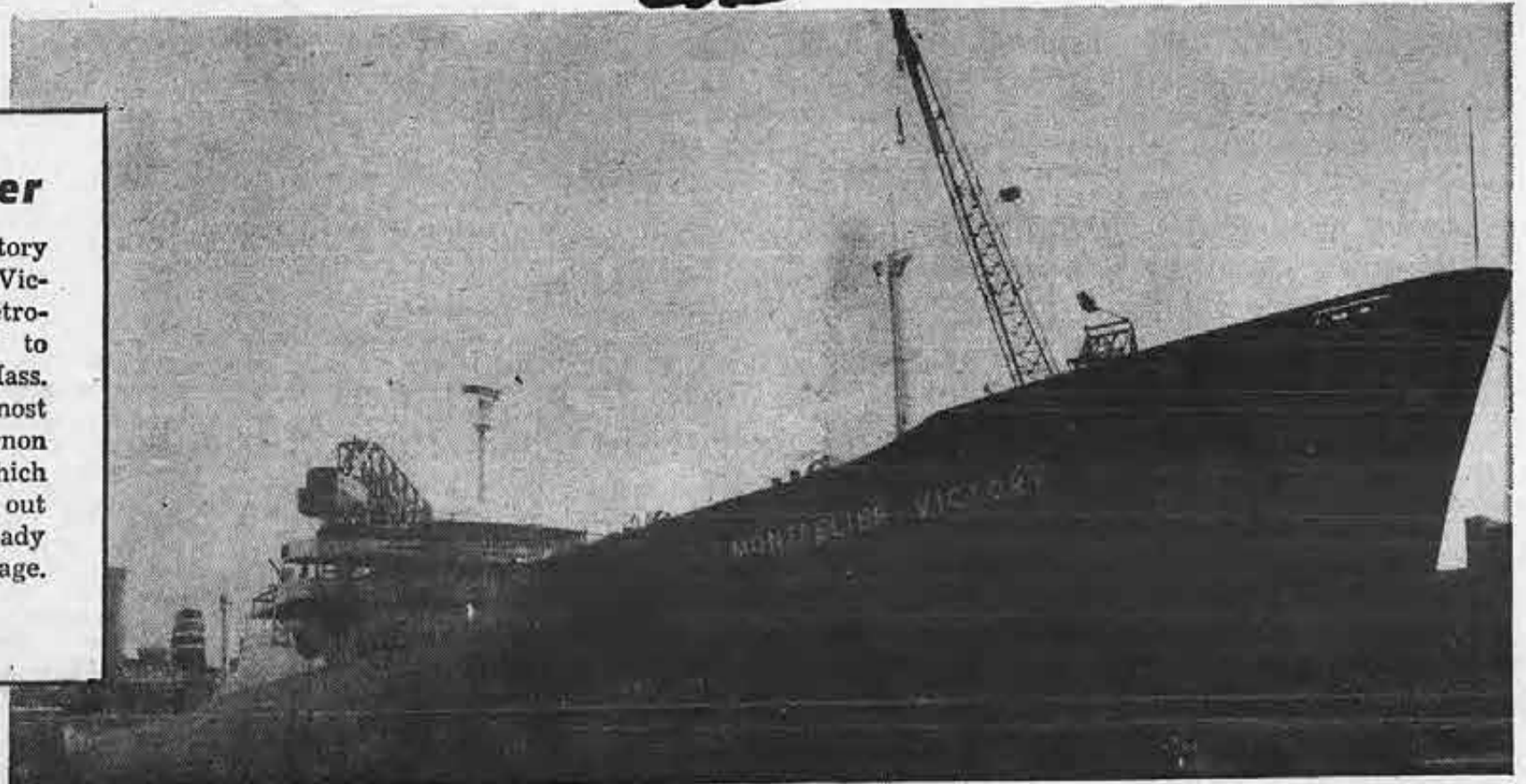
LOG TO PUBLISH BI-WEEKLY



Starting in December, the SEAFARERS LOG will begin publishing every two weeks for prompt mailing to Seafarers at home and aboard the ships at sea. The return to a bi-weekly schedule provides for 26 issues per year, with full coverage of all SIU and maritime news of interest to Seafarers and their families.

New Supertanker

SIU-manned Montpelier Victory makes it three of a kind for Victory Carriers as the giant petroleum carrier makes ready to leave shipyard in Quincy, Mass. The 46,000-ton vessel is almost identical to the Mount Vernon and Monticello Victories which came out last year. Crewed out of the Boston hall, she has already completed her maiden voyage. (Story on Page 6.)



New Jones Act Loophole Looms

WASHINGTON—Successful in getting the Jones Act amended so that foreign ships can enter the US domestic trade for the first time to haul their product, Pacific Northwest lumber shippers are now seeking blanket authority to keep American-flag ships off the run for a full year.

Congress this year approved the change so that foreign ships can move lumber only from the Pacific Northwest to Puerto Rico if there is no American vessel "reasonably available."

Two days of hearings on the first application to use foreign tonnage in the Puerto Rico run have been concluded, but a decision is still not final. The lumber concern, the Georgia-Pacific Corp., first must furnish more particulars to American operators who have indicated an interest in the cargo.

A Maritime Administration examiner has given the lumber concern qualified approval to use foreign tonnage if no American ship can meet the foreign freight rates. The final decision must be in by mid-December.

Special interest is centered on the case since Georgia-Pacific is only the first of four applicants seeking the right—in advance, without a cargo or vessel commitment—to use foreign ships. The lumber producers say no American ships have shown an interest in their cargo, so they want authority to charter all the foreign ships they please in the event a lumber order from Puerto Rico comes through.

A number of American tramp operators have indicated keen in-

terest in the cargo, which could be readily moved from the Northwest by ships returning to the Gulf from the Far East. They say, in turn, that they can meet the foreign rates if they can be guaranteed the cargo.

The byplay demonstrates that the lumber companies, which haven't tried to ship any quantity of lumber to Puerto Rico for years, are just shopping around for a good deal.

One of the four applicants, Dant & Russell Co., even tipped its hand by pointing out that Puerto Rico seemed to be a good market for low-grade lumber "often unmarketable elsewhere." The island is engaged in a vast building boom and can use up all the lumber it can get.

Be Sure To Get Dues Receipts

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

SIU Sets Best Yet Yule Fete

Seafarers and their families can look forward to another traditional SIU Christmas, with holiday meals for those ashore in all ports, special \$25 cash bonuses for hospitalized men and pensioned oldtimers, and the usual array of deluxe dinners on the ships at sea.

Planning for the holiday festivities is going ahead on all burners, now that the Thanksgiving celebration is over. Christmas dinners with all the fixings for Seafarers and their families in all SIU ports promises to be one of the finest family Yuletide parties ever held coast to coast.

Well Stocked

SIU stewards long ago stocked up on necessary victuals for vessels that will be away from home ports on December 25, plus the usual holiday meal trimmings.

In accord with past practices, all SIU men in any authorized Stateside hospital will receive a special \$25 Christmas bonus payment plus a carton of smokes, besides any normal hospital benefit they may be receiving. This involves all men with at least one day of employment during the immediately-preceding 12-month period who are confined for more than a day between December 23-25.

SIU pensioners on the pension roster as of December 1 will also receive the extra \$25 payment in addition to their regular benefits of \$150 monthly.

5 Hurt In Dredge Fire —Tankermen Just Lucky

NEW YORK—Separate accidents in this port involving two SIU-manned ships, in one case with injuries to five Seafarers due to an engine room fire, again highlighted the need for Seafarers to be constantly alert to the ever-present hazards around them.

The latest incident, on November 25, involved a collision in the Narrows off Staten Island between two tankers, the SIU-manned Erna Elizabeth (Albatross), inbound to Port Newark, and the outbound Amoco Delaware. Both vessels were damaged, but no serious injuries were reported. Fortunately, neither ship was carrying inflammable fuel at the time.

Earlier, at Port Elizabeth on November 4, the SIU-manned dredge Ezra Sensibar (Construction Aggregates) suffered a fire

of unexplained origin in the engine room that reportedly took three hours to bring under control. Five crewmembers in her 40-man crew were injured fighting the flames, but the effort succeeded in keeping 1,400 gallons of oil from igniting.

The injured were: Robert Air, Michael Auersano, oilers; M. Colucci, AB; Phillip Jordan, wiper, and Thomas Rogers, oiler. All were admitted to St. James Hospital, Newark, for burns and smoke inhalation, and later transferred to the USPHS hospital, Staten Island. Auersano and Jordan are still hospitalized but were expected to be released in a few days.

In the tanker mishap, the 20,500-ton Erna Elizabeth was carrying a cargo of non-volatile heating oil from Port Arthur when she met up with the empty Amoco Delaware in the early morning darkness. The Elizabeth was hit on the starboard side, sustaining superstructure damage and a six-foot hole above the waterline from which oil poured out.

This hazard spread into ferry slips and along more than a mile of Staten Island shoreline until Coast Guard craft and fireboats were able to flush it away.

The 12,529-ton Delaware had her bow stove in about 15 feet, but both ships were able to move to anchorage under their own power. They are currently at Todd's shipyard, Erie Basin, Brooklyn.

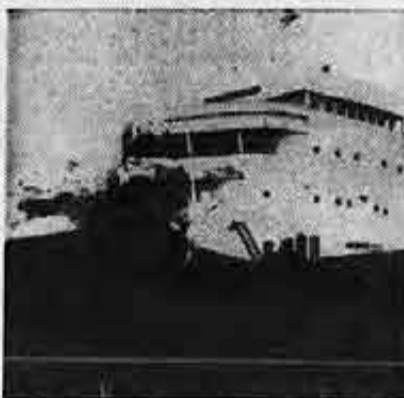


Photo shows some of the superstructure damage to the SIU-manned Erna Elizabeth after collision with another tanker off Staten Island, NY. Both ships reported no injuries.

CANADA HEARING BARES ANTI-SIU PLOT

MONTREAL—The Upper Lakes Shipping Company has conceded, through its attorney, that it used private detectives during its union-busting campaign against the Seafarers International Union of Canada. Disclosure of the use of private detective agencies and labor spies came during the Norris Commission hearings in Canada into the reasons behind the boycott of the St. Lawrence Seaway and the disruption of Great Lakes shipping last summer.

Other testimony developed at the hearings revealed the following:

- Upper Lakes and the Canadian Brotherhood of Railway, Transport and General Workers joined in action which enabled the company to circumvent its long-standing collective bargaining relationship with the SIU.

- A top official of the Canadian Labor Congress participated in Canada Labour Relations Board proceedings in which the CBRT was certified as bargaining agent in the company, while the CLC had on its payroll a former CBRT organizer hired specifically to invade the SIU's jurisdiction. The CLC official, Secretary-Treasurer Donald MacDonald, had previously denied any conflict of interest at the board hearing.

Company admissions concerning the use of private detectives came after SIU of Canada counsel had asked the commission to order the company to produce all records of its dealings with, and payments to, detective agencies, as well as the reports which these detective agencies had made to the company.

The company attorney admitted to the existence of such records when he told the Commission that "these are in the nature of privileged documents" and protested that "the details of payments made to private detective agencies are not particularly relevant" to the inquiry.

The company contention was subsequently upheld by Commissioner T. G. Norris, who heads the inquiry, when he rejected the SIU's request on the grounds that this information was not relevant, despite the SIU's protest that the information was vital to the inquiry, and basic to the issues involved.

The SIU's request for the production of the detective agency data came after testimony by two witnesses relating to the use of private detectives by Upper Lakes.

One of these witnesses was James Sovie, a former crewmember of the Wheat King, a vessel owned and operated by a wholly-owned subsidiary of Upper Lakes Shipping. The Wheat King was the first vessel used by the company to circumvent its contract with the SIU—a move which reached its climax when the company locked out some 300 SIU members from the 17-vessel Upper Lakes fleet, broke its SIU contract and signed an agreement with a puppet organization that had no membership and called itself the Canadian Maritime Union.

The CMU was set up in the fall of 1961 by the CLC and CBRT, and has been assisted by other unions, such as the Steelworkers, who have given the CMU \$10,000, and the National Maritime Union, which contributed \$2,500. Both participated in the discussions which led to the Seaway boycott carried out by the CBRT against SIU-manned vessels as a means of getting government aid in its fight with the SIU.

Sovie testified that after leaving the Wheat King, he worked for a detective agency operator named Leonard Speers, and that he visited the Wheat King, in the company of a Speers detective, to identify another Wheat King crewmember. He said he pointed out the crewman to the detective, who wanted a statement to use in connection with charges the company had brought against two SIU officials as a result of a union-company dispute over the manning of the Wheat King.

Earlier in the hearings, another indication of the use of detectives was given in testimony by Ernest W. Roma, a private investigator in Cleveland. Roma said he was instructed on August 16, 1962 to go down to the docks in Cleveland. He stated that he took photographs of pickets and otherwise looked into the picket action which was being carried on to protest the lockout of the SIU from the Upper Lakes' vessel Seaway Queen, and the use of a scab crew on this ship.

Recruited In Montreal

Xenophon Likouris testified before the inquiry that he was one of 22 or 23 Greeks recruited in Montreal, signed into the CBRT in a restaurant, and delivered to the Wheat King within 24 hours in June, 1961. Likouris said he did not know what he was signing, what union he was joining, or where the ship was going.

Previously, Upper Lakes' personnel manager, Thomas Houtman, had testified that the Wheat King's captain had been instructed to recruit the Greeks who were to replace the SIU crew on the Wheat King. He said that the men had boarded a bus at Montreal in front of the Barnes Detective Agency, which is owned by Speers, and that the bus had stopped in the middle of the night at a restaurant, where the men signed cards.

The revelation concerning the role played by the CLC secretary-treasurer had its roots in September, 1961, when the Canada Labour Relations Board held a hearing to consider applications by both the SIU and CBRT for

certification on the Northern Venture, another vessel operated by a wholly-owned subsidiary of Upper Lakes.

The SIU at that time protested the presence of CLC Secretary-Treasurer MacDonald on the board, on the ground that he, as a CLC official, could not be impartial in a case involving the SIU and the CLC-affiliated CBRT.

MacDonald denied a conflict of interest, refused to disqualify himself and the board subsequently certified the CBRT.

Testimony at the Norris Commission hearings on September 13, 1962, revealed that although MacDonald professed to have no conflict of interest in the SIU-CBRT dispute on which he would make a judgment, his office had put on the payroll, three weeks earlier, a man who had been working as a CBRT organizer.

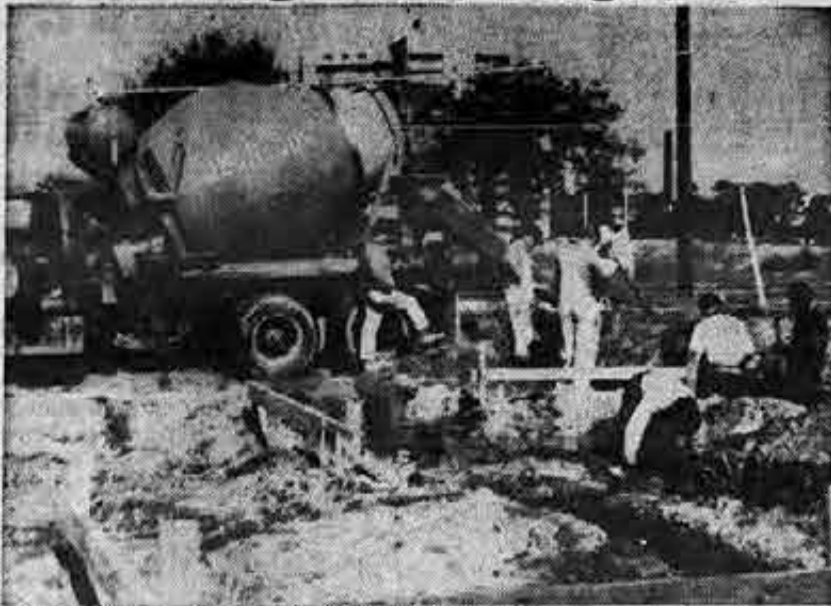
This man was Michael Sheehan, a former SIU of Canada patrolman, who was found guilty by a trial committee of dual and hostile unionism and expelled from the SIU in February, 1961. On September 1, 1961, Sheehan went on the CLC payroll at a salary of \$500 a month and expenses. A month later, he was named head of the puppet CMU.

The dispute between the SIU of Canada and Upper Lakes arose after the company, which was operating the Wheat King and Northern Venture through subsidiaries in a move to evade its contractual obligations to the SIU, locked some 300 SIU crewmembers out of the Upper Lakes fleet and began to recruit scab crews through the CBRT and CMU. Upper Lakes had been under an SIU contract previously for ten years.

As a result of the effectiveness of SIU picketing action against the company, supported by the AFL-CIO Maritime Trades Department and its affiliated unions, the CLC group, including the CBRT, last July engineered a boycott of SIU ships which led to the closing of the St. Lawrence Seaway. This action was avowedly taken by the CLC and CBRT in order to force the Canadian government to move against the SIU, and to bring pressure on the US Government. The boycott led to the establishment of the Norris Commission.

The SIU has maintained, during the entire course of the dispute, that the pattern of activity displayed throughout clearly points to a conspiracy spearheaded by the company and the CLC group, in which the CBRT has played a major role.

Something New Is Being Added



New SIU hall for the Port of Norfolk shows first signs of life as construction workers pour cement for building forms on the site at Woodis Avenue and 3rd Street. The new building is slated for completion this spring.

Study Backs Union Charges On 50-50

WASHINGTON—The Defense Department has issued additional regulations to tighten up procedures used by Pentagon agencies so that all possible military cargoes will move on US-flag vessels. A long string of abuses by Defense officials and other agencies have been singled out by the Senate Commerce Committee as efforts to "evade" and employ "subterfuge" in the movement of Government cargoes.

The report recalled that cargo preference goes back nearly 60 years to a 1904 law requiring that "vessels of the United States, or belonging to the United States, and no others" shall be used in moving "supplies of any description" purchased for the use of the Army or Navy.

In commenting on the administration of cargo preference laws covering all types of Government-financed cargoes, including military items, the report gave substance to the charges filed by the SIU and the Marine Engineers Beneficial Association last January. The unions rapped manipulation of the law by the Agriculture Department in the interest of a handful of ship brokers dealing in farm surplus cargoes.

The union charges followed the 23-day picketing of the British-flag *Salvada* in December at Lake Charles, La., to protest the award of a cargo to the foreign vessel which should have been moved on an American ship. The SIU-MEBA protest helped spark the Senate committee inquiry into the whole question of cargo preference administration.

The committee said-US-flag ships

Urge Standard, Chevron Boycott

BAKERSFIELD, Calif.—The SIUNA-affiliated International Union of Petroleum Workers has called on all AFL-CIO trade unionists to support its dispute with Standard Oil of California by not buying Standard Oil and Chevron products.

IUPW is currently involved in a contract dispute with the company which Federal mediators have been unable to resolve, and has accused Standard of refusing to bargain in two separate charges filed with the National Labor Relations Board. Among other gimmicks the union seeks to end is the company's practice of farming out work that could be done by its own workers.

In 1961 carried just 52.5 per cent of all Government cargoes moved overseas. It said that proper administration of the law would give "a much-needed helping hand" to US shipping. "Cargoes alone can cure the ills that beset the US merchant marine," the document added.

EXPORT'S ADMIRAL WILL SPINS STRANGE TALE OF LABOR PEACE

"Mature and responsible labor peace" was the publicly-stated objective of Admiral John M. Will last August, but two years ago the head of American Export Lines started the sequence of events that has developed into a bitter labor dispute—and is still not resolved.

The strange position of Admiral Will, as president-board chairman of Export, chairman of the Committee of American Steamship Lines and former head of the Military Sea Transportation Service, continues to keep the pot boiling in the current dispute of the Marine Engineers Beneficial Association with an employer it has had under contract since 1949. Despite the severance of his Navy-MSTS ties, the Admiral still seems to have one good foot in Washington, and the other stirring up things in New York, where the new Isbrandtsen-Export shipping enterprise is located.

The dispute over job rights under the existing contract between MEBA and Isbrandtsen began when Isbrandtsen bought controlling interest in Export, but merged its 14-ship fleet into Export, with the latter as the operating company for the joint company. Meanwhile, Isbrandtsen, long an independent with no interest in Federal subsidy money, advised Washington it wanted to leave the ranks of the "independents" and join the subsidy club.

Of more than incidental interest here is the fact that Export also happens to be the only deep-sea company which holds a contract for both deck and engine officers with the Brotherhood of Marine Officers, a recently-acquired affiliate of Joseph Curran's National Maritime Union. (The unlicensed crews in Isbrandtsen and Export were both NMU, so that was not an issue.)

SIU Opens First Stewards' School

NEW YORK—The latest in a series of important advances to assure all Seafarers the best possible feeding and food service aboard ship is now underway at SIU headquarters, with the launching of a new refresher school for SIU chief stewards as part of the Steward Department Recertification Program. Five veteran stewards are enrolled in the first class for a six-week course.

Developed over many months, the stewards' school is the result of recommendations by a rank-and-file committee of stewards two years ago and subsequently approved by the Union membership at SIU port meetings. It features both classroom and field work in an attempt to upgrade the skills necessary for a chief steward's rating.

First Class

Currently being put through their paces under the experimental curriculum, the five stewards making up the first class are: Abraham Aragonés, Alcoa Polaris (Alcoa); Leon Kranczyk, Henry (Progressive Steamship); Cecil Leader, Alcoa Puritan (Alcoa); Bernace Mace, Fairland (Sea-Land), and William H. Rhone, Ines (Bull).

Instruction in the school centers on the duties of a steward aboard ship, including the preparation of



Field trip to meat-packing plant highlighted early weeks of training for Seafarers attending new SIU stewards' school in New York. US Dept. of Agriculture inspector (pointing, left) explains meat grades to SIU Food Plan rep. Eric Klingvall (2nd from left) and (l-r) William H. Rhone, Abraham Aragonés, Cecil Leader, Bernard Mace and Leon Krawczyk, all chief stewards.

menus, food preservation, keeping inventory, proper storing and over all supervisory details in the cook-

ing and serving department that are part of the steward's job. The course is 30 working days in duration.

For purpose of seniority, training time is considered as seetime, so that there is no penalty for coming ashore or remaining on the beach to attend the school. Satisfactory completion of the course will be based on standards of technical efficiency, conduct, sobriety, sea experience and other qualifications.

Besides regular classroom study and instruction from a prepared manual, the outside work so far has included a field trip to a meat packing plant and to a produce warehouse to provide on-the-spot instruction on ordering, storing, grading and the relative nutritive values of different foods. Much more must necessarily go into the steward's job today than it did years ago, due to new techniques in processing, packaging and cookery.

The school is an outgrowth of the original feeding program initiated in some major SIU fleets as far back as 1954 and introduced across-the-board on SIU-contracted vessels in 1959. SIU steward department personnel who have at least three years of seetime in a rating above third cook can get further details on taking the course by contacting SIU headquarters in person or by mail.

By March of this year, with the Secretary of Commerce about to give approval to a new subsidy applicant—Isbrandtsen—matters came into clearer focus. Following MEBA's protests that the subsidy contract in Isbrandtsen's name hinged on the complicated financial arrangements seen to in advance by the Admiral, the Secretary urged the parties to get together and resolve their differences.

Although this never came to pass, the subsidy contract did—a few weeks later.

The transfer of the Isbrandtsen

NMU Cited As Raider Once Again

WASHINGTON—The AFL-CIO has invoked sanctions against the National Maritime Union and its affiliated Brotherhood of Marine Officers for the BMO's raid in the Isbrandtsen fleet against the Marine Engineers Beneficial Association.

Sanctions under the Internal Disputes Plan of the AFL-CIO constitution were invoked against the NMU in October for its attempted raid on the SIU-contracted Robin Line.

In both instances, NMU raiding moves were made in the face of a long-established collective bargaining relationship by another union. The NMU is one of the only two unions against which sanctions have ever been imposed.

ships into the new combined operation now began. As ships arrived in port, crews in the foc'sle and topside were paid off and new topside crews came aboard—now supplied under the terms of Export's contracts. The fact that Isbrandtsen had a valid contract with MEBA through 1964 had neatly been bypassed, with Federal Government sanction as part of the subsidy agreement.

Paying no mind to MEBA pickets demonstrating against what was going on, Export even kept paying the wages and overtime of NMU and BMO men who demonstrated against the MEBA lines. The engineers asked for an investigation into Export's use of subsidy funds to finance and create irresponsible labor disputes, as Export and Isbrandtsen, in acquiring each other, were now receiving the second highest US subsidy, leaping the hurdle from fourth place by virtue of the \$6.5 million subsidy to Isbrandtsen.

Curiously, Isbrandtsen was the only company to receive subsidy this year, although some applications go back more than five years.

Based on its tight contract with Isbrandtsen, the actual owner of the enterprise, MEBA has won every legal and arbitration decision in the matter to date, though Isbrandtsen says it will appeal right up to the US Supreme Court.

Asked to comment on the latest court ruling in MEBA's favor, an Export spokesman had nothing to say—"because we are not concerned" in the dispute, he said. Admiral Will knows better, but he wasn't commenting either.

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PAUL HALL, President

HERBERT BRAND, Editor; IRWIN SPYVACE, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYER, ALEXANDER LESLIE, PETER MCEVOY, HOWARD KESSLER, Staff Writers.

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SEAFARERS ROTARY SHIPPING BOARD



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

October 1 Through October 31, 1962

SIU shipping slumped a bit during October, but the decline was a small one felt mostly in the black gang. The registration for the month showed an increase to 2,945, compared to a total of 2,526 jobs dispatched. The registration rise was confined entirely to class A men, across the board in all departments.

Although the number of men on the beach at the end of October was higher than in the previous month, this amount is expected to be reduced by the normal turnover that develops in advance of the holidays during this season of the year.

Despite the drop in shipping, six ports reported more job activity than in September, including New York and the following: Boston, Philadelphia, Baltimore, San Fran-

cisco and Seattle. All ports south from Norfolk to Houston and the Pacific Coast, shared in the decline. San Francisco and Seattle, on the same coast, were both very busy, however.

The dip in shipping was apparently the direct result of the heavy drop in ship movements port to port (see right). There were 21 fewer payoffs and an equal reduction in sign-ons during the month, plus 17 less in-transit ship movements throughout the District.

While class A men, the top seniority group, caused the heavy rise in registration, they also moved out in greater numbers than before, accounting for almost 63% of all shipping while the proportion for both "B" and "C" men dropped.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	1	1	10	12
New York	41	11	42	94
Philadelphia ..	4	7	15	26
Baltimore	8	7	30	45
Norfolk	6	4	10	20
Jacksonville ..	1	0	11	12
Tampa	3	0	16	19
Mobile	6	3	10	19
New Orleans ..	17	14	27	58
Houston	9	4	34	47
Wilmington ..	1	1	10	12
San Francisco ..	10	8	6	24
Seattle	8	8	10	26
TOTALS	115	60	231	414

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	7	8	3	18	0	1	1	2	8	10	4	22	0	1	2	3	0	0	0	0	0	22	3	0	25	6	18	3	27	0	3	4	7		
New York	83	129	43	255	4	32	50	86	53	97	23	173	6	29	38	73	0	5	15	20	173	73	20	266	88	155	44	287	5	28	55	88			
Philadelphia ..	6	18	1	25	3	4	8	15	7	21	4	32	1	1	7	9	0	2	3	5	32	9	5	46	10	16	2	28	0	4	10	14			
Baltimore	12	38	9	59	1	6	9	16	16	29	4	49	3	4	15	22	0	0	1	1	49	22	1	72	34	78	16	128	1	15	27	43			
Norfolk	16	9	4	29	1	2	12	15	2	6	0	8	1	4	3	8	0	2	0	2	8	8	2	18	10	5	1	16	1	3	11	15			
Jacksonville ..	10	11	1	22	0	6	3	9	3	7	0	10	1	2	2	5	0	0	1	1	10	5	1	16	8	14	4	26	1	7	6	14			
Tampa	4	5	0	9	0	1	0	1	0	4	2	6	0	0	0	0	0	1	0	1	6	0	1	7	5	7	1	13	0	2	0	2			
Mobile	29	24	2	55	0	1	5	6	11	31	5	47	0	1	6	7	0	0	0	0	47	7	0	54	35	32	10	77	0	0	8	8			
New Orleans ..	58	56	13	127	2	17	30	49	44	71	13	128	4	23	30	57	0	2	1	3	128	57	3	188	71	64	19	154	5	22	54	81			
Houston	44	46	19	109	0	22	28	50	30	46	12	88	2	2	23	27	0	0	1	1	88	27	1	116	64	91	18	173	2	34	45	81			
Wilmington ..	7	10	2	19	2	4	9	15	3	1	1	5	0	2	2	4	0	0	1	1	5	4	1	10	12	18	1	31	2	5	9	16			
San Francisco ..	25	30	6	61	6	6	4	16	8	16	4	28	3	5	4	12	0	3	1	4	28	12	4	44	20	27	6	53	2	16	6	24			
Seattle	13	17	6	36	1	14	15	30	19	21	12	52	3	14	15	32	1	9	4	14	52	32	14	98	17	13	6	36	0	10	7	17			
TOTALS	314	401	109	824	20	116	174	310	204	360	84	648	24	88	147	259	1	24	28	53	648	259	53	960	380	538	131	1049	19	149	242	410			

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	0	3	0	3	0	3	3	6	1	8	3	12	2	1	2	5	0	0	0	0	0	12	5	0	17	2	8	2	12	1	8	4	13		
New York	43	138	26	207	17	39	44	100	25	84	19	128	13	45	40	98	4	7	10	21	128	98	21	247	42	135	16	193	11	40	50	101			
Philadelphia ..	3	19	6	28	0	4	12	16	2	12	4	18	0	8	7	15	0	4	0	4	18	15	4	37	3	23	2	28	0	4	13	17			
Baltimore	10	20	7	37	3	13	13	29	6	35	5	46	2	15	17	34	0	0	2	2	46	34	2	82	15	46	11	72	2	17	24	43			
Norfolk	5	15	3	23	1	7	7	15	1	5	2	8	2	2	2	6	0	2	0	2	8	6	2	16	2	8	4	14	1	4	5	10			
Jacksonville ..	1	3	0	4	0	6	4	10	0	3	0	3	0	1	1	2	0	1	0	1	3	2	1	6	2	8	1	11	0	13	7	20			
Tampa	2	2	1	5	1	3	1	5	0	1	1	2	0	1	0	1	0	0	1	1	2	1	1	4	3	6	1	10	1	3	2	6			
Mobile	7	20	4	31	0	5	7	12	8	19	4	31	0	3	5	8	0	0	3	3	31	8	3	42	11	28	7	46	0	9	9	18			
New Orleans ..	18	67	16	101	3	42	27	72	12	66	12	90	1	29	21	51	1	5	2	8	90	51	8	149	27	83	17	127	3	45	40	88			
Houston	12	52	9	73	5	35	24	64	17	42	6	65	1	18	21	40	0	1	0	1	65	40	1	106	21	74	9	104	9	54	44	107			
Wilmington ..	1	9	2	12	2	6	4	12	0	8	0	8	2	3	1	6	0	1	2	3	8	6	3	17	3	11	2	16	3	5	5	13			
San Francisco ..	10	31	5	46	3	9	3	15	10	22	8	40	1	9	5	15	0	2	1	3	40	15	3	58	15	35	1	51	2	11	5	18			
Seattle	4	23	3	30	1	4	7	12	5	28	7	40	0	13	7	20	0	0	6	6	40	20	6	66	4	17	3	24	0	4	5	9			
TOTALS	116	402	82	600	36	176	156	368	87	333	71	491	24	148	129	301	5	23	27	55	491	301	55	847	150	482	76	708	33	217	213	463			

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	1	3	2	3	9	0	1	1	2	1	2	1	4	8	0	0	5	5	0	0	0	0	0	8	5	0	13	2	6	2	4	14	0	1	3	4		
NY	0	55	21	97	173	2	6	44	52	0	30	20	80	110	3	4	32	39	0	1	26	27	110	39	27	176	0	70	26	86	182	2	4	42	48			
Phil.	4	4	5	15	28	0	1	8	9	5	6	2	8	21	1	1	11	13	0	0	8	8	21	13	8	42	5	8	3	14	30	0	2	11	13			
Bal.	9	13	8	11	41	1	2	11	14	5	16	7	13	41	0	0	17	17	0	0	8	8	41	17	8	66	13	17	15	32	77	1	2	17	20			
Nor.	3	7	0	1	11	3	1	6	10	0	2	2	1	5	0	0	7	7	0	0	2	2	5	7	2	14	0	2	0	2	4	3	0	6	9			
Jac.	0	3	0	2	5	0	3	7	10	0	1	2	1	4	0	0	3	3	0	0	2	2	4	3	2	9	2	3	0	3	8	0	4	7	11			
Tam.	1	2	1	4	8	1	1	2	4	0	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2	2	3	1	12	18	1	1	1	3			
Mob.	9	10	7	26	52	0	0	12	12	3	7	5	23	38	0	1	4	5	0	0	0	0	38	5	0	43	10	15	12	37	74	0	0	20	20			
NO	14	23	17	67	121	3	1	49	53	5	19	12	52	88	1	3	38	42	0	1	6	7	88	42	7	137	20	34	24	92	170	3	1	67	71			
Hou.	9																																					

UIW Adds Two More Vote Wins

PHILADELPHIA — The SIU United Industrial Workers has added two more wins to its string, including a representation vote by a margin of 55 to 3 at the Yankee Plastic Company in Shenandoah, Pa.

A separate election at Houston brought the McKesson-Robbins plant under the SIU-UIW banner via a 13-2 victory in an earlier National Labor Relations Board election. Certification has already been received covering workers at McKesson-Robbins and contract talks have gotten underway.

In the Shenandoah election, the SIU-UIW defeated District 50 of the United Mine Workers. This was the climax of an earlier three-way ballot conducted by the NLRB two months ago, in which the UIW polled one vote short of a majority. The previous vote involved the International Brotherhood of Teamsters as well as District 50.

The Shenandoah plant, located some 85 miles from here, will be regularly serviced by SIU-UIW representatives operating out of the Port of Philadelphia, where the union maintains its headquarters for Philadelphia, Camden and the surrounding area. Yankee Plastics currently employs 110 workers of whom only about 60 were eligible for the election.

Besides these two latest wins, the SIU Industrial workers' affiliate has been successful recently in closing a series of pending contract negotiations, including pacts at plants throughout the New York-Long Island metropolitan area. The new agreements call for impressive wage gains, vacation, holiday and sick leave improvements and other changes.

Family Time At Clinic



Off the Kathryn (Bull), Seafarer Evaristo Jiminez showed up at the Brooklyn SIU clinic on family visit day to see that the youngsters got a head-to-toe check-up, just to play it safe. Evaristo, Jr. (left) is 11 and Evelyn is 12. Jiminez ships in the black gang. The Jiminez family takes advantage of the frequent physical exam provided for under the SIU Welfare Plan, as the clinic is not far from home.

LOG Gets 2 Labor Press Awards

CLEVELAND—The SEAFARERS LOG was awarded two more citations at the International Labor Press Association's annual convention here in the 1962 competition among newspapers of AFL-CIO national and international unions.

This year's citations by an 11-judge panel of professional newsmen were for general editorial excellence and for an original editorial cartoon by Bernard Seaman, LOG art editor. The LOG has received a total of 30 awards since it entered the labor press competition in 1947.

Comments by the contest judges rated the SIU paper "outstanding in readability and in coverage of union affairs." Both citations won by the LOG were "certificates of merit" as second-place awards.

First prize for editorial excellence among international union newspapers was given to "The Ad-

vance," published by the Amalgamated Clothing Workers. The cartoon prize went to the "IUE News" of the International Union of Electrical, Radio & Machine Workers.

Seaman's award-winning cartoon appeared in the LOG in May, 1961, and was entitled "Help?", in depicting a drowning maritime industry being thrown an unattached anchor labeled "Hodges Maritime Study Committee." The cartoon and the editorial comment with it questioned the value of a maritime study by a group that had little to do with sea or maritime problems.

Delegates Aboard Ship? British Sailors Vote OK

LONDON—On-the-job representation will be instituted next year by the National Union of Seamen of Great Britain as a result of decisions at its annual general meeting here in October. NUS officials say it will take six months before it can be started and up to three years before a system of shipboard representation for British seamen is fully in effect.

The question of having union delegates aboard ship was decided upon at the annual meeting by a vote of 67 to 31. It was defeated a year ago by a heavier margin of 81 to 19.

As expected, shipowner reaction to the idea of having union delegates on their ships has not been enthusiastic. NUS officials have also been opposed because of the problems likely to arise in setting up the system and the expected cost involved.

According to "Fairplay Shipping Journal," "It would appear that

the executive of the NUS does not underrate the difficulties inherent in the proposal, but has been forced to reverse its previous policy because of the activities of the unofficial seamen's reform movement." The reform group staged a wildcat strike in the summer of 1960 over a contract settlement, and tied up British shipping in many parts of the world.

"Fairplay" noted that 11 of the 85 motions on the agenda of this year's general meeting called for the adoption of some system of union representation on the ships. However, one speaker against the resolution stated that he had never found one man who wanted shipboard representation during his 16 years as a member of the NUS.

One of the biggest problems faced by British seamen is the wholesale loss of jobs to foreign nationals, principally Asians, who are rounded up by crimps and hiring agents in Hong Kong and elsewhere to man British vessels at far less than regular British wages. This "two-pot" pay system has been particularly evident in the giant P&O fleet which, despite its claimed losses in operations requiring further shipboard economies, just hiked its stockholder dividends again.

It has been estimated that the shipboard representation program will cost up to 30,000 pounds (\$84,000), and that it will first be set up on a small number of offshore ships, with later extension to all foreign trade ships and then to domestic vessels. In order to meet this cost and other union expenses, the annual meeting voted to increase union dues from two shillings (28 cents) per week to four shillings (56 cents) weekly.

A system of department delegates similar to the set-up in the SIU will be developed as soon as training courses can be started.

DIGEST of SIU MEMBERSHIP MEETINGS

The following is a digest of SIU regular membership meetings during the month of September, 1962, in all constitutional ports. This feature will be carried each issue in the SEAFARERS LOG:

NEW YORK, Sept. 4—Chairman, Earl Shepard; Secretary, Edward X. Mooney; Reading Clerk, Angus Campbell. Minutes of previous meeting in all ports approved. Port Agent's report on shipping read and accepted. President's report covering Robin Line, AFL-CIO and MTD meetings, support of COPE, new ships being crewed and other contract matters was carried unanimously. Secretary-treasurer's report omitted, as he was out of town. Report of quarterly financial committee read and adopted. Welfare services report presented. No communications received except for meeting excuses referred to port agent. Auditors' reports presented and accepted. Presentation of charges against John Cole approved. No written motions, resolutions or new business. Total present: 545.

PHILADELPHIA, Sept. 4—Chairman, Frank Drozak; Secretary, Charles Stansbury; Reading Clerk, Steve Zubovich. Minutes of all previous port meetings approved. Shipping report by the port agent read and accepted. Agent reported blood bank doing very well. President's report of August 6 at headquarters carried unanimously. Secretary-treasurer's report of August 6 carried unanimously. Report of quarterly financial committee read and accepted. No communications received. Auditors' reports presented and accepted. Motion to non-concur on written motion by John Cole carried unanimously. No new business. Total present: 87.

BALTIMORE, September 5—Chairman, Tony Kastins; Secretary, Charles L. Fisher; Reading Clerk, Bennie Wilson. Minutes of previous meetings in all ports accepted. Port agent urged Seafarers to get vaccinations now available at clinic and to file dependents' hospital and surgical claims properly. Report on shipping was adopted. Reports by the president and secretary-treasurer for August 6 were carried unanimously. Report of quarterly financial committee read and adopted. Communications regarding excuses from meeting were accepted. Auditors' reports presented and accepted. Motion to non-concur with written motion by John Cole

carried unanimously. No new business. Total present: 251.

DETROIT, Sept. 7—No meeting held due to lack of quorum.

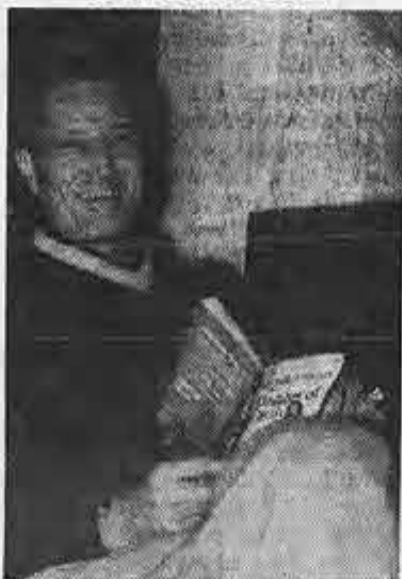
HOUSTON, Sept. 10—Chairman, Lindsey J. Williams; Secretary, Bill Doak; Reading Clerk, Paul Drozak. Minutes of all port previous meetings accepted. Port agent urged members not to buy

Shell Oil products during strike by Oil & Chemical Workers. Shipping report was adopted. Report by president and secretary-treasurer on August 6 were adopted unanimously. Quarterly financial committee's report read and approved. No communications received. Auditors' reports presented and accepted. No written motions and resolutions presented. Motion carried under new business that union negotiating committee obtain contract clause calling for payoff to be held on coastwise vessels every second trip or at least every 30 days. Total present: 350.

NEW ORLEANS, Sept. 11—Chairman, C. J. "Buck" Stephens; Secretary, Clyde Lanier; Reading Clerk, Bill Moody. Minutes of previous meetings in all ports accepted. Port agent said that due to error on meeting date in the SEAFARERS LOG, members who presented themselves for meeting on September 12 would be credited with attendance. Shipping report accepted. President's report and report of secretary-treasurer from August 6 unanimously carried. Report of quarterly financial committee adopted. Communications regarding meeting excuses referred to dispatcher. Auditors' reports presented and accepted. Motion carried to non-concur in resolution by John Cole. No new business. General discussion in good and welfare on availability of information for the families of men on SS Jacqueline Someck when ship is at sea. Total present: 310.

MOBILE, Sept. 12—Chairman, Louis Neira; Secretary, Robert Jordan; Reading Clerk, Harold Fischer. Minutes of all previous port meetings accepted. Port agent emphasized need for donors to build up blood bank. Shipping report was adopted. Report by president and secretary-treasurer for August 6 were carried unanimously. Report of quarterly financial committee read and adopted. No communications. Auditors' reports presented and accepted. No written motions and resolutions or new business. Total present: 153.

On Camera



Utilizing paperback library stocked in Philadelphia SIU hall, Seafarer William Farnell, FWT, pauses in his reading to pose for the cameraman.

May, 1961

SEAFARERS LOG

'Help?'



Winner of a labor press citation, LOG editorial cartoon from May, 1961, called attention to presence of landlubbers on a maritime study committee appointed by Commerce Secretary Luther Hodges.

Third Big Tanker For Victory Carriers

Seafarers Man New 'Super'

The third 46,000-ton supertanker in the SIU-contracted Victory Carriers' fleet has been manned by Seafarers and has already completed her first round trip voyage coastwise. The vessel was delivered in October after completion at Bethlehem's shipyard in Quincy, Mass., and crewed out of the Boston SIU hall.

She is almost identical to the company's two "supers" that came out last year, the Mount Vernon Victory and the Monticello Victory. The Mount Vernon crewed up in January, 1961, and the Monticello followed in October.

The Montpelier draws close to 40 feet of water, has a beam of 192 feet and is 736 feet long. The Seafarer-manned ship is fully air-conditioned and boasts a swimming pool, large living quarters where a shower and toilet adjoin each pair of rooms, and a roomy lounge in which to relax.

She is powered by an improved geared turbine capable of generating 21,500 horsepower and which can move the ship at a normal cruising speed of nearly 18 knots. She is owned by Montpelier Tankers, a subsidiary of Victory Carriers.

All three almost-identical vessels are part of the construction

program Victory Carriers was committed to as an outgrowth of a series of ship transfers some years ago in the heyday of the Government-approved ship transfer program.

The addition of the Montpelier to the US-flag fleet again raises the question, which was looked into recently by a study group of the American Association of Port Authorities, regarding the trend to equate sheer size with efficiency and economy in shipping operations. The research group was dealing specifically with the question of dry cargo ships, but the bigger and bigger petroleum carriers coming off the ways these days face many of the same problems.

In dealing with the issue, the AAPA group warned that American dry cargo ships will be crowded out of all but the biggest US ports because they cannot service the many small ports with limited

harbor facilities. This, in part, was the situation which helped foreign ships get the jump on the US merchant fleet in servicing the St. Lawrence Seaway ports.

No Wonder Taxes Pain O'Seas Co's

The United States is both source and target of a rapidly-expanding cycle of international investment, which explains some of the anguish expressed by US firms with overseas subsidiaries after passage of recent tax law amendments.

While foreign manufacturers of US-owned plants have skyrocketed, foreign investment Stateside has steadily, though to a far lesser degree, also increased over the years.

Led by steep rises in Italy, Japan and Latin America, goods manufactured in foreign countries by American-owned firms increased last year by 40 percent since 1957, according to a Department of Commerce survey.

In dollar value, it was estimated that production in the overseas plants reached \$25.5 billion in 1961, approximately \$2 billion more than in 1960.

On the other side of the investment coin, foreigners now directly hold more than \$7.5 billion in US business, increasing their investments by \$325 million annually.

The total alien holdings have more than doubled in the past decade and the biggest gains in foreign-based US companies were noted in chemicals, food and machinery, while sales by automobile firms slackened.

THE INQUIRING SEAFARER

QUESTION: Are you in favor of legalizing off-track betting?

Robert Dillon, deck: Yes, even though it's a tough thing to control, I'm for it.



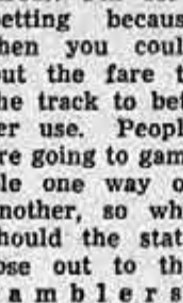
The way I see it, people are going to gamble anyway, so why not legalize the betting and get the revenue while it can do some good for the general public. I know prohibition didn't work, but that doesn't mean this thing won't.

William Jimenez, oiler: I was a jockey in San Juan some time ago and I play the horses today because I still like to watch them.



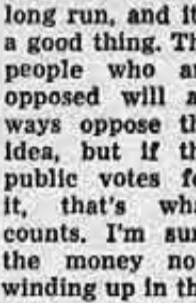
Since people are going to bet anyway, why not make it easier all around? It doesn't matter if you're lucky or not, gambling will still go on. An off-track betting system would be very popular.

William Newhoff, steward (retired): I'm for regular off-track betting because then you could put the fare to the track to better use. People are going to gamble one way or another, so why should the state lose out to the gamblers?



There's a lot of money going down the drain right now.

Pete Serbyk, deck: I believe off-track bets will be allowed in the long run, and it's a good thing. The people who are opposed will always oppose the idea, but if the public votes for it, that's what counts. I'm sure the money now winding up in the bookies' pockets could be put to good use.



William H. Rhone, steward: Yes, I am. I'm positive that the money that could be obtained from legalizing off-track bets could build new hospitals and schools. Racketeers are the only ones coming out ahead right now. As long as some government body could control it, it's a good idea.



Thomas Curran, oiler: Yes, I'm in favor of it. It saves me a trip to the track and I can get away from the crowds. Why should you have to go all the way to the track and put up with all the inconvenience, if you can play a horse and save all the time and trouble.



Globe Progress Home Again



Back from offshore voyage, the Globe Progress (Ocean Cargoes) paid off in Philadelphia, and crewmembers stop off to pay dues to boarding patrolman John Kelly (seated). Pictured (l-r) are Seafarers Don Wacker, Frank Van Dusen, Larry Campbell and Jimmy Stogaitis. It was a good trip.

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:

- USPHS HOSPITAL BALTIMORE, MARYLAND: Harry Acosta, Everett Hodges, Charles Adams, Jr., Walton Hudson, Floyd Barnett, William Lang, Gorham Bowdler, William Mason, Ralph Bradshaw, Desiderius Nagy, Edmund Brett, Ralph Pardue, Donald Brooks, Gilbert Pitcher, Gaetano Busciglio, John Pryor, Charles Crockett, Joseph Samborski, Jeff Davis, Henry Schwartz, Edward Denchy, James Shipley, Noble Duhadaway, A. Skalamekia, Ferdinand Forts, Joseph Taylor, Thomas Glenn, F. Teigeiro, Charles Hall, Thomas Walston, Charles Hardesty, Vryl Williams, Daniel Hall.

SOCIAL SECURITY REPORT. Joseph Volpian, Social Security Director.

Gap Widens On High, Low Incomes

Thanksgiving Day is always a good time to take stock, and well we may since most Americans are better off financially and economically than they were five years ago [or 15 years ago.] Still, the gap between those at the top and bottom of the economic ladder shows no signs of narrowing. In fact, it has widened slightly in recent years.

This unequal division of US wealth is analyzed by the AFL-CIO in Labor's Economic Review, based on the latest available data, including a new Government survey. Despite statistics showing steady growth in "average" family income, the gains have been unevenly distributed, the study shows. Neither high tax rates on high incomes nor the impact of welfare legislation has brought about any leveling of the extremes.

In 1955, for example, the high 20 percent of the nation's families received 43.2 percent of the total after-tax family income, while the lowest fifth had only 5.2 percent. By 1960, the family income of the bottom 20 percent had gone up \$205, while that of the top 20 percent had risen \$2,485. As a result, the top fifth received 43.8 percent of the total income, while the share of the bottom fifth had slipped to 4.9 percent.

A US Department of Commerce study on family income distribution "establishes these major points," the AFL-CIO analysis declared:

"While post-war family income averages have been rising significantly and all income brackets have benefited, the gain of the neediest has been shockingly small and the income share of the groups at the bottom of the scale actually has been going down.

"About two-fifths of all Americans live in families with incomes still too low to provide the minimum essentials of comfortable and decent living."

The AFL-CIO analysis also cites a study of wealth accumulation dealing with the percentage of the nation's personal wealth held by the richest one percent of US adults. While the personal wealth of the top one percent dropped from a high of 36.3 percent in 1929 to a low of 20.8 percent in 1949, the percentage has been moving up since then. In 1953, it was 24.2 percent; in 1956, 26 percent, and in 1961 the richest one percent owned 28 percent of the nation's personal wealth.

This has been accompanied by a rise in the number of millionaires from 27,000 in 1953 to about 100,000 by 1961 and an increase in the "very rich," with wealth of \$5 million or more, from 2,000 to 10,000 during the same period.

"The time has come," the AFL-CIO analysis declares, "to reverse this unwholesome trend" of a widening gap between the share of income and wealth held by those at the top and the large group at the bottom. A step in this direction can be taken, the AFL-CIO notes, during 1963, when the Administration is scheduled to submit an overall reform of the Federal tax system to Congress.

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

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



Some Basic Rules About Salads

For a long time, the idea of eating a salad was looked upon as an unappetizing yet necessary chore in order to give your food intake the proper nutritional balance. However, there has been a great change in the preparation of salads today and, with the proper ingredients, these can be one of the most enjoyable parts of any meal.

From their former state—a mound of leafy greens topped with a bland dressing of vinegar and sugar, the present-day salad has progressed to an attractive mixture of greens, vegetables, gelatin, nuts, cheeses, and other foods. This can include raw, cooked or dried, salted and pickled foods as well. Salads have become so tasty that many restaurants and food "bars" are devoted solely to the preparation of salads advertised as "health foods."

The essential requirements for the success of any prepared salad is freshness, crispness, appetizing flavor, a pleasing color combination and the proper dressing. By and large, the great majority of salads are served cold but, on occasion, a hot salad is in order.

It is most important in making a cold salad to have all ingredients well chilled and served on cold plates. Lettuce still is the most often-used salad ingredient because it is so versatile. There are various types of lettuce on the market and, for use in the salad bowl, the leaves should be broken apart. Cutting the head into chunks does not produce the best-flavored salad.

Care has to be taken in the preparation of all salad greens to guard against monotony. By varying the dressing, the method of service or the garnish, you can help make greens even more attractive. Mixing of salad ingredients should be done lightly. Fruit and vegetable salads in particular are more attractive and pleasing to eat if care is taken to keep the pieces whole and fairly even-sized. This helps keep them fresh and retains good color.

With few exceptions, salads should be served promptly after preparation and eaten as soon as they are served. A potato salad, for example, should stand in the refrigerator only long enough to absorb flavor from the dressing. Molded salads, which must be prepared several hours in advance, should be refrigerated only until they become firm. They should then be served right away.

A wilted-looking salad that has been standing for a long time awaiting service easily loses its appeal. This applies particularly to the green part of the salad.

It is permissible to prepare a fruit, vegetable, meat or fish mixture in advance, provided that it is kept in a covered dish in the cooler, ready to be served on a salad green.

An important point is never to add the salad dressing until just before serving, as this destroys the crispness of the salad. The amount of dressing should be just enough to coat all the ingredients with a thin film, no more. Keep these rules in mind, as a good salad on the menu can be something to look forward to with anticipation.

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

Vacation \$ Time



First \$800-plus vacation payoff in New Orleans pictures Seafarer Walter H. Harris with SIU Port Agent Buck Stephens. Harris was on the John B. Waterman.



All smiles, Seafarers J. W. McKibben, oiler (left), and Charles Yancey, AB, match SIU vacation checks in NY after paying off the Coastal Sentry (Suwannee).

SIU Job Rights' Stand Praised

WASHINGTON—Vice-President Lyndon B. Johnson has commended the Seafarers International Union of North America for taking part in the joint signing of the Union Fair Practices Program at the

White House on November 15 with over 100 other AFL-CIO unions. The Vice-President is chairman of the President's Committee on Equal Employment Opportunity.

The program pledges the SIUNA and its affiliates to "cooperate with the Committee in attaining its goals of equal opportunity in all aspects of employment, tenure, terms and conditions of employment, in work assignment, promotion and transfer, without regard to race, creed, color or national origin." SIUNA President Paul Hall signed on behalf of the international union.

The White House ceremony took place in the midst of a controversy over charges by an official of the

National Association For the Advancement of Colored People against a number of unions, including unions in the SIU Pacific District.

In making the charges, Herbert Hill, labor secretary for the NAACP, and Robert L. Carter, the association's general counsel, announced that decertification proceedings had been started before the National Labor Relations Board in several cities, including San Francisco, on the basis of alleged discrimination in employment. Some of the proceedings have already been dismissed by the NLRB.

The nature of the charges and the manner in which they were made by NAACP representatives were strongly protested by the SIUNA in a letter to Roy Wilkins, executive secretary of the NAACP. It said the allegations "were irresponsible and wholly inaccurate statements . . . which . . . not only have no basis in fact, but also do serious damage to the good name of the NAACP."

The role of the NAACP's labor secretary has since led to strained relations between the association and the AFL-CIO, which has been in the forefront of the civil rights' movement for many years.

Less than two weeks prior to the charges by Hill against SIU West Coast affiliates, the SIU received a "Merit Award" plaque from the Brooklyn Branch of the NAACP "in recognition and appreciation of valued service in the promotion of Civil Rights and better Race Relations through cooperation with the NAACP program."

SIU Awards Still Open

Urge Early Bid On Scholarship

Seafarers and SIU men's children seeking to compete for one of the 1963 SIU scholarship awards still have time to apply and get their papers in order, although time is running out. Interested candidates can still take the qualifying College Entrance Examination Board tests scheduled for January 12, 1963 and March 2, 1963.

The SIU scholarship program, one of the most generous in the country, is open to Seafarers with a minimum of three years' seafaring time and to children whose SIU dads meet the seafaring requirement. Five \$6,000 awards are given out each year providing for four years of college study in any field at any accredited college or university in the US or its possessions.

Since 1953, when the SIU scholarship program was inaugurated, 48 free scholarships have been awarded to 21 Seafarers and 27 children of Seafarers.

Winners are chosen on a basis of high school records and other scholastic activities plus their performances on the standard College Entrance Examination Board tests. Under the plan, one scholarship each year is reserved for an active Seafarer who qualifies.

Those interested in competing are urged to contact the nearest SIU port office for further information as soon as possible. Selection of the winners will be made in May.

6 SIU OLDTIMERS GO ON PENSIONS

The ranks of Seafarers on SIU pensions was increased to 69 so far this year as six more veteran Union seamen became eligible for the lifetime \$150 monthly payments.

The newest pensioners are Ernest L. Waters, 64; Arcanjo Crasto, 64; Lawrence O. Russell, 52; Anders E. Strom, 65; Harold F. Holmes, 52, and Thomas L. Crosby, 63.

A native of Georgia, Brother Waters joined the SIU at New York in 1944. He sailed in the engine department on deep-sea ships for 39 years, and paid off his last ship, the Mount Shasta (Bull), in May. Waters currently resides in New York City.

Brother Crasto has been sailing SIU ships since 1944, when he joined in New York. A native of Portuguese Goa, he sailed in the steward department on American-flag ships for 35 years. His last ship before retiring was the Steel Surveyor (Isthmian), which he paid off in May. He now makes his home in New York City with his wife Gregoria.

Shipping with the SIU since 1938, Brother Russell sailed in the deck department aboard deep-sea vessels for a period of 26 years. A



Waters



Crasto

native of Mobile, he paid off his last vessel, the Warrior (Waterman), in March of this year. He makes his home in Mobile.

Brother Strom was a member of the steward department and, before his retirement, had sailed for 19 years on deep-sea vessels. Born in Finland, he joined the SIU at New York in 1947, and last sailed aboard the Coeur D'Alene Victory (Victory Carriers), last March. His home is in New York City.

A member of the Union for 18 years, Brother Holmes joined at Miami in 1944. He sailed in the engine department and paid off his last ship, the Del Rio (Delta), in October, 1961. He currently resides in Miami Springs, Fla.

A native of Alabama, Brother Crosby joined the SIU in Mobile in 1945 and has sailed in the steward department for 28 years. His last ship before retiring was the Transindia (Hudson Waterways), last March. He and his wife Melda live in Mobile.

Vacation Pay Now \$800

Seafarers are reminded that all vacation credits began accumulating at an annual rate of \$800 as of October 1, 1962. The seventh increase in SIU Vacation Plan benefits since 1952 doubles the previous rate of \$400 for Seafarers' vacation pay.

Some Seafarers began in October to collect \$800 or more in vacation benefits covering continuous service time aboard the same vessel since October, 1961. This \$800 figure now applies to all SIU men regardless of the number of ships worked, and there is no requirement that a Seafarer must get off a ship in order to collect.

Applications can be made at headquarters or in the outports. Payment of vacation benefits at the \$800 rate is being handled in the same way it was originally when the annual rate was \$140. In applying for vacation, Seafarers must present discharges showing at least 90 days of seafaring for any number of ships or companies. Payments will still be pro-rated at the old \$400 rate for all seafaring prior to October 1, 1962, with the exception of continuous service time on one vessel since October 1 of last year.



Waters



Crasto



Waters



Strom

REMEMBER MURMANSK IN 1942?

More than 20 years have passed since the dramatic and tragic voyage of the "PQ-17" convoy to Murmansk, better known among SIU seamen as the "Fourth of July" convoy, but Seafarers who were there will never forget it.

The 33-ship fleet contained 20 American ships, most of which were manned by Seafarers and Sailors Union of the Pacific crews. Only 11 vessels eventually got through to Murmansk.

Paul Stovall, 75, now retired and laid up at the US Soldiers Home in Washington, recalls the action-packed days of the voyage from Reykjavik, Iceland, to Russia's frozen seaports. Stovall was one of those aboard the Ironclad, one of the ships to make it.

On June 27, the fleet left Iceland accompanied by a heavy escort of destroyers, sloops, corvettes, two "ack-ack" ships, several armed trawlers, three rescue vessels and two British submarines. Heavy escorts included two British and two US cruisers while 100 miles to the east was a combined British and American battle fleet.

Actual attack on the convoy began on July 4th when a German Heinkel plane defied the naval es-

cort, and burst out of a cloud bank to torpedo the Liberty ship Christopher Newport of the Calmar Line.

Seafarers aboard the Ironclad, including Stovall, could see the face of the German pilot and gunner as they literally plowed down through the lane of freighters, loosing their torpedoes and machine-gunning despite a terrific counterfire from Navy gunners.

German aircraft harassed the fleet all the way to the ice packs of Nova Zembla, where, with luck and camouflage, some of the ships managed to get through.

Some of the ships didn't reach safety until July 25, when they finally arrived at Archangel after having to bypass Murmansk.

Today, Stovall still recalls the days of that long-ago voyage and says "hello to the boys with me on the Ironclad, Calmar Line, Murmansk run, the 4th of July, 1942." He says he and three other "seadogs" are at the Soldiers' Home.

"I am the only one that gets the LOG though we all read it."

Paul has a brother, Walter H. Stovall, 57, who sails SIU in the deck department. Walter was most recently on the New Jersey (Seatrail).

Rail Tugmen Hit Gimmick-Coal Pipeline

TRENTON, NJ—The only marine union witness to testify, a spokesman for the IBU Railway Marine Region appeared before the New Jersey Senate Transportation Committee on behalf of all harbor unions to urge rejection of a planned "coal pipeline" running into NJ and New York.

Presenting the combined view of all unions in the Joint Harbor Council, G. P. McGinty, regional director of the SIU Railway Marine Region, declared that the proposed pipeline would not only destroy hundreds of jobs but "would ruin the already economically sick railroad industry." The pipeline would bring in a mixture of crushed coal and water from West Virginia mines.

Bituminous coal now constitutes about a third of all the rail carload freight which terminates in New Jersey and the pipeline would eliminate this traffic entirely. The unions have asked that the railroads be given time to complete their tests on transporting coal via new methods "at a rate equal to or lower than that which the coal pipeline people claim on paper they can do."

Technically, McGinty appeared before the state legislative body to urge adoption of a bill that would deny the pipeline company rights of access to land and property needed for their development. Such rights would be confined to pipeline operations transporting gas or petroleum products.

Legislatures in other states along the right-of-way sought for the pipeline have taken a mixed view toward the proposal, because of its obvious effect on railroad activity, rail jobs and on tax income in the event of passage. The Railway Labor Executives Association, including all railroad labor, has likewise taken a position against the pipeline.

Watch That Bourbon Brand!

SHIVLEY, Ky.—The Distillery, Rectifying, Wine and Allied Workers' International Union, AFL-CIO, has renewed an appeal to all union members for support in its 15-month-old strike against Stitzel-Weller Company by boycotting four brands of bourbon whiskey made by the firm. Unionists are asked to leave Old Fitzgerald, Cabin Still, Old Elk and W. L. Weller bourbon off their holiday shopping lists so that during the industry's big sales period right now management will get the idea that it has to sit down at the bargaining table. Stitzel-Weller has refused to negotiate on contract provisions long in effect among major distillers.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Remember: It's Your Aching Back

The many mechanical innovations and all types of automation have not made human muscles obsolete in industry. This is evidenced by statistical reports from the Workman's Compensation Board, and other statistics as reported in "Navy Medical News Letter."

These reports bring up the questions of "how" and "why" do the injuries occur? Is it man's physical make-up that is responsible and, if so, in what manner do the injuries occur?

PHYSIOLOGICAL CAUSES. The spine is a very complicated structure consisting of 33 small bones, the vertebra, which have seven bony projections to each vertebra, to which muscles and ligaments are attached. The ligaments hold one bone to another, forming joints and permitting motion between them. In the joints between the vertebra are the discs. These are round and of a firm gelatinous substance that acts as a kind of shock absorber between the vertebra. This intricate mass of muscles, ligaments and discs that holds the vertebra together also accounts for the movement of the spine.

This whole mechanism is not only intricate and complex, but it is also unstable. Being designed by nature to function in the horizontal position rather than the vertical, the spine through the many years of evolution gradually developed to the upright posture. Development into the upright position has resulted into a mechanism precariously balanced, with the center of gravity located over a small base which requires constant muscular activity to maintain the upright position.

To this complex mechanism has been added the arms and hands, which act as long levers to grasp objects. This results in an unfortunate mechanical disadvantage.

The limit of motion of each joint is determined by the attached ligaments. The muscles that are attached control this motion within these limits. Each ligament has its maximum strength, elasticity and contraction power.

When on guard, the muscles protect the ligaments to their best ability. Beyond this, the force is exerted on the ligaments. Thus, sudden or unexpected application of force may injure the ligaments before the protective action of the muscles are able to come into play.

BACK INJURIES. The complex and delicate mechanism of the spine is a predisposing cause of back injuries. Sprains and strains are the most common type of injury. Herniated or injured disc are occasionally encountered, although probably not as frequent as formerly diagnosed.

SPRAINS AND STRAINS. In strains, small fibers of the muscle are torn, usually due to the great force, or sudden increase in force exerted on the muscle. There is sudden severe pain which immediately prohibits further effort and induces protective spasm that immobilizes the part.

A sprain is the tearing or stretching of a ligament. Sometimes they pull off a small section of bone where they are attached due to their strength and toughness. Here again, the pain is sud-

den, severe and the symptoms are as similar to those of strain of a muscle.

PREVENTION. Personnel should at least be selected with the same care that machinery, trucks and cranes are selected. Careful pre-employment examinations by a physician familiar with the needs will prevent assignment of work beyond the man's capacity. They should not be selected by size and physical appearance, as often the small, wiry person can handle heavier loads than a robust person, who may have heart disease, hypertension, poor vision or other ailments that make them unfitted.

There is a knack to lifting and carrying, which is seldom instinctive—it must be taught. Instruction should always include the following: Use skill—not force.

Lifting depends to a great extent on the skillful use of the proper muscles—not brute force. In the proper position, leg muscles are in tension, ready to work. The back muscles are locked so that the back is held rigid. To lift the object, he straightens the legs, at the same time swinging his back to the vertical position, thus avoiding strain on the back muscles.

Get help if the load is too heavy—Examine the lifting area.

Often accidents occur by dropping the load on the feet, or slipping on wet or oily decks or stumbling over articles. See that the area is clear of these hazards.

Do not jerk, shove and twist the body. These movements may produce strain of muscles. . . . Do not stack or pile higher than chest.

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

SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid — September, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits	11,763	\$ 24,556.52
Death Benefits	9	28,215.09
Pension Disability Benefits	322	48,300.00
Maternity Benefits	28	5,661.00
Dependent Benefits	503	45,890.68
Optical Benefits	414	4,383.84
Out-Patient Benefits	10,763	73,779.00
Vacation Benefits	1,238	209,666.46
TOTAL WELFARE, VACATION ...		
BENEFITS PAID THIS PERIOD	25,040	\$440,452.59

SIU Clinic Exams—All Ports

September, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	103	14	10	127
Houston	147	12	10	169
Mobile	66	7	11	84
New Orleans	259	15	11	285
New York	345	23	15	383
Philadelphia	43	6	5	54
TOTAL	963	77	62	1102

SIU Blood Bank Inventory

October, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	2	5
New York	45½	21½	37	30
Philadelphia	47	1	0	48
Baltimore	66	0	2	64
Norfolk	15	0	0	15
Jacksonville	42	0	0	42
Tampa	6	0	0	6
Mobile	0	0	0	0
New Orleans	35½	42	0	77½
Houston	18	4½	6	16½
Wilmington	5	2	0	7
San Francisco	11	2	4	9
Seattle	15	0	0	15
TOTALS	313	73	51	335

Lakes SIU Ship Has Show Role



One of the four T. J. McCarthy Steamship vessels under Great Lakes SIU contract, the big auto carrier T. J. McCarthy had a featured role at the National Auto Show in Detroit recently when she delivered a dozen brand-new cars right to Cobo Hall, scene of the show. She made a two-mile trip downstream from her regular dock to the exhibit hall.

It's SIU Holiday Time All Over



It was really "Christmas" in August for the Eskimo population of Resolute Bay in Canada's far north, posing (above, left) with a Canadian SIU crew from the Branch Lines' tanker *J. Edouard Simard*. Crewmembers gave a dinner and party aboard the vessel on an Arctic trip. Thanksgiving Day in San Francisco

(above, right) was the occasion for family get-together at the Sailors Union hall for Seafarer *Dan Ticer* and family. Pictured (l-r) Lido, Ticer, Johnny, Mrs. Ticer and Danny Jr.

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

By SIDNEY MARGOLIUS

Tricky Toy Ads Can Be A Trap

TV advertising of toys has doubled every year recently. This year an estimated \$30 million will be spent to convince your children to convince you to buy expensive playthings dramatically portrayed on, during and in between children's television shows.

The combination of the present huge child population and the constant barrage of TV commercials, thus has become a serious money trap.

In cases against some of the biggest toy manufacturers, the Federal Trade Commission found, for example, that Louis Marx & Co. commercials for a "battle set" did not include toy cannon that actually fire exploding components, nor components that produce smoke, or even all the numerous pieces of scenery the TV advertising showed. Nor did the "Chemistry Science Kit" shown on TV by Remco contain all the materials shown. If you bought Remco's "Radio-craft Kit," you may have agreed with the FTC's complaint that you can't really transmit radio broadcasts or construct a transistor radio with the components.

Deceptive advertising by other companies charged by the FTC in recent months included the Thumbelina doll, Robot Commando made by Ideal and toy playhouses sold by Novel Manufacturing Corp., for \$3.98. The frontier-type playhouses were not flameproof as claimed and not usable outdoors in all weather.

Federal Trade Commission officials have pointed out that some commercials deliberately have exploited both the credulity of the children, and the affection (or lack of willpower) of parents and other Christmas givers. The FTC experts have suggested these precautions:

- If toys consist of many pieces, make sure that what you are buying is not just a disappointing portion of what has been shown in the ads.
- If the toy is a mechanical one, ask to have it demonstrated.
- In the purchase of a kit of tools or materials (construction, chemical, cooking, etc.), don't be misled by the "models" displayed or advertised. Many of these displays may have required the contents of more than one kit.
- Don't hesitate to ask the seller for an explanation of any questionable claims. He may be annoyed, but you still are entitled to know.

The prices charged for many toys today is as serious as the exaggerations. Manufacturers don't seem interested in dollar toys any more. Twenty-dollar dolls, \$22.50 "atomic" submarines and even six-foot-square Fort Apaches for \$100, are heavily promoted. Again this Christmas, we advise investing your money in authentic hobby and craft materials.

Here are other sources for equipment and play materials, some of them professional suppliers to schools:

MISS UNION MADE DOLL: Perhaps the bargain of 1962, is the "Miss Union Maid" doll being offered for just \$1 plus 25c postage by the Union Label and Service Trades Council, 673 Broadway, NY 12. This is a no-profit offer of a ten-inch miniature doll wearing a nylon evening gown. We find that dolls of this type usually sell for \$3 up.

SCIENTIFIC SUPPLIERS: The Science Materials Center, 220 East 23rd St., New York 10, offers, among other equipment, an enlarged selection of Science Book-Labs at \$3.95 this year. These provide a 48-page book and kit of materials for conducting experiments, in such areas as chemistry, air experiments, mathematic shapes, seeds, magnets and jets and rockets. The chemistry Book-Lab, for example, teaches the concepts that children usually learn in grades 4 to 6. It is especially designed for safety and non-toxicity. The Center will send you a 24-page Christmas catalog showing selected science playthings.

Other large suppliers of school scientific equipment who also have materials for public sale include Central Scientific Co., 1700 Irving Park Road, Chicago 13; W. M. Welch Scientific Co., 1515 Sedgwick Ave., Chicago 10, and Edmund Scientific Co., 101 E. Gloucester Pike, Barrington, NJ. Edmund specializes in optical equipment such as lenses, microscopes, telescopes, planetariums, etc.

BOOKS: Recently-introduced items offering interesting gift possibilities at reasonable prices include the new "Golden Book Encyclopedia of Natural Science," for younger children, sold in supermarkets at 98 cents for the first volume and 49 cents for additional ones. In sports-instruction books, "Skiing for Beginners," by Conrad Brown, is \$2.50 (published by Charles Scribner's Sons).

EDUCATIONAL TOYS: Besides the well-known Playskool and Hologate educational toys for young children, Creative Playthings, Inc., a supplier to many nursery schools and kindergartens, offers a catalog for parents. It is available from this firm at PO Box 1100, Princeton, NJ.



Thanksgiving at SIU hall in New York, where almost 900 holiday dinners were served, finds Marine Cooks & Stewards' member *Clarence Dawson* and family on hand. The Dawson aggregation includes nine kids, but only five and Mrs. Dawson are shown. The group includes Darnell, 4; Maurice, 6; Wilbert, 9; Michael, 10, and Clinton, 13. Dad was last on *P&T Forester* (Pope & Talbot).

SIU Crews Score On PHS Inspection

HOUSTON—Seafarers on the *Neva West* (Bloomfield) made it six in a row by gaining another perfect rating of 100 in a recent US Public Health Service sanitation inspection. This was the 20th consecutive occasion when an SIU-manned Bloomfield ship scored a perfect mark on ship sanitation.

As a result, Bloomfield is again eligible for a commendation from the US Surgeon General in Washington covering the entire company fleet. The steward department contingent on the *Neva West* includes Walter R. Geis, chief steward; Frederick W. Edgett, chief cook, and Leopold Faulkner, NCB.

Writing to SIU headquarters, O. C. Webster, company vice-president, said: "We sincerely congratulate the crews of our vessels for their part in earning this worthwhile distinction without which these annual awards could never have been made." He also expressed thanks for the assistance of the SIU Food Program "and we look forward to your continued support in making our vessels a model for other ships to follow."

Earlier this year, the other ships in the Bloomfield fleet, the *Alice Brown*, *Margaret Brown* and *Lucille Bloomfield* also earned perfect ratings during USPHS inspections.

Using a checklist of 166 items, USPHS conducts annual inspections as a means of controlling disease and contamination aboard ship as well as ashore. The inspection covers a wide range of sanitation checks, including the preparation

and serving of food and drink as well as their sources ashore.

Sanitary construction, maintenance and cleanliness of all food service and cooking facilities plus items where sanitary maintenance is a must are all part of the inspection.

Other recent fleetwide winners of USPHS citations include *Alcoa*, *Sea-Land*, *Ore Navigation*, *Isthmian* and *Waterman*. In *Waterman's* case, it was the first such award won by the company. *Ore Navigation* has gotten a commendation for six years in a row, and *Calmar* has turned the trick for five straight years.

SIU \$ Aid 3-Year-Old To Walk

ORANGE, Texas—SIU member *Harry K. East's* plucky three-year-old son, *Douglas Wayne*, who was stricken two years ago by incurable cystic fibrosis, is today doing what no one had thought possible—walking.

"I honestly don't know what we would do without the Union helping with our babies," Mrs. East wrote recently.

A total of \$3,762.69 in medical and maternity benefits has been paid by the SIU Welfare Plan to the East family, including five children, most of it going to young *Douglas* for special equipment and hospital expenses. The family's oldest child is about 8.

"The union welfare has been the only agent to help my child," Mrs. East pointed out. "My boy wasn't supposed to ever walk or talk. His daddy and I worked hard with him and with the help of God he walked for the first time two and one-half months ago." He still can't talk, but the hope is that this will one day be remedied also.

With the special equipment the Welfare Plan has bought for *Douglas*, "his life can be prolonged," Mrs. East added. The youngster's condition is due to an injury to a spinal nerve.



East

Air Force Tackles An Old Sea Problem

Sea-sickness—and its two first cousins, air and car sickness—come from nervous strain, according to a new pronouncement from a group of Air Force slide rule researchers at the Aerospace Medical Laboratory.

The study group which embarked on the *mal de mer* project contend that fear and related psychological factors have little to do with the queasy feeling land-lubbers have a hard time trying to keep down. Also chucked out were theories that excessive stimulus to the inner ear or other sense organs were the prime cause.

Instead, according to the Aerospace Medical Laboratory bulletin, nautical nausea is rooted in the tremendous strain put on the nervous system in trying to accommodate to soaring, plunging and rolling movements. And the increasingly anxious efforts of the nervous system to compensate for all the erratic motions apparently result in erratic motions of its own—stomach-wise, that is.

US Steel Pulls A Fast One

Brings Runaway Into Lakes

LORAIN, Ohio—A picketing action by the Marine Engineers Beneficial Association has spotlighted the case of a Liberian-flag runaway brought into the Great Lakes by none other than the US Steel Company, while 25 of the company's US-flag vessels are idle.

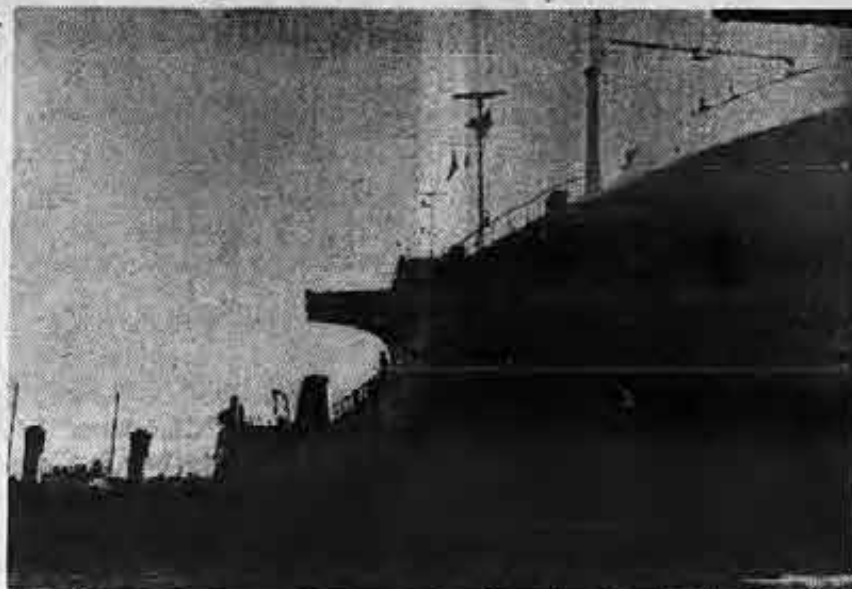
Naveos, a shipping operation based in the Bahamas and belonging to US Steel, has at least six similar vessels registered in Liberia which it wants to introduce into the same trade. MEBA lines protested the arrival of the German-manned Tyne Ore, which sailed into the harbor unescorted because of the picketing by American seamen.

On arrival, the vessel crashed into a dock section, smashing and badly damaging a number of other ore carriers. Damages totaling over one million dollars were estimated. The Tyne Ore was later arrested by US marshalls until the amount of the claims could be covered.

The ship was bound for the National Tube Division's Lorain Works with ore from Canada. Workers on National's docks were ordered to unload her by officials of Local 5000 of the Steelworkers though asked to support the MEBA beef.

Precedents set by this first voyage are of particular interest since members of Local 7000, the marine division of the steel union, would normally be manning the American-flag oreships which US Steel has kept idle all during the 1962 season. Local 7000 has contracts with Pittsburgh Steamship, which is the largest bulk ore operation on the Lakes and a subsidiary of US Steel.

Members of other crafts refused to handle the Tyne Ore here and also at Toledo and Fairport. The SIU, MEBA and other Maritime Trades Department affiliates have long been picketing in an effort to spotlight the case of foreign ships coming into the Lakes and taking over the work of legitimate seamen.



Liberian-flag Tyne Ore is pictured at Lorain dock after it came into port unescorted. In background are some of the 25 laid-up US ore carriers owned by US Steel.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Home Safety And The Family

If you took a survey and asked a group of Seafarers where they think they have a greater chance of having an accident, at sea or at home, the majority would probably think of their homes as one of the safest places to be.

Nothing could be further from the truth. While the home is traditionally thought of as a safe place, almost twice as many accidental deaths and disabling injuries occur in the home than at work. On the average, during the past five years, about 27,000 persons have been killed accidentally each year, and an additional four million were injured seriously enough to be disabled for at least one day.

The greatest numbers of victims of fatal home accidents are persons 65 years of age and over, and children under five. For all age groups combined, falls, burns and suffocation are the most common causes of accidental death. Cuts, bruises, strains, sprains and fractures are the most frequent types of accidental injuries.

A primary cause of accidental death in the home, year in and year out, is falls. In 1961, 11,800 Americans died as a result of falls in the home, the majority of them being elderly citizens. It may even come as a surprise that falls from stairs are not the most frequent type. Special studies of falls among the elderly revealed that the majority occur while the victims are in the course of walking in the bedroom.

Second most important cause of accidental home deaths is fire. In 1961, 5,800 persons died as a result of home fires and 48 percent of them were persons 65 years and over and children under five. Fires strike an average of 1,700 homes every day, or over half a million homes per year. Cooking stoves, heating equipment and smoking were found to be of equal importance as a source of fatal fires at home. Improper storing of combustible materials, people who fell asleep while smoking and defective

electrical equipment are found to be the leading conditions associated with fatal home fires.

Suffocation ranks as the third most important cause of accidental home deaths. In 1961, 1,700 persons died as a result of accidental ingestion or inhalation of objects or food which resulted in obstruction of the respiratory passages, most of whom were children under five.

Next on the list of causes of accidental home deaths is poisoning caused by improper use of such items as medicines, cosmetics, bleaches, solvents, insecticides and lead.

Firearms account for the fifth most common cause of fatal accidents in the home, the majority of which occurred while children were playing with guns that were carelessly stored or during cleaning by an adult. A small percentage of the fatalities was caused by war souvenirs, dynamite caps and other explosives.

The 1961 estimate of the national annual cost of accidental home injuries was \$1.1 billion for lost wages, medical expenses, and insurance overhead, added to property loss, of which fires alone accounted for more than \$300 million. Add to this the emotional strain associated with physical suffering and family disruption for those injured and you can understand why home safety is so important.

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

Seafarer On Deck



Hitting the deck at SIU regular membership meeting in New York, Seafarer Harry Lundqvist describes trip on the Raphael Semmes (Sea-Land). He ships in the deck department.

Eye, Dental Care Begins For Pursers

Members of the SIU-affiliated Staff Officers Association have begun reaping the benefits of the union's new dental and optical plans. Latest figures show a total of 46 pursers and dependents who have "opened wide" and 60 who needed help to read the alphabetical jumble on the eye chart.

The SOA's dental plan got started in July. Participating dentists may charge only what is allowed under a schedule of allowances covering dental work, and then submit certificates to the union's Dental Insurance Plan for direct payment.

A member may visit a non-participating dentist if he wishes but, in such cases, must first pay the dentist himself. Repayment is based on the schedule of allowances.

The optical plan got underway in April and offers free eye examinations and glasses by authorized optometrists as part of a plan similar to the optical program that has been operating in the SIU for several years.

WRITE TO THE LOG



Houston, St. Louis SIU Gain In Tugboat Field

The SIU organizing campaign among inland boatmen continued to meet with success this month, spearheaded by wins in the Ports of Houston and St. Louis.

At Houston, the SIU Inland Boatman's Union swept a National Labor Relations Board election by a count of 7-2 at the A. G. Middleton and Sons Towing Company, and the SIU-IBU was certified as bargaining agent for the company's 12 unlicensed boatmen on November 10.

Negotiations for a contract are now in progress, covering Middleton's eight small boats engaged in towing for Humble Oil's offshore drilling operations, some of which also make the run to New Orleans and back. These boats are but one of several fleets which service Humble (Esso) oil rigs in the Gulf.

In St. Louis, another harbor boat operation has been signed up and the SIU-IBU is now wrapping up a first-time contract with the Universal Towing Company. Two other harbor boat fleets are already under union agreements. Recognition in Universal was achieved on the basis of a card check after a showing of pledge-cards by company boatmen.

Previous wins in the harbor boat field at St. Louis include Ford Towing, which operates one shift boat, and the Alton Towing Company, which operates two vessels

and is reportedly looking for a third.

The NLRB election sweep for the IBU in Houston followed several earlier election wins in which the union gained an NLRB victory at the Tideland Marine Service Company, and in the George E. Light Company, both of which service Humble Oil drilling rig operations.

Tideland operates 11 crewboats for Humble in the Baytown, Texas, area, while the Light fleet services Humble out of Seabrook, Texas. Light is already covered by a new union agreement and pact talks are reportedly proceeding at Tideland.

When Changing Address on LOG MAILING LIST INCLUDE POSTAL ZONE NUMBER TO SPEED DELIVERY



HENRY (Bulk Carriers), July 15—Chairman, none; Secretary, Walter L. Compton. Ship's delegate to see patrolman about blowers. \$16.91 in ship's fund. Patrolman to see chief engineer about getting water fountain fixed.

HEDGE HAVEN (Hedge Haven Farms), July 14—Chairman, V. C. Smith; Secretary, T. S. Sosa. No beefs reported by department delegates. Vote of thanks to steward department for carrying on while plant was out of order.

STAR POINT (Bull), July 1—Chairman, W. G. Sutterton; Secretary, J. A. Stevens. Beef on night lunch be-

patrolman. Motion that no one sign on until the company installs a new washing machine. Vote of thanks was given to the steward department for a wonderful July 4th dinner and also for everyday menus.

LUCILLE BLOOMFIELD (Bloomfield), July 22—Chairman, R. F. Hedemann; Secretary, L. R. Curry. No beefs reported. Ship's delegate to check in New Orleans for library, communications and LOGs. No LOG distribution overseas or coastwise. Vote of thanks to the cooks and baker for a job well done.

FAIRLAND (Sea-Land), July 28—Chairman, George McAlpine; Secretary, Bernard Maco. Request that headquarters clarify sailing board time in new agreement. No beefs reported by department delegates. Crew asked to wash clothes in minimum amount of time so that the next fellow will have opportunity to wash. Crew asked not to slam doors in passageways.

ROSE KNOT (Suwannee), July 28—Chairman, Merrill; Secretary, W. Young. No beefs. Everything running smoothly. Ship's delegate to see chief mate and 1st assistant to request that someone be assigned to keep recreation room clean.

KYSKA (Waterman), July 22—Chairman, L. J. Pate; Secretary, R. Stevens. No beefs reported by department delegates. Screens needed for deck department shower.

EVELYN (Bull), July 8—Chairman, T. A. Patriquin; Secretary, C. Roberts. T. A. Patriquin was elected ship's delegate. No beefs reported. Members of crew were told to make sure that the washing machine was shut off when they finished with it. Crew also asked to keep peddlers out of fo'c'sles while in Port Said and going through the Canal.

ALCOA PLANTER (Alcoa), July 21—Chairman, P. J. Sullivan; Secretary, James Johnson. \$8.74 in ship's fund. No beefs reported by department delegates. James Johnson elected new ship's delegate.

CITY OF ALMA (Waterman), June 24—Chairman, Edwin C. Craddock; Secretary, John P. Morris. \$218 in movie fund. Crew will not purchase new movies in Honolulu as there is too much red tape involved. Donations to be returned to those members getting off ship, if requested. No beefs reported by department delegates.

TRANSEASTERN (Transeastern), July 8—Chairman, S. H. Mills; Secretary, J. E. Hannon. Ship's delegate resigned with vote of thanks from members of crew. Bill Kirwin elected new ship's delegate. Ship should be fumigated for roaches. Motion to have rank and file vote on a pension plan that is based solely on length of service. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

tween steward and engineers; BR claims he was struck by 1st assistant. Lifeboat ladders to be replaced. Repairs to be taken care of before pay-off. Request more cots.

SEATRIN TEXAS (Seatriner), July 29—Chairman, James Glenn; Secretary, C. Collins. A few hours disputed OT and delayed sailing pending. Ship's fund almost gone. Crew requests more night lunch. Deck delegate asked for discussion on food situation. No suggestions offered.

MASSMAR (Calmar), July 22—Chairman, Paul Witthaus; Secretary, John Reed. Ship's delegate reported no beefs. Everything in good shape. \$6 in ship's fund. Vote of thanks to steward department for a job well done.

JOHN C. (Atlantic Carriers), July 14—Chairman, G. Quinones; Secretary, O. Payne. Ship's delegate reported a few hours disputed OT for all departments. One man hospitalized in Bangkok. Washing machine to be replaced. Steward asked to explain refusal to get fresh fruit and reason for poor feeding. Engine department rooms need painting as they have not been painted in three years.

STEEL DIRECTOR (Isthmian), July 22—Chairman, C. M. Gray; Secretary, none. Ship's delegate consulted with chief engineer about bad water. No beefs reported by department delegates.

TITAN (Bull), July 26—Chairman, Sam P. Drury; Secretary, R. R. Maldonado. Ship's delegate asked the master about having the messroom sanded before painting but the master refused to okay the request. Some minor beefs will be taken up with

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

There can be no more doubt that every single vote, in any kind of an election campaign, makes a difference. Three weeks after Election Day, November 6, at least a dozen candidates for major offices still were uncertain whether they had won or lost. Both governors and US senators were affected as the margin separating the two leading contenders in some state-wide races was as tiny as 77 votes, less than one ballot per precinct. That the electorate is being selective and no longer votes the straight party ticket is quite apparent these days.



Making his vote count, Seafarer Ira Coats is shown aboard Colonial's Orion Clipper before mailing his 1962 absentee ballot back home to Los Angeles from Perth Amboy, NJ.

Candidates endorsed by state COPE groups scored well in the recent elections. Endorsed for the House and Senate were a total of 363 and, of these, 213 won. This gives COPE a .587 batting average. Endorsements went to 29 Senate candidates, 20 of whom won, and to 334 House candidates, 193 of whom made it.

The American Medical Association caught an early-season cold from the chilly response of the voters to its anti-health care campaign. As the National Council of Senior Citizens points out, in all but one House race where health care was a principal issue, supporters of the program either won or vastly increased their party's vote compared to previous races. Despite the general trend of the vote in support of the Administration, not one Republican incumbent who backed health care lost his race.

Some of the priority issues facing the incoming 88th Congress include such items as rules reform to amend Congressional rules of procedure, health care for the aged under the Social Security program, and other proposals high on the AFL's legislative agenda. This means tax reform, aid to education, expanded programs for full employment, uniform Federal standards for jobless benefits, right-to-vote and similar civil rights measures. Thus, the job begun on Election Day is just beginning and Seafarers and their families, like all American workers, must continue to register and take part in their local elections so that their lawmakers will know where they stand.

LABOR ROUND-UP

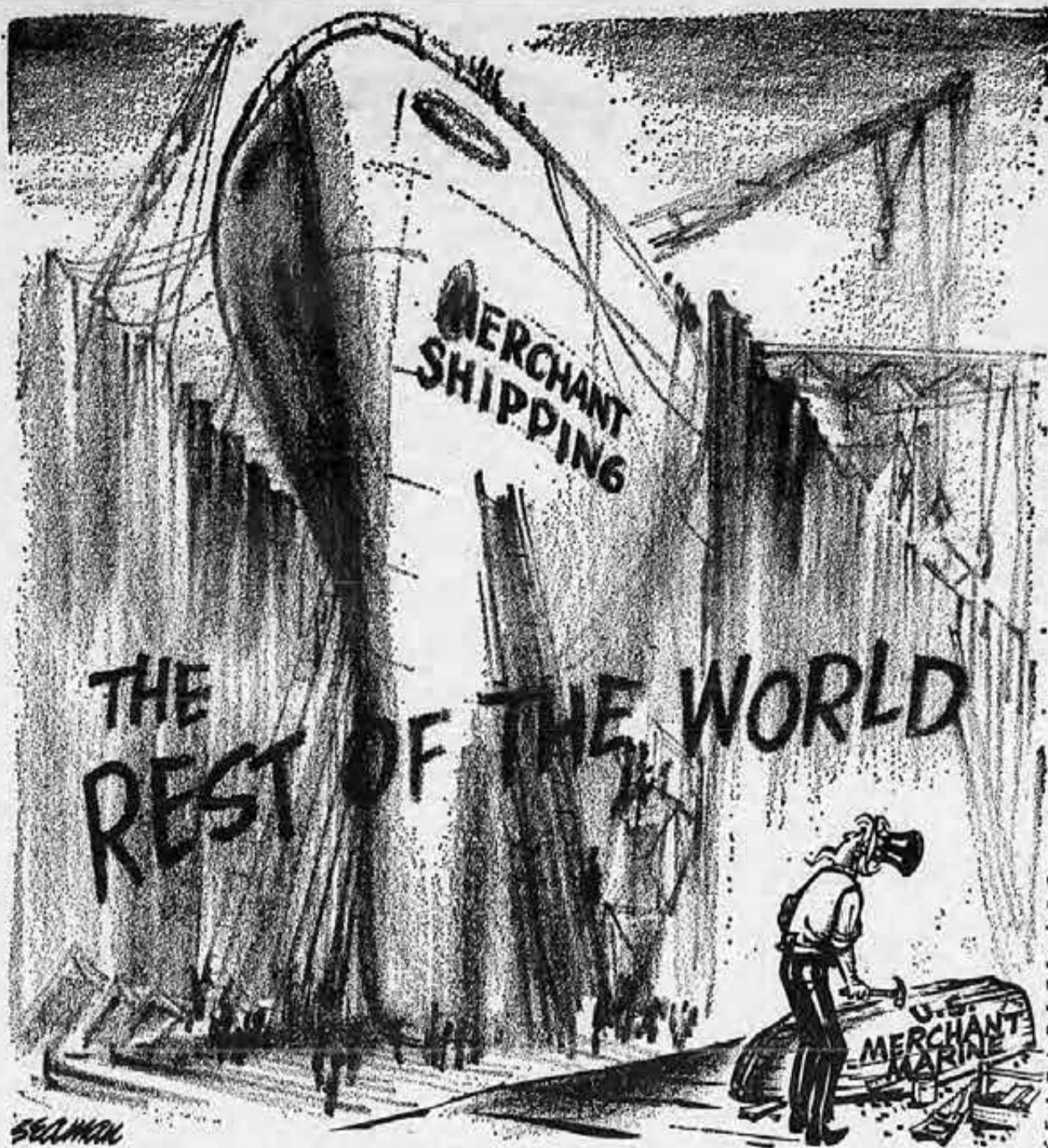
Substantial pay hikes were won by social workers and other employees of New York City's Welfare Department in an agreement which averted a scheduled strike by Local 371, State, County & Municipal Employees. The two-year contract also reduced social investigators' case loads by one-fifth. "Super-seniority" for strikebreakers was again struck down by the National Labor Relations Board in an order awarding up to \$20,000 in lost pay to striking workers. Most of the strikers were not recalled after the walkout by the Electrical, Radio & Machine Workers against Independent Lock Company, Selma, Ala., but management has now agreed to call back those who were replaced, firing strikebreakers if necessary.

Uniform pay and fringe benefits for all workers is the key provision of a pioneering agreement between AFL-CIO building trades unions and a number of contractors' associations at the Cape Canaveral, Florida, missile center. AFL-CIO Building & Construction Trades Department officials describe the pact as a step towards more stabilized labor-management relations at Cape Canaveral. The contract has been more than a year in the making. New benefits for 3,500 agents of the American National Insurance Company, Galveston,

Texas, have been agreed to in contract negotiations with the Insurance Workers International Union. The new three-year contract averages \$12 weekly for each agent and was described by a union official as the best balanced pact ever negotiated in the 20 years of its relationship with the firm.

A petition by the Textile Workers Union for an NLRB election at a single unit of Dixie Belle Mills, Inc., has been granted a board ruling which reversed a regional NLRB decision. In a 3-1 vote, the board ruled an election must be held at the firm's Calhoun, Ga., plant and warehouse. The board majority explained that it would not compel unions to seek representation in the most "comprehensive" grouping, when an appropriate unit was compatible with the one requested.

A strike victory by members of the Oil, Chemical & Atomic Workers over the Koppers Company of Kobuta, Pa., won clarification of five points in a contract which management had attempted to overturn completely. Improvements won include a ten-cent wage hike with a reopener after a year, severance pay and improved pension benefits, a job rate for each job including a rate for learners, and improved sick pay and hospitalization benefits.



At the peak of what will go down in the history books as the "Cuban Crisis—1962," ships and shipping of all nations took a sizable share of the news headlines, in focusing attention on the Soviet arms and missile build-up in Cuba. As on many occasions in the past, the spotlight here was on the "lowly" cargo ship—the Soviet bloc vessels and Western ships hauling large quantities of goods to Castro's Cuba.

There has been no documentation to show that Free World shipping brought war material to Cuba, and this is not at issue in any case. The problem in this instance was that Western shipowners, in the face of the US economic blockade, readily handled cargoes which might otherwise have had to move on Soviet ships. In doing so, they made it possible for Soviet tonnage to move an enormous volume in military cargoes.

The object lesson of Cuba, even in this era of atomic, automated, airborne development and technological change, is that the cargo ship—whatever its form—still delivers the best "Sunday punch." Whenever, and wherever, the need is for a large volume of cargo, ships and seamen have to be called on to do the job.

Outside of the US, in all parts of the world including the Soviet bloc countries, there is ample recognition of this logistical fact. Shipyards are busy turning out new, modern merchant ship tonnage of all types, with full assistance from their governments. And while there may be a world surplus of some types of ships, such as tankers, this again is not the situation regarding the US fleet.

As a first-rate world power and the leader of the Western world, the US is still back in the Dark Ages as far as its merchant shipping is concerned. True, the Administration in Washington has taken some specific steps at long last to enforce the law of the land in the area of "50-50" shipments and Government cargoes, but this has only served to prop up the existing, largely war-built fleet.

No long-range program for merchant shipping is yet in evidence, other than limited moves to upgrade the fleets of se-

lected companies. The rest of the fleet, amounting to nearly two-thirds of all US-flag shipping, continues to totter along on its own. Emphasis remains on ships for the liner trades, at a time when bulk operations are foremost.

All this is going on at a time when US import-export traffic is doubling and more, but our foreign trade vessels handle barely nine percent of this tonnage. This compares with 1936, when US ships carried "only" 30 percent of our foreign commerce and a legislative remedy that became the Merchant Marine Act of 1936 was devised to reverse the downward trend.

It would be difficult to find another piece of legislation that has done less to fulfill its stated mission than this one, which ranks alongside the Volstead Act and the Prohibition Amendment, those legislative follies of an earlier age. If we are to have a US-flag merchant shipping fleet of more than a few hundred ships some years from now, the Congress which comes back to work in January will have to start doing something about it. The industry has already been studied and researched more than enough, and needs something besides promises to stay afloat.

Editor's Note

An oldtimer in its own right, the SEAFARERS LOG has been the voice of the SIU since back in February, 1939, a few months after the Union was originally established. It has been changed and streamlined several times since then, in keeping with changes in the SIU and the changing interests of Seafarers and their families.

Next month, the LOG will return to its former bi-weekly schedule in a move to keep the news coming more frequently and regularly than was permitted by its present monthly publication date. This comes about largely because of the many inquiries from SIU readers and others concerning recent delays in publication and distribution. SIU headquarters hopes the new schedule will amply take up the slack for the benefit of all hands.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$5,400 in maternity benefits and a maturity value of \$675 in bonds:

Glazel Ives, born August 29, 1962, to Seafarer and Mrs. George E. Ives, Galveston, Texas.

Lionel Evans, born August 31, 1962, to Seafarer and Mrs. Herlies A. Evans, Mobile, Ala.

Lisa Fuller, born September 22, 1962, to Seafarer and Mrs. Jerry E. Fuller, Houston, Texas.

David Romeo, born September 9, 1962, to Seafarer and Mrs. Jose Romeo, Houston, Texas.

Terry Wilson, born September 29, 1962, to Seafarer and Mrs. Orie A. Wilson, Mobile, Ala.

Frank Mladek, born February 23, 1962, to Seafarer and Mrs. Richard Mladek, New York, NY.

Mary King, born September 14, 1962, to Seafarer and Mrs. Donald M. King, New Orleans, La.

Melencio Dofredo, born March 1, 1961, to Seafarer and Mrs. Domingo Dofredo, Seattle, Wash.

Daniel Scott Magras, born October 25, 1962, to Seafarer and Mrs. Thomas L. Magras, Philadelphia, Pa.

Michael Reed Gilbo, born October 27, 1962, to Seafarer and Mrs. Donald J. Gilbo, Long Beach, Calif.

June S. Ireland, born August 11, 1962, to Seafarer and Mrs. James S. Ireland, Catonsville, Md.

Dawn Griffith, born October 14, 1962, to Seafarer and Mrs. Willard Griffith, Mobile, Ala.

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

Eugene W. Graves, born September 1, 1962, to Seafarer and Mrs. Eugene W. Graves, Baltimore, Md.

Jean Annette Rutherford, born October 16, 1962, to Seafarer and Mrs. Robert L. Rutherford, Winchester, Va.

Carmen Caban, born September 29, 1962, to Seafarer and Mrs. Rafael Caban, New York, NY.

Wayne Ramos, born October 12, 1962, to Seafarer and Mrs. Armond Ramos, East Boston, Mass.

David Henry Dill, born October 24, 1962, to Seafarer and Mrs. Henry L. Dill, Mobile, Ala.

Terry Haywood, born March 31, 1962, to Seafarer and Mrs. Sammy Earl Haywood, West Monroe, La.

Aubrey Hipp, born October 31, 1962, to Seafarer and Mrs. Lyle L. Hipp, Winioa, Miss.

Yvonne Pedraza, born October 23, 1962, to Seafarer and Mrs. Ygnacio E. Pedraza, Texas City, Texas.

Dawn C. Webb, born October 20, 1962, to Seafarer and Mrs. Edward Vernon Webb, Mobile, Ala.

Marsha Mary Hills, born September 26, 1962, to Seafarer and Mrs. Frank Hills, San Francisco, Calif.

Henry W. Roberts, born October 25, 1962, to Seafarer and Mrs. Henry W. Roberts, Mobile, Ala.

Frances Campos, born September 26, 1962, to Seafarer and Mrs. Louis Campos, Baltimore, Md.

Georgie Ramirez, born November 13, 1962, to Seafarer and Mrs. Tomas Ramirez, Brooklyn, NY.

Patricia Wilburn, born July 23, 1962, to Seafarer and Mrs. Richard Wilburn, Galveston, Texas.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$28,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

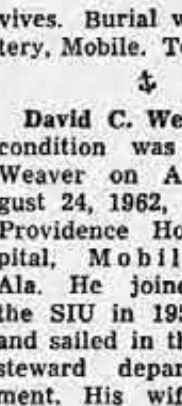
Frank Good, 64: Brother Good died of natural causes in the USPHS Hospital, Staten Island, NY on May 21, 1962. He started shipping with the SIU in 1951 and sailed in the engine department. His wife, Rosie Lee Good, of Mobile, Ala., survives. Burial was at Rural Cemetery, Mobile. Total benefits: \$4,000.



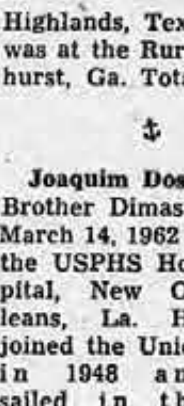
David B. McDuffie, 57: Brother McDuffie died of pneumonia on September 9, 1962 at the Royal South Kents Hospital, Southampton, England. He joined the SIU in 1946, sailing in the engine department. His son, David E. McDuffie, of Highlands, Texas, survives. Burial was at the Rural Cemetery, Hazlehurst, Ga. Total benefits: \$4,000.



David C. Weaver, 39: A kidney condition was fatal to Brother Weaver on August 24, 1962, at Providence Hospital, Mobile, Ala. He joined the SIU in 1953 and sailed in the steward department. His wife, Mabel O. Weaver, of Mobile, survives. Burial was at Pine Crest Cemetery, Mobile. Total benefits: \$4,000.



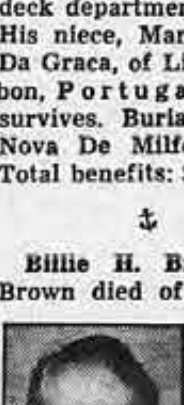
Joaquim Dos Santos Dimas, 45: Brother Dimas died of cancer on March 14, 1962 at the USPHS Hospital, New Orleans, La. He joined the Union in 1948 and sailed in the deck department. His niece, Maria Da Graca, of Lisbon, Portugal, survives. Burial was at the Vila Nova De Milfontes, in Portugal. Total benefits: \$4,000.



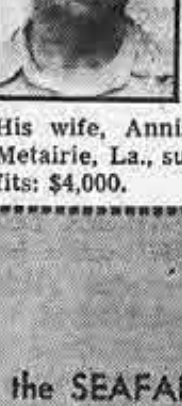
Max Fabricant, 60: Brother Fabricant was lost at sea on August 12, 1962, while aboard the SS Producer on a voyage from the Mediterranean to Galveston, Texas. He started sailing in the steward department with the SIU in 1938. His wife, Annis S. Fabricant, of Metairie, La., survives. Total benefits: \$4,000.



Billie H. Brown, 40: Brother Brown died of natural causes on August 27, 1962 aboard the SS Evelyn in the Indian Ocean. He joined the Union in 1943 and shipped in the deck department. His wife, Lillian L. Brown, of Houston, Texas, survives. Burial was at St. George Cathedral Cemetery, Madras, India. Total benefits: \$4,000.



Daniel H. Rucker, 76: Brother Rucker died of cancer on October 2, 1962 in New Orleans, La. He began shipping with the SIU in 1944 in the deck department, and had been receiving special disability benefits since last February. His wife, Rose Mary Rucker, of New Orleans, survives. Burial was at Greenwood Cemetery, New Orleans. Total benefits: \$4,000.



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

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Urges No Limit On Shipboard Job

To the Editor: To limit an SIU member to a prescribed time to serve aboard one of our contracted ships is a direct violation of our existing constitution.

Our constitution insures each SIU member job security. This is probably the most important single issue in Union policy, has been brought to a vote on several occasions and has been

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.

voted against by understanding Seafarers. If this were not true, then our constitution would have to be changed to read something like this:

No SIU member may be allowed to serve aboard an SIU-contracted vessel for more than one year.

Where is job security here? There just isn't any, except for one year.

The subject of cliques has been brought up. If they do exist aboard one of our ships, I think it is up to the membership and delegates aboard that particular ship to exercise Union policy and clear them up.

As far as better shipping is concerned, I don't think any SIU man today carrying a full book has much trouble getting a ship of some kind going somewhere. I have never stayed aboard any of our ships more than five months in 18 years as a bookman and certainly never expect to stay a year on one. But I covet the privilege.

Any man who stays aboard a ship more than one year is there by constitutional right protected by Union policy. They are not the real homesteaders.

The real homesteaders are the ones who stay home eight months of the year and expect to walk into the hall and get a choice run the other four months. As a lot of my seafaring friends know, I don't like to get past the Bay Bridge leaving Baltimore. But I do believe in job security.

Melvin Hartley

(Ed note: The above is in response to a letter in the September, 1962, issue of the LOG urging a one-year limit on jobs aboard SIU ships.)

Seeks Reunion For Submariners

To the Editor: The "US Submarine Veterans of World War II" are searching for their former shipmates who have returned to the sea on surface ships via the Seafarers International Union. Wherever they are, they're invited to join this fast-growing organization.

The Submarine Vets have members in all 50 states, England, Libya, Australia and Japan. Some members are still on active duty, as officers and crewmen aboard the new nuclear submarines. The national president, Joe Negri, is chief torpedoman aboard the nuclear submarine Triton. The Triton is known for its historic trip

around the world, completely submerged, in 83 days.

The national organization has set up college scholarship awards for sons and daughters of submariners. They are also raising funds for the US Submarine Memorial, which they intend to build in the New London-Groton, Connecticut, area.

Anyone wishing further information can contact the undersigned as Secretary-Treasurer, US Submarine Veterans of WW II, 862 Chatham Avenue, Elmhurst, Illinois.

H. T. Vande Kerkhoff

Marks Passing Of SIU Official

To the Editor:

Let me not say this as an opinion, but rather a short-sighted eulogy.

I say short-sighted because so many of us never tell another person how well they are doing their job or how good a person they are. We almost never get around to saying how we appreciate all the effort, time and energy they put into their work until finally their health gives way and the grim reaper swings his scythe.

No one knows this better than the members of our own organization, and how true this is in the passing last month of Claude "Sonny" Simmons, our dedicated vice-president in charge of contracts and negotiations.

To some, perhaps "Sonny" didn't seem to have such a cheerful personality (although this is far from true), and maybe he seemed a bit grumpy at times, but I wonder how many of us realize that in negotiations with the shipowners and others, as he had to contend with, he was shouldering a mighty big burden.

He carried the responsibility of maintaining and upholding and building up many thousands of jobs, the security of all of us and our families as well. This means working conditions, relations with the industry and the big problem of job protection.

As one who had contact with "Sonny" from time to time, I know that he was a dedicated man in his duties and responsibilities, and that the job he did was on behalf of seamen all over the world and, particularly, our own SIU men.

Now that he has passed on, his work is his living memorial as his spirit lives on with us.

E. A. Anderson

Welfare Cash Comes In Handy

To the Editor:

I want to write and thank everyone for the help we received through the hospital and medical benefits paid by the SIU Welfare Plan while our daughter Rose Ann, 6, was hospitalized recently.

Words can't express my gratitude, as the sum involved was almost \$250 and the Welfare Plan paid it all.

We also received SIU maternity benefits in 1953 and 1956, but this is the first time we have received hospital and medical payments covering our children who are now growing up.

Please accept my thanks on behalf of my husband, Seafarer Thomas Heggarty, who is at sea at the present time.

Mrs. Thomas Heggarty

Lucile's Added Haul —6 Cuba Escapees



Five of the six escapees from Cuba who were picked up by the Lucile Bloomfield relax in the messhall after their first good meal in a long time.

Seafarers aboard the Lucile Bloomfield lived up to the spirit of the Brotherhood of the Sea last October 1st, when they picked up six Cuban escapees adrift in an open boat in the Gulf of Mexico. Since the escape route from Cuba cuts across busy shipping lanes, the rescue is but one in a series of rescues by SIU-manned ships since Castro took over.

The six had been passed up by two other vessels when the Lucile's 4-8 deck watch spotted them. They crowded the ten-foot boat they were in, which was almost awash with about four inches of free board.

According to Seafarer J. E. Meyer: "It wouldn't have taken much of a sea to swamp them." Meyer pointed out they must have been pretty desperate to try and get away under such conditions.

Once aboard, the refugees were given a hearty meal despite the fact that none spoke English, as their need was pretty obvious. They had been 36 hours without

food or water, it developed, after they were questioned by Alberto Yado, the Lucile's BR, acting as interpreter.

The six confirmed everything that Uncle Sam's Central Intelligence Agency had told President Kennedy about the Russian activity in Cuba. They said there were missile sites and possibly submarine pens being built in Cuba.

Officers and crew promptly raised a \$120.00 kitty for them, the ship's officers and crew putting up \$60.00 each.

Four of the men were construction workers, a fifth was a mechanic, and a sixth had a small business of his own until Castro took it over. They ranged in age from 17 to 28 years.

Earlier, the SIU-manned New Yorker (South Atlantic and Caribbean) had rescued three others who came from Nuevitas, Cuba, and were given food and aid, the Del Norte (Delta Line) picked up a man and wife in a small boat some 40 miles off the coast of Florida and the Texas (Seatrail) rescued nine, two of who were children. The latter group had been adrift for 48 hours, and was picked up between Key West and Miami.



From the Ships at Sea

Thanksgiving dinner is just a memory by now, but for the SIU crews on the Steel Age (Isthmian) and the Fanwood (Sea-Land), it won't be forgotten for a long time—not until Christmas, anyway. The Age and the Fanwood were the first two ships whose "Turkey Day" menus found their way to the LOG, and obviously the galley gang on both ships went all out on the fixin's and trimmings.

Crab bisque and lobster Newburgh were among the extra holiday offerings on the Steel Age, whose culinary efforts were spearheaded by Elmer Hansen, steward, and A. Navarro, chief cook. On the Fanwood, "lamb chops a la marcielles" and epicurean finnan haddie, among other items, flanked the usual turkey, ham and prime beef entrees. J. Z. Dehesa is steward on the Fanwood, and T. T. Concepcion handles the chief cook's spot.

Seafarers and officers on the Petrochem (Waterman) earned the thanks of the family and relatives of shipmate James R. McPhaul for the letters, telegrams and flowers sent upon the death of his father. The elder McPhaul passed away while the ship was heading home.

Trouble was the word from the Lisa B (Venture Shipping), as Leonard Paradeau, deck engineer, reports nothing but bad luck this



Seafarer William Dyer, AB, handled the steering wheel aft on the Lisa B., after the telemotor went out about 200 miles from Portland, Ore. The ship was later towed in.



With a long run of bad luck behind them, including a broken shaft and some typhoon weather, Seafarers on the Lisa B. checked out lifeboat supplies "just in case." Pictured (l-r) are Filmore Starkey, OS; Earle Brannan, AB; Kirk "Rocky" Walls, DM; Bill McCay and Dewey A. Penton, ABs.

trip. First they started running out of things, like coffee, sugar, butter and even toilet paper. Then the wash water began to look like old coffee, and after that two bolts broke on the stern shaft coupling and couldn't be taken out, so they had to cut the RPM way down. The telemotor went out twice and the ABs had to steer from back aft. Last, but not least on a light Liberty, were the typhoons they ran into, so at this point the crew had their fingers crossed. But it didn't help; they had to be towed in.

"Sleep American" has become the motto of the Orion Comet (Colonial) crew. They want to get rid of the Japanese mattresses they've been using and get some American innersprings aboard. Seems they're not sleeping too well nights.

The Erna Elizabeth (Albatross) voted to donate a wreath for SIU Vice-President Claude "Sonny" Simmons' funeral and John D. Gribble, ship's delegate, writes that the flag was flown at half mast after news of his death became known. . . . From the Steel

Executive (Isthmian) comes thanks from Sonny's brother, W. H. Simmons, for the many condolences and messages of sympathy sent to Sonny's wife in her time of grief.

LOG-A-RHYTHM:

Twilight

By Thurston J. Lewis

We saw the clouds hanging low,
The vivid rose, the sunset glow;
The deeper evening purple too,
Blended, with golden dew.

We plowed into the vivid rose,
(Livid strips of grey were there)
And watched the sunset bring to close,
The day that like a life had spent
Its space upon the firmament.

We saw the sunset linger on,
As souls that sometimes linger on,
And felt the chilly evening breath
(Ghostly, unseen evening breath)
Like the fatal hand of death,
Filled with folk already gone.

Land Of Rising Sun Offers Pearls, Pottery, Too

(Seafarer Pat Conley, whose interest in the Orient goes back a long way, describes here some of the best bargains modern Japan has to offer the tourist. Conley is on the Persian Gulf-Japan shuttle aboard the Colonial super-tanker Orion Star.)

Every trip deserves at least one souvenir. In Japan there is a wealth of fine articles, artistic and beautiful, to be had at reasonable prices. A favorite remembrance is pearls, known throughout Japan as the country's best bargain. Cultured pearls are a specialty of Japan, having originated there.

The difference between a "cultured" pearl and a "natural" pearl is that the former is produced by the help of man, the latter solely by nature. Only by using a special X-ray machine can even the expert jeweler detect which is the natural and which is the cultured pearl. Nearly all pearls on the market today are cultured ones.

A natural pearl is formed by a grain of sand or piece of shell becoming embedded in an oyster. To protect itself, the oyster weeps tears of calcium carbonate that solidify around the foreign body and forms the pearl. With the cultured pearl, the irritant is a tiny bead made from mussel shell and placed inside the oyster by man. By the same process of secreting calcium carbonate, the pearl forms around the bead nucleus.

This unique method was developed more than 65 years ago by Kokichi Mikimoto, a Japanese noodle peddler who in time became known as "The Pearl King." Mikimoto died in 1945 but his family carries on as the world's foremost producer of cultured pearls.

The process of raising a cultured pearl begins with pry-

ing open a three-year-old oyster and inserting the mussel shell nucleus. Along with the nucleus is placed a tiny tissue cut from a second oyster. The oysters are placed in cages and suspended from bamboo rafts into five feet of water in the bay. For the first week they must be inspected daily and any that died from the operation are removed.

After that, cages are taken up four or five times a year to scrape off barnacles and parasites that cling to the cages. The cages are also taken up when the location must be changed due to cold water or improper sea-food. The oyster eats plankton, but occasionally a current brings in millions of dead plankton, a curse known among pearl producers as "red tide." The oysters are poisoned if they eat the dead plankton.

The center of the Japanese pearl farming industry is at Ise Bay and Ago Bay, not far from Nagoya and about a four-hour express train ride from Yokohama. Here the current from the Equator sweeps in to warm the bays and brings with it the tiny plankton. The emerald waters of the two bays curl gently along the coastline and you may witness young girls at work diving for oysters.

The oysters remain in wire cages from six months to five years before they are opened and the pearl removed. Pearls that have been in the oysters five years naturally are much larger and more lustrous than those removed after six months.

Only about 40 percent of the oysters produce pearls. This yield may seem low but, comparing it with the first spherical pearls Mikimoto produced — five pearls from 850,000 oysters—pearl culture has come a long way in a little more than a half a century.

Japan is also the source of what are possibly the most beautiful ceramics to be bought for a modest price any-

where in the world, and Japanese pottery and porcelain are high on the shopping list of many Americans traveling in Japan.

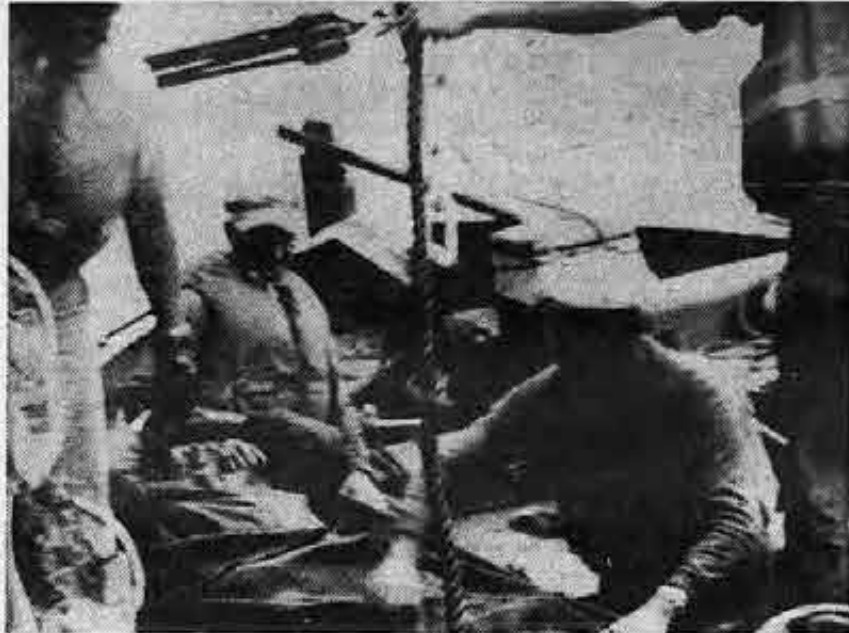
A full 99-piece set of Noritake china sells for about \$60 in Japan, but such purchases, using up at one stroke about half of a shopper's duty-free allowance, are now no longer practical. Shoppers are now buying items for less than ten dollars and shipped through US customs duty-free.

A rich source of such items, inexpensive but at the same time beautiful and traditionally Japanese are the shops selling Satsuma pottery. Satsuma is properly pottery because it is made from clay instead of crushed rock, which is the base for porcelain. It is a refined ware, appropriate to the most formal setting. It is highly decorated with such motifs as cranes, chrysanthemums, peonies, waterfalls, cherry blossoms and Fujiyama.

Satsuma now found in shops comes from Kyoto, noted for the coarse crackle and those from the Kyusu kilns which have a fine grained crackle. They may be identified by the family crest of Prince Shimazu. The crest, a cross inside a circle, appears on every piece of Satsuma fired in Kyushu, and also, all Satsuma is cream colored.

Zuisan is the recognized master of Satsuma designing. His work is highly individualistic and his pieces are decorated mainly with fish and fowl motifs. He is 70 years old and is an eccentric who has refused to train any students to carry on his work. His pieces are signed and are, of course, relatively expensive, but copies of his work by lesser artists are priced reasonably. The other two top artists now designing for the Kyoto Satsuma kilns are Shozan the Elder and his No. 1 apprentice, who in Japanese manner also bears the name of Shozan.

Sea Transfer Aids A Stricken Mariner



Third Mate Bennie Carlson is lowered into a lifeboat on the Young America (Waterman) for transfer to the Matson liner Lurline. Carlson was transferred when he was stricken with pneumonia two days out of Los Angeles. Photo by Seafarer Reino Pelaso, FWT.

Third mate Bennie Carlson has reason to be thankful for the good seamanship and dependability of the SIU crew aboard the Young America (Waterman) and of his shipmates on the SIU Pacific District-manned liner Lurline. Both crews combined to affect his transfer in rough seas from the Young America, after he was stricken with pneumonia two days out of Los Angeles on a run to Yokohama.

According to the account supplied by ship's reporter Dick Green on the Young America, it was another case where quick action and skillful seamanship saved the day.

As soon as Carlson's condition became known, a rendezvous was arranged with the Lurline, headed for San Francisco from Honolulu.

When the vessels met on schedule at a predetermined spot, Carlson was lowered on a stretcher in a lifeboat and transferred to the sideport of the Lurline without a mishap.

The only sour note occurred when the lifeboat motor overheated and seized up on the return trip to the Young America. The crew had to man the oars and row the rest of the way. Fortunately, the motor started up again just long enough to get the boat clear of the Lurline after the transfer. Otherwise, a really dangerous situation might have developed. Carlson was back in the States for further treatment two days later.

The performance by both crews won praise all around. The captain of the Lurline said he appreciated the smoothness of the operation and the small amount of time lost.

Last, but not least, praise came from Carlson's doctor who felt that Carlson would have had a much more difficult recovery if his shipmates had not gotten him to the hospital as quickly as they did.

Seafarers making up the boat

LOG-A-RHYTHM:

The Anatomy Of A Ship

By M. C. Kleiber

Compare, you land-locked men ashore,
A ship, with the human form.
To us, it lives, it has a pulse,
And its skin is always warm.

Through its veins, called valves and pipes
Its body fluids pass;
Things that give it life—not blood;
Just water, oil and gas.

Bilge pumps act as kidneys,
Waste spills overside—
Not on decks and scuppers,
For ships, you see, have pride.

The engine's throb is not unlike
The beat of a human heart,
Sending life to screw and mast;
To every single part.

The radar and Loran are the eyes,
The gyro is its brain.
For voice, wind in the rigging,
A haunting, soft refrain.

Booms, protruding fingers.
Canvas slings like hands.
Filling up its belly
With freight for distant lands.

The smokestack's like a throat
With ribbons wound around.
The whistle is its larynx,
With its deep and husky sound.

Hear it calling, the gangway's down
And soon I must ascend,
I'm signing on to roam the world
With a dear and trusted friend.
—SS Alcoa Pilgrim

Greetings From Far-Off Places



One of the first two American-flag tankers to visit Bandur Mashur, Iran, in more than a year, the SIU-manned Mayflower (Mayflower) drew a warm reception, as Seafarer Rudy Paschal (top, right) and some shipmates tossed off a few cool ones at the local USS Club. Above, the Cottonwood Creek (Bulk Transport) says hello on the way with grain to India, A. Volkerts, chief cook; R. Fagen, baker, and Charlie Starling, 3rd cook. Photo by Joe Klondyke.

MANKATO VICTORY (Victory Carriers), July 4—Chairman, Charlie Johnson; Secretary, M. J. Kernwood. No beefs reported by department delegates. Crew requests better brand of food. Messman asked to set up tables properly. Passageways need repainting.

SEATRIN GEORGIA (Seatrains), May 20—Chairman, W. J. Schultz; Secretary, F. M. Pedraza. Headquarters reply to ship's delegate's letter regarding vacation was read and discussed. Ship's fund of \$21 turned over to quartermaster as reimbursement for movies shown.

MAIDEN CREEK (Waterman), July 5—Chairman, Teddy K. Lane; Secretary, Richard Williams. One member, G. A. Peterson, hospitalized for sore eyes; otherwise everything is running smoothly. \$18.05 in ship's fund. Crew asked to return coats to steward when not in use. All hands to help keep pantry clean at night. Crew asked not to use washing machine after 11 PM.

PENN TRANSPORTER (Penn Shipping), July 15—Chairman, R. Queens; Secretary, W. J. Anderson. Ship's delegate reported everything running smoothly, with no beefs. Motion made by the chief cook to have headquarters negotiate for the drawing of money on crew's OT. Vote of thanks for very good food to the steward department.

ROBIN LOCKSLEY (Robin Line), July 30—Chairman, none; Secretary, M. L. Bugawan. One crewmember left in hospital at Capetown. One member has been having a hard time getting medical care. \$43.25 in ship's fund. Motion to have portolman attending sign-ons of all passenger-carrying ships to see to it that the owners sign on full complement of passenger utilities needed.

BENTS FORT (Cities Service), Oct. 14—Chairman, C. M. Lambert; Secretary, E. C. Candill. No beefs reported by department delegates. Charlie Lambert elected new ship's delegate.

MANKATO VICTORY (Victory Carriers), July 22—Chairman, R. G. Cowdrey; Secretary, J. J. Cabral. No beefs reported. Motion to start a ship's fund. Ship's delegate to obtain clarification from boarding patrolman about new working agreement.

CAPRI (Peninsular Shipping), July 28—Chairman, W. Yarbrough; Secretary, J. Byrd. No beefs reported.

beefs reported by department delegates. Ray Kosch resigned as ship's delegate. Frank Adkins, chief cook, elected to serve.

STEEL SEAFARER (Isthmian), July 22—Chairman, L. Alexander; Secretary, F. V. Davis. Ship's delegate reported no major beefs. Question of draws will be taken up with patrolman at payoff. Discussion of men giving 24-hour notice for payoff in Miami. \$5.68 in ship's fund.

BEAUREGARD (Sea-Land), Aug. 4—Chairman, H. Libby; Secretary, A. Gaillard. No beefs reported. Everyone asked to clear with Immigration and Customs before going ashore. Delegate to check and see about longshoremen coming aboard, and cargo worked before ship is cleared by Immigration officials.

GLOBE CARRIER (Maritime Overseas), July 30—Chairman, Ralph Bulford; Secretary, Harvey A. Schwab. No beefs reported. Motion made to get a new water cooler for messhall. Larger fans for the messmen's fo'c'sles are needed.

DEL ORO (Delta), July 22—Chairman, W. Stockman; Secretary, John C. Babb. \$12.00 in ship's fund. No beefs reported. R. Lambert elected ship's delegate. Request for clock needed by the black gang. Crew asked to keep washing machine clean, and to keep door to washroom closed at all times. Vote of thanks to steward department for job well done.

ANDREW JACKSON (Waterman), June 24—Chairman, C. Lee; Secretary, R. Alford. No beefs reported, everything running smoothly.

TRANSLOBE (Hudson Waterways), Aug. 5—Chairman, Harris Phillips; Secretary, Stanley U. Johnson. Ship's delegate reported everything running smoothly. Owner of vessel sent his

compliments to the crew for a fine job done on the vessel on its maiden voyage. Vote of thanks to steward department.

SAMPAN HITCH (Suwannee), May 4—Chairman, J. B. Morton; Secretary, Monroe C. Gaddy. Ship's delegate commended crew as being one of best in all his years of sailing. Steward presented with hand-made medal of merit for job well done. Vote of thanks to resigning ship's delegate. New ship's library to be sent from Jacksonville.

YAKA (Waterman), July 29—Chairman, Cecil Mills; Secretary, C. Carlson. One man missed ship in Japan but rejoined in Korea at his own expense. \$4.05 in ship's fund. No beefs reported. Discussion on living conditions aboard ship which can be improved. Vote of thanks to steward department.

FANWOOD (Sea-Land), July 22—Chairman, Joseph Goude; Secretary, G. H. Lane. Ship's delegate reported everything running smoothly. Discussion on chance of vessel being transferred to another SIU company. If ship goes into shipyard, company should put water cooler in starboard passageway. All key ratings to get off ship as one year vacation pay is enough for any man. Vote of thanks to deck department for painting and good work. Crew mess needs to be painted.

HURRICANE (Waterman), July 2—Chairman, Cecil Jenette; Secretary, Eugene Ray. Ship's delegate reported that all repairs were completed and keys made for all fo'c'sles. No money in ship's fund as last \$3.00 was donated to the library. F. M. Jones elected new ship's delegate. Vote of thanks to entire steward department for job well done and the best feeding ship and cleanest ship on the East Coast.

DIGEST of SIU SHIP MEETINGS

Discussion re purchase of TV. Vote of thanks to steward department.

HENRY (Progressive), July 30—Chairman, Manners; Secretary, none. Ship's delegate reported all running smoothly. \$29.91 in treasury. Motion that the ship's delegate shall inform the master of the vessel that the crew is willing to cooperate in all respects in the matter of the mooring line, and is waiting for clarification on arrival in Norfolk.

STEEL FLYER (Isthmian), April 28—Chairman, James Peterson; Secretary, Peter Gakanic. Ship's delegate reported that most of the repairs were taken care of when ship was in New York. \$7.00 in ship's fund. No



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	December 3	Detroit	December 7
Philadelphia	December 4	Houston	December 10
Baltimore	December 5	New Orleans	December 12
Mobile	December 14		

West Coast SIU Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
December 17	December 19	December 21
January 21	January 23	January 25
February 18	February 20	*February 21
March 18	March 20	March 22

*Scheduled early due to Washington's Birthday holiday.

PERSONALS and NOTICES

The Johnson Exploration Company at Berth 78, San Pedro, Calif., is seeking poetry and other short writings by seamen. Amateur work is welcome and subject matter is unlimited. Payment will be on acceptance.

Tax Refunds Due

Income tax refund checks are being held for the following by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif.:

Margarito Borja, Samuel S. V. Carubba, Dao King Chae, John J. Doyle, Dominic Graziano, All Nasroen, Sheffield Nerkit, Marvin E. Satchell, George W. Stidham, Grover C. Turner, Jerry L. Wolfe.

Henry R. Lawman

Contact your wife at 616 Short Street, Pulaski, Va.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

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George McCartney, Agent	TErminol 4-2528

SIU members having gear stowed at the SUP baggage room in San Francisco will have to move it or recheck it if it has been there over 12 months. This can be done in person or by mail. After March 1, 1963, unclaimed baggage will be disposed of.

Lloyd Pennescost

Contact Alice Hogan, 4 North High Street, Baltimore 30, Md., who has important papers for you.

Andrew A. Murphy

Anyone knowing the whereabouts of the above-named is asked to notify his sister, Mrs. Helen Fitzgerald, 98 West Fourth Street, Bayonne, New Jersey.

Albert G. Yumal

Anyone knowing the whereabouts of the above-named is asked to contact Mrs. Florence Yumal, Lower Mill Road No. 2, Elmer, NJ.

Hector Conrad

Anyone who knows the whereabouts of the above-named is asked to get in touch with Mrs. Theresa Conrad, 61 West 105th Street, New York, 25, NY.

Norman L. Krumm

Your wife asks you to contact her as soon as possible at Box 137, Luck, Wis.

Harry M. Beg

Anyone knowing the whereabouts of the above-named, also known as Mahd H. Beg, is asked to contact Mrs. Pauline Beg, 3302 Griffith Park Boulevard, Los Angeles 27, Calif.

Vincent K. Carmen

Your brother, John J. Kita, 2744 Arrowhead Drive, Langhorne, Pa., wants to hear from you.

Mikuel A. Viera

Your stepson ask you to contact your wife at 2108 Poplar Grove Street, Baltimore 16, Md. She is ill.

Bob Schaffer

Pat Driscoll, USPHS Hospital, Staten Island, NY, wants you to contact him.

Matthew Gichenko

Anyone knowing the whereabouts of the above-named is asked to contact Jenifer Gish, Florentinum Sanatori, Arosa, Switzerland.

Ed Schrock

It is very important that you contact 3 Embarcadero North, San Francisco, Calif. Z. W. Osinski says it is for your benefit.

Robert Merritt

Your sister, Ethel Chambers, would like you to write her at 617 Wardown Road, Glen Burnie, Md.

Henry Lynch

Get in touch with Lenoid Washington, 216 Rochester Avenue, Brooklyn, NY, or phone PR 2-1241.

Sixto Escobar

Bud Williams says "thanks" for letting him know where you are.

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

He's back on the Choctaw now. Gator Mouth Bates
Bo Anderson asks that you leave his gear with Sgt. Hand, 416 Charles Street, New Orleans, La.
James Cracoran
You are asked to write Mrs. James Walter Grant, 1550 N. Carsey Street, Baltimore, Md., telephone 523-7328. It is very urgent

and important.
D. Joyce
You are asked to contact Harry Hoffman, jeweler, 556 5th Ave., Brooklyn, NY, about two watches left for repair in September.
Frank H. Post
Get in touch with J. A. Smith aboard the Steel Vendor. He's holding an important item for you.

Leo C. Hannon
Contact W. D. Murray, attorney, at Lamorte, Burns & Co., Inc., 26 Broadway, New York 4, NY, or call Whitehall 4-7562.
Rafael Strazzarra Torres
George Litchfield, 105 South Broadway Street, Baltimore 31, Md., would like to get in touch with you.



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

NEW EVERY THREE MONTHS



Over two million books have been distributed in all ports under the SIU Ship's Library program to provide a steady supply of current reading matter for Seafarers throughout the world. Packages containing 50 fresh paperback volumes, both fiction and non-fiction, are provided for all SIU-contracted vessels every three months to keep the libraries fully stocked.

The aim of this popular program has been to fill the need for new reading material on SIU ships, where books for leisure-hour reading are always at a premium. These volumes don't pretend to compete with newspapers and magazines, which serve a separate function in keeping Seafarers abreast of the world around them.

Thus, in a year's time, every SIU-contracted ship should receive a minimum of 200 new easy-to-handle paperback books. If any SIU ship has not been receiving a new supply of books every three months, or has no library, the ship's delegate should promptly notify the SIU port agent in the nearest port, or contact headquarters. Ships that are scheduled to be away from the States more than three months should request additional packages, so that they will have ample reading material for the entire voyage.

YOUR

SIU SHIP'S LIBRARY

