

Seafarer, 4 SIU Children Win \$6,000 SIU College Awards

Story On Page 8

Texaco Goes SIU; 4th Victory In Puerto Rico's Oil Industry

Story On Page 2



Thanks Committee. Set to graduate this year, Seafarer Ed Skorupski (standing) came up to SIU Welfare Plan to meet educators who awarded him SIU scholarship in 1957. Committee, which selected five winners this year, includes (l. to r.) F. D. Wilkinson, Howard University; Miss Edna Newby, Douglas College; Dr. Edward Kastner, New York University; Dr. Bernard Ireland, College Entrance Exam Board. (Story on Page 3.)

Bull Lines Sold; Plans Expansion

Story On Page 5

SIUNA Fights CG Health Test Rule

Story On Page 2

High Court Bars Runaways' Move To Ditch Unions

Story On Page 3

Congress Okays Boost In Farm Surplus Cargo

Story On Page 5

MTD Criticizes New Maritime Survey Group

Story On Page 3

Officers' Unions Agree On Joint Runaway Drive

Story On Page 5



Aid To Danes. Answering aid plea from striking Danish seamen, Seafarer Forrest L. Stouck (right) aids strikers on picket line. SIU joined with other unions supporting strike in all ports. (Story on page 3.)

SIU Wins Texaco Vote In Puerto Rico, 138-10

SAN JUAN, PR—The SIU's campaign to organize oil company workers who have been members of so-called "independent" associations scored another notable success when Texaco employees voted overwhelmingly for the Union in a National Labor Relations Board election here. Of the approximately 160 Texaco drivers and plant workers eligible to vote, 138 cast their ballots for the SIU Puerto Rico Division, with just ten "no union" votes. The independent association which had long been a fixture at the company withdrew from the ballot in the face of the obvious desire of the Texaco employees for SIU representation.

The latest victory means that the SIU Puerto Rico Division now holds bargaining rights for the four major oil companies operating on the island. It follows on the heels of an SIU triumph at Esso, in which employees of this company voted to join the Union. Other companies with whom the SIU had contracts are Shell and Socony.

In the Esso election, the SIU was up against another "independent" union, the Esso Association, which held the contract for Esso workers for the past 20 years. The head of the Esso Association was also secretary to the company's regional manager.

An important factor in swinging Texaco and Esso employees to the SIU was the wage and other contract benefits won for other oil company employees by the SIU, at the Shell and Socony-Vacuum plants in Puerto Rico.

The May 3 Texaco vote was part

of an aggressive SIU Puerto Rico Division campaign to organize waterfront and allied workers on the island.

The recent victories bring the membership of the Puerto Rico Division to nearly 5,000. The expansion of the SIU in Puerto Rico is in line with the island's increasing

industrialization.

In addition to the benefits of Union representation, the Union has been attracting support by its program of welfare services for members and their families in Puerto Rico, including the establishment of a Union clinic in San Juan.

SIUNA Fights Move For CG Health Test

WASHINGTON—Apparently acting on the urging of physicians in the employ of West Coast shipping companies, Rep. George Miller (Dem.-Calif.) has introduced a bill which would give the Coast Guard authority to pass on the physical qualifications of seamen. The bill drew the immediate fire of the SIUNA.

The bill would authorize the Coast Guard to prescribe physical standards for the shipboard employment and would also give that agency the power to administer the examinations. Once the Coast Guard had turned a man down, it would be unlawful for the shipowner to hire him, and he would be effectively blacklisted from the industry in which he earns his living.

The Miller bill is similar in purpose to the proposed Coast Guard "profiling" system, first proposed in 1954 and hastily withdrawn under a storm of protest from the maritime unions. That proposal would also have given the Coast Guard absolute authority to deny seamen the right to sail.

SIUNA Executive Vice-President Morris Weisberger, the secretary-treasurer of the Sailors Union of the Pacific, charged that the Miller proposal had been put forth to defeat plans for a system of diagnostic clinics on the West Coast, to be run under the Pacific District Welfare Plan.

Weisberger noted that doctors employed by the steamship companies have been actively opposing the establishment of the clinics. "This extreme proposal," he said, "shows how far these company doctors will go in order to protect the lucrative fees they receive from the steamship companies."

The proposal for a West Coast system of clinics has been pending since October 1, 1957, when the ship operators started making contributions to the clinic fund. Ever since then, even though the fund has accumulated \$400,000, the Pa-

cific Maritime Association has blocked establishment of the clinics, under the urging of company physicians.

Saved By 60 Pints Of Blood



Thanks to 60 pints of blood donated by Seafarers, Tracy Wright, 10 months, son of Seafarer Norman Wright of Houston, is back home with mother, Mrs. Linora Wright, and sister Theresa, nine. Blood covered baby's needs in course of hospital treatment.

SIU Establishing Chain Of Blood Banks In All Ports

HOUSTON—Emergency blood requirements for a Seafarer's eight-month-old baby here in this city set plans in motion for a chain of SIU Blood Banks on all coasts to supplement the main bank in Brooklyn.

The baby, now eleven months old and reported doing fine, is Tracy Wright, son of Seafarer Norman R. Wright, a ten-year SIU veteran sailing in the deck department.

Developments surrounding the Houston youngster and the danger

that similar emergencies could deplete the Brooklyn blood bank overnight prompted the Union's decision to set up local banks in every port. Voluntary donors processed through the SIU clinic in Brooklyn have been the regular source of blood for the past two and a half years.

Due to a blood condition, young Tracy Wright required transfusions totalling 62 pints of blood during several short periods of hospitalization over the last few months. The Brooklyn bank provided 48 pints on one occasion and Seafarers ashore here in Houston donated the balance.

Several times in the past, the

Brooklyn bank has supplied up to 35 pints in a single emergency. It has serviced the needs of over 200 Seafarers and their families with almost 800 pints of blood since its inception.

The plan for a network of SIU Blood Banks would make it possible for a bank in each port to service all routine needs in its locality without drawing on the main bank in Brooklyn. This would enable the Brooklyn facility to build up a reserve toward any large-scale emergency. At the same time, Brooklyn will continue to service the local needs of the Port of New York as well as all inland locations where the Union does not maintain any halls.

It is expected that ports such as Baltimore, Mobile, New Orleans and Houston, which already have established SIU medical clinic fa-

(Continued on page 13)

SIU Steps Up Runaway Drive As IMWU Ends

NEW YORK—The SIUNA will step up its organizing campaign on runaway-flag vessels following the dissolution of the International Maritime Workers Union.

The IMWU was originally established to carry out in the United States the organizing policies adopted by the International Transportworkers Federation following the December, 1958, worldwide boycott of runaway shipping.

The IMWU was dissolved following the unanimous adoption of a resolution by SIU and National Maritime Union representatives at a meeting on May 3. As was pointed out in the resolution, the SIU had withdrawn from the ITF whose policies the IMWU had been established to implement. Further, the resolution noted that as a result of Federal court and Labor Board decisions, American maritime unions are now free to organize runaway shipping directly.

The SIU and three other marine unions, the Masters, Mates and Pilots, Marine Engineers Beneficial Association and International Longshoremen's Association, had withdrawn from the ITF in protest against the unfair manner in which it had suspended the SIUNA, without a hearing, because of a dispute between the SIU of Canada and the National Union of Seamen of Great Britain.

SIUNA President Paul Hall stated that in the year and a half of its operation, the IMWU had performed valuable services in the fight on runaway shipping.

Before the IMWU dissolution, the NMU had announced that it was withdrawing from the AFL-CIO Maritime Trades Department.

MTD Forms West Gulf Area Group

HOUSTON — A regional MTD organization has been set up which covers the entire Texas Gulf Coast, plus Louisiana as far east as Lake Charles. The organization, called the West Gulf Ports Council, represents approximately 200,000 maritime workers in the area. Unions participating in the group thus far include the SIU, Marine Engineers Beneficial Association, Masters, Mates and Pilots, International Longshoremen's Association, the Oil, Chemical and Atomic Workers, whose members man the numerous refineries and oil terminals in the area, the International Union of Electrical Workers, the International Union of Operating Engineers, the Retail Clerks International Association and the Office Employees Union.

As one of its first official actions, the council voted to support the strike of the Oil Workers against the Phillips Chemical Company here, a subsidiary of the giant Phillips Petroleum firm. The Oil Workers have been striking the company for over four months now.

The officers of the council are: C. E. DeFries, MEBA Houston agent; president; J. E. Williams, ILA regional secretary-treasurer, vice-president; Bob Matthews, SIU Houston agent, executive secretary-treasurer.

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INDEX To Departments

The SIU Inland Boatman	The SIU Industrial Worker
—Pages 8, 9	—Page 25
SIU Social Security Dep't	SIU Safety Department
—Page 13	—Page 7
The Pacific Coast Seafarer	SIU Medical Department
—Pages 22, 23	—Page 19
The Great Lakes Seafarer	SIU Food, Ship Sanitation Dep't
—Pages 10, 11	—Page 20
The Fisherman and Cannery Worker	Editorial Cartoon
—Page 18	—Page 15
The Canadian Seafarer	A&G Deep Sea Shipping Report
—Page 21	—Page 6
	Shipboard News
	—Pages 27, 28, 29, 30

MTD Assails New Marine Study Group

WASHINGTON—The Maritime Trades Department of the AFL-CIO has assailed the composition of the group appointed by Secretary of Commerce Luther Hodges to conduct another study of the maritime industry.

No Maritime Members

The main union objection to the seven-man committee is the unfamiliarity with the American merchant marine. Ironically, the only member who has had any connection with maritime is Eugene Holman, former chairman of Standard Oil of New Jersey who was titular head of the world's largest American-owned runaway-flag fleet.

In a letter to Hodges, Paul Hall, president of the MTD, and E. N. Altman, legislative director of the department, pointed out that the committee has no member from maritime labor, or for that matter, from American-flag maritime management.

In addition to Holman, the committee includes Donald K. David, Ford Foundation head; T. V. Houser, former Sears & Roebuck chairman; William P. Foster, head of Olin Mathieson; Herbert Hoover Jr.; Carter Burgess of American Machine & Foundry, and Gen. Alfred P. Gruenther, American Red Cross director.

The protesting letter declared that the participation of the six non-maritime members of the committee would be "perfunctory and uninformed."

Hodges appointed the committee to find out "if we are subsidizing mediocrity" in the merchant marine program. The committee's original assignment was to investigate the nation's maritime policy problems, including subsidies, ship construction, research and development and maritime commercial requirements.

Subsidies Are Stressed

Since its appointment, the committee has indicated it will concentrate its study in the area of shipping subsidies, one which is of vital concern to seamen's unions and the maritime industry.

The American-flag merchant marine has been studied and probed frequently in the past, but little remedial action has ever been taken by the Government on the basis of such studies. "Project Walrus" was a recent investigation.

The new Hodges committee apparently will follow the pattern of previous merchant marine study groups. Consequently the maritime industry is expected to be rather skeptical of the groups findings and recommendations.

Welfare, Vacation Offices Moving

Seafarers are urged to note a change of address for the SIU Welfare and Vacation plans starting early in June. The two Plans, which have been in the same quarters since 1950, will shift from their present location to 17 Battery Place, New York 4, on or about June 5. The move will provide more space for the expanding services of the two benefit programs, which have paid out combined cash benefits of over \$25 million to Seafarers and their families. No interruption in the processing and payment of claims is expected due to the moving operation. The new telephone number will be WHitehall 3-5950.

SIU Scholars



Pictured here are four of the five winners of the SIU scholarships. Top (l. to r.), John Sweeney, Linda Peterson. Bottom (l. to r.), William Walsh, Charles Hogge.

Fathers Of Winners



Above are the Seafarer parents of four of this year's award winners. Top (l. to r.), Garland Hogge, William Peterson. Bottom (l. to r.), Harold Welsh, William Walsh.

Danes Thank SIU For Strike Aid

NEW YORK—Danish seamen, whose strike ended May 15, have thanked the SIU for its support. In a cable from Copenhagen to SIUNA President Paul Hall, the Danish seamen's unions expressed appreciation for "your fraternal cooperation and demonstration of sympathy."

The strike of the Danish Sailors and Firemen's Unions ended early this month when the Danish transport unions voted to go back to work. The Danish seamen here turned to May 15 after ratifying their new contract.

The strike in US ports was supported by American maritime unions including affiliates of the SIUNA and the International Longshoremen's Association.

When the Danish seamen refused to sail their ships out of New York, shipowners hired scab crews from a downtown job agency.

The seamen were seeking a \$43 per month wage increase. Shipowners offered a \$13 increase. The new contract grants an increase of about \$20, bringing the current average seaman's wage to \$145 per month.

However, there is no contract provision concerning the Danish unions' protest on the hiring of seamen in Far East ports at far below union scales.

SIU Scholarships Go To Seafarer, Four SIU Children

NEW YORK—Seafarer John R. Sweeney and the children of four Seafarers have been awarded four-year SIU college scholarships worth \$6,000 each. The five 1961 awards boost the number of SIU scholarships given so far to a total of 43.

In addition to Sweeney, whose home is Mankato, Minn., the 1961 winners are:

Charles B. Hogge, son of Garland L. Hogge, Luthersville, Md.

Linda P. Peterson, daughter of William E. Peterson, Baltimore, Md.

William J. Walsh, son of William A. Walsh, Savannah, Ga.

Harold E. Welsh, son of Harold R. Welsh, New Orleans, La.

Both active seamen and children of Seafarers compete for the five annual awards, whose provisions are among the most liberal in the country and allow an unrestricted course of study. Trustees of the program, which began in 1953, base the awards on the recommendations of a panel of educators and college administrators.

Sweeney is currently engaged in post-graduate studies at Mankato State College, Mankato, Minn.

A former SIU organizer who's been shipping in the deck department since 1953, he received a bachelor of arts degree from Carleton College, Northfield, Minn., in 1949 and is seeking to complete preparation for the teaching profession. Married and the father of a two-year-old son, he also attended Coleg Harlech, Harlech, Wales, during 1956-57 on a Ruskin labor scholarship.

Named an alternate winner in 1960, Charles Hogge is now completing his second year of engineering studies at Virginia's Polytechnic Institute, Blacksburg, Va. He's 20 years of age and his father is an SIU tugboatman in Baltimore. Hogge expects to specialize in aeronautical engineering at VPI.

Math Or Science Studies

Miss Peterson is a senior at Notre Dame Preparatory School in Baltimore. An accomplished student of music and art, she is planning college studies in either mathematics or science this fall. Her dad is also an SIU tugboatman in Baltimore harbor.

William J. Walsh, 21, is attending Emory University, Atlanta, Ga., and has a medical career in view. He already holds a two-year associate arts degree from Armstrong College, Savannah. Seafarer William A. Walsh has shipped in the SIU steward department since 1951.

Harold E. Welsh is an honors course senior at Jesuit High School, New Orleans, and is hoping to pursue a law degree at Loyola or St. Louis University. He's 18 years old and his father, Seafarer Harold R. Welsh, has been shipping on SIU vessels since 1943 in the black gang.

Selection of the winners was based on previous scholastic achievement, extra-curricular and community activities and performance on the standard College Entrance Examination Board test.

The panel which assisted in the selection process, concurred in by the trustees on May 4, included:

Miss Edna M. Newby, assistant dean, Douglass College, New Brunswick, NJ; Dr. Bernard Ireland, visiting representative, College Entrance Examination Board, New York City; Dr. Elwood C. Kastner, dean of registration and financial aid, New York University, New York City, and F. D. Wilkinson, administrative assistant, School of Engineering and Architecture, Howard University, Washington, DC.

Seamen Dominated Early Awards

Of the 43 SIU scholarships awarded to date, 20 have gone to Seafarers and the balance to Seafarers' children. Active SIU men predominated among the winners in the early years of the program; currently one of the five annual scholarships is reserved for a Seafarer. The 1960 winners also included one Seafarer and four children.

At presstime, acknowledgments

have been received from several of the scholarship winners.

Hogge wrote that he and his family are "extremely pleased that I was chosen for this honor. Now my plans for continuing studies towards master and doctor degrees in engineering can be realized."

Miss Peterson wrote to thank the SIU Welfare Plan "for both my family and myself for awarding the scholarship." She plans to enter Dunbarton College of Holy Cross in Washington in September.

Welch wired that he was "very happy to receive your most welcome telegram and I sincerely thank the membership and officers of the SIU for the scholarship award. It means everything to me and my family. I will do my best to show my appreciation."

Sweeney wrote that the scholarship will enable him to continue his education. He hopes to obtain a Masters degree.

High Court Rejects Runaway's Appeal

WASHINGTON—American operators of runaway shipping suffered a staggering blow when the US Supreme Court announced on April 24 that it would not consider a runaway operator's bid to escape the jurisdiction of US labor laws.

The court's action indicates that from now on, the American-owned runaways will have to deal with US maritime unions through the National Labor Relations Board, just like any American-flag ship operator.

The Supreme Court's action came as the result of an appeal by Universe Tankships, Inc., owners of the Liberian-flag Ore Monarch, from a January ruling of the Pennsylvania Supreme Court. The Pennsylvania courts had refused to enjoin picketing of the vessel, telling the owners to take their complaint to the NLRB.

As a result of the ruling, it appears that maritime unions have clear legal sailing in attempts to organize American-owned runaway shipping. The only legal questions that would need resolving would be whether or not an organizing target meets the conditions of American-ownership and participation in American foreign commerce.

In their written brief to the High Court, union attorneys relied heavily on the NLRB's favorable ruling in the Sea Level case. In that instance, the Board took jurisdiction over the vessel because of its American ownership and its participation in US foreign trade, even though it is under Liberian registry. Consequently, the Sea Level owners were ordered to cease unfair practices against crewmembers who had joined the SIU.

The Sea Level case had been the test thus far of the right of US unions to organize runaway ships. The owners had announced their intention to appeal this ruling to the US courts, but in light of the

Supreme Court's recent action, their prospects of success are considered poor.

The runaway operators' prime objective has been to evade the jurisdiction of the National Labor Relations Board so as to obtain immunity from American union contracts and wage scales.

The Ore Monarch dispute arose when picket lines were placed around the ship last October in Philadelphia as she was about to unload ore for the Fairless Works of US Steel. The picketing resulted from the action of the operator in compelling crewmembers to join the so-called "Global Seamen's Union" as a means of escaping organization by the International Maritime Workers Union. The owners then went to the courts in their unsuccessful bid for an injunction.

Runaway Ore Monarch

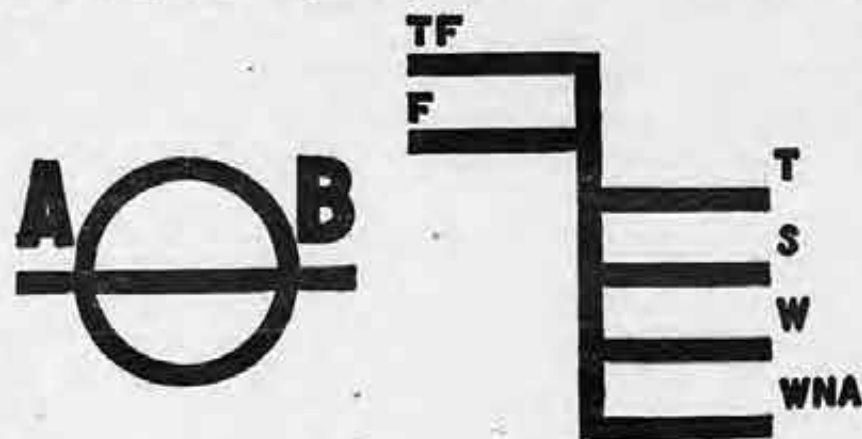
As was pointed out in the union brief, the Ore Monarch, like numerous other runaway ore ships, was built by an American company with American funds borrowed from an American bank; was registered in New York under the Liberian fleet; is owned by Liberian corporation which, in turn, is owned and operated by Americans; has a long-term time charter to another American-owned Liberian corporation, the American owners of the chartering corporation being none other than United States Steel.

The "Global Seamen's Union," the brief pointed out, was set up only after the IMWU obtained pledge cards from the crew. It was established in the Cayman Islands (the first and only union in that British possession) following which the company signed a "contract" with the new "union."

How American Flag Ships Are Classified By ABS

By Capt. Milton Williams

(Ed. note: This is the fourth in a series of articles written for the SEAFARERS LOG by Captain Milton Williams, formerly vice-president and operating manager of Bull Lines. Captain Williams, who is now retired, will discuss the various phases of American-flag ship operation in these articles from an independent management viewpoint.)



The above insignia is well-known to all men who go to sea in ships. To those of us who have frequently hung over the side in a bosun's chair trying to be an artist with an oversize brush, we thought they were something the mate invented to make life miserable for the deck gang.

However, to the seaman this is the most important safety factor on the ship aside from the lifeboats. This is the load line for the ship. This load line is assigned under the Load Line Act of 1929.

Load Line Limits

The large letters "A" and "B" alongside the disc indicate that the load line was assigned by the American Bureau of Shipping after the Coast Guard had approved proposed limits on how much weight may be loaded on the ship. You will note that the word "weight" includes cargo, bunkers, water, stores, dunnage, ballast and any other weight.

The American Bureau of Shipping is a classification society. Classification societies are guardians of seaworthiness. We have to thank the underwriters for originating these societies but this control has long since passed from the underwriters to the general shipping community. As iron and steel ships supplanted wood and ships increased in size, it was inevitable that such control could not remain vested in one segment of the industry, such as the marine underwriters.

Classification societies control the thickness and size of materials going into the building of ships. They assign load lines and they survey ships to maintain seaworthiness. In the US, the American Bureau of Shipping is recognized under the Merchant Marine Act of 1920 as the official classification society so long as it, among other conditions, has no capital stock and pays no dividends; in short it must be a non-profit organization. Its management is by representatives of the shipping industry; that is ship-owners, shipbuilders and underwriters. It includes representatives of the US Government. It was established in 1862 when it was known as the American Shipmasters Association.

Its principal job at the time when our famous clipper ships carried our flag to many parts of the world, was the certification of ships' officers, there being no laws in this country until 1870 for the licensing of officers or seamen.

World Wide Offices

Today the American Bureau of Shipping maintains offices throughout the world in which there are one or more surveyors engaged in either shipyards where the ship is built or in repair yards where necessary repairs are made.

They may also be stationed in a port to visit a ship to determine her fitness to go to sea, or to carry out other surveys which have to do with hull machinery or even the refrigeration plant. Another function is to examine the conditions of assignment of load lines. Other surveyors are stationed in machinery-building plants many thousands of miles from the yard where the hull is being built.

The surveyors of the Society not only inspect the construction of "classed" vessels but subsequently throughout their service life have them under observation during periodical and damage surveys. The reports of these surveys from all over the maritime world come to the head office where a study of particular problems involving hull, machinery, equipment and materials is made by the technical staff. This staff also reviews many new construction designs and plans for alterations to existing vessels, including materials for such work. It compiles for consideration of the technical committees any projected changes in the rules. Thus the rules are really an analysis of experience and enable the society to state with assurance the minimum standards which should be applied. Representing the industry as it does, and in a real sense the

British Plan Cunard Aid

LONDON—The British government plans to grant Cunard Lines a subsidy for building a successor to the giant luxury liner Queen Mary.

The legislation would give Cunard a maximum of \$50.4 million toward the \$84 million replacement cost of the famous vessel.

The government would have the power to make up to \$9.1 million, this an outright, non-repayable grant and the rest in loans. This would be the first time that Great Britain has directly subsidized her merchant marine. Aid to the British merchant shipping until this time has consisted of low-cost loans and tax depreciation allowances.

The British transport minister told parliament that the US provided 58 percent of the construction of the luxury liner the United States. He also noted that France subsidizes its merchant fleet.

to any hull and machinery designs which are not based on experience has been a strict one. This conservative approach has led to idle claims that such an attitude impedes progress, but a review of the great shipbuilding and marine engineering progress will show that this is not the case.

When a ship has been built to the requirements of the Bureau and regular inspections are made to insure that she is maintained in "class," she is carried in the American Bureau of Shipping "Record." The "Record" contains a list of all ships and their status with the ABS.

'Record' Aids Insurers

The "Record" also has considerable other information which is used by the insurance companies who insure the cargo on the ships. If a ship leaves port in a seaworthy condition and is lost, the shipowner does not have to pay for the cargo lost. The shipper therefore takes out insurance on his cargo.

The insurance company cannot know the condition of every ship. Since the premium it wants is based on the risk it takes, it checks the ship in the "Record." If she is not "classed" his premium will be very high. Therefore the shipowner get double return from his investment in "classing" the ship. He is assured that the ship is seaworthy and safe for crew and cargo and also that insurance company will charge a minimum rate on cargo shipped on his ship.

It must be mentioned that classification requires periodic surveys to determine the condition of the hull and machinery. In addition to examination during dry-docking and at times when vessel is damaged, there are surveys at stated times to look at the boilers, load line requirement and so forth. Every four years there is a major survey at which time all spaces on the ship are opened and inspected throughout, including all double bottoms, peaks, holds, lockers, houses, deep tanks and others. All machinery is opened for a check and examination. Any defects found are corrected at this time.

'AB Man' Guards Safety

When you see the "AB man" on board remember he is here to make sure your ship is as safe as it is possible to make her.

No matter how much cargo the owner built his ship to carry, he cannot load beyond the load line marks. There may be occasions when the ship takes on additional weight after leaving the dock, such as in a heavy sea when the wells are full. The ABS has this in mind when designing hull and assigning the Load Line. Even the ice which can form on the houses and rigging is taken into consideration.

For the uninitiated, we list below the definition of the letter shown on the "marks." As stated above, AB stands for American Bureau. There are other Societies with their letter. LR stands for Lloyds, B. V. Bureau Veritas, etc.

T F Tropical Fresh Water Allowance

F Fresh Water Allowance

T Load Line Tropical Zones

S Summer Load Line

W Winter Load Line

W N A Winter North Atlantic Load Line

LABOR 'ROUND THE WORLD

ECHOES OF WORLD WAR II were revived in a lawsuit against the Finnish Seamen's Union by an engineer because crewmembers refused to sail with him. The engineer in question had participated in a German secret police move to evacuate Nazi agents from Finland as well as pro-Nazi Finns toward the end of World War II.

The Finnish Seamen's Union has had a long-standing policy of refusing to sail ships if any Nazi agent or collaborator was on board. Consequently, when the man was hired as engineer of the ore carrier Outokumpu, the crew walked off the ship. The owners then discharged the engineer so that the crew would take the ship out.

The result was that the engineer has filed suit against the seamen's union and its president in an effort to compel them to accept him aboard any ship. The union has pledged to fight the suit and use all its economic weapons, if necessary. They noted that back in 1947 the president of the seamen's union, N. Wallari, had been given a four-month prison sentence in a similar case, but that the seamen's union had voted a general strike and successfully won revocation of the prison term.

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THE DIFFICULTIES WORKERS IN MANY LATIN AMERICAN countries face in light of unrestrained inflation are illustrated by figures issued in Argentina as living cost changes. Since 1953, the cost of living has gone up 33 times. Average wages have risen some 28 times during the same period in the vain attempt to catch up with prices. The net effect has been a decline in the standard of living.

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Inflation was touched off by an orgy of public spending during the regime of dictator Peron and has continued since because of the fall in world prices of agricultural commodities which Argentina exports and the rise in imports of machinery, equipment and oil.

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THE IMPACT OF MEXICAN FARM LABOR on employment and wages in the southern and western United States is being taken up by the US Congress. In previous years, as many as a million Mexicans a year have been coming into the US as contract farm labor, with the specific approval of the US Congress. The agreements to bring in the laborers are negotiated with the Government of Mexico. Now, however, in light of the protests of US unions and the continuing recession in the United States, the administration is supporting a bill which would specifically require US growers to offer Americans decent wages and conditions. Only if Americans were unavailable at these conditions could Mexicans be imported on a temporary basis. The Department of Labor would have considerable authority over the working conditions and other terms of employment.

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THE "KANGAROO" COURT IS FAST BECOMING a standard feature in many Communist countries. Called "social workers' courts," or "comrades courts" they are devices for whipping into line anybody who doesn't toe the mark. For example, in a typical recent trial in Upper Silesia, Poland, five workers were sentenced to loss of 25 percent of their wages for a six-month period on charges of "sabotaging the socialist construction effort." The charges actually dealt with the fact that they had objected to a speed-up in which they would compete with fellow workers to see who could turn out the most production. The top achievement then becomes the standard for all. After the five were sentenced, the workers in the plant attacked the "judges" with the result that ten were arrested by Communist police. The "judges" in question are hand-picked by the factory management and the Communist "unions."

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EAST GERMANY IS SUFFERING A LABOR SHORTAGE and it's not because of industrial prosperity either. Rather it results from the constant flight of East German workers across the border to West Germany. In the last ten years, over 2½ million people have fled East Germany and refugees are still crossing the border at better than 200,000 annually. Half of the refugees are under 25 years of age, which means that the Communist half of Germany is being drained of its labor force. As a result, the East German government is appealing to retired people and housewives to register for jobs in all branches of the economy.

SIU Companies Seeking Reserve Fleet Trade-Ins

WASHINGTON—Transwestern Associates, an SIU-contracted company, has exchanged its tanker SS Transwestern for the former Mormacport, a C-3, according to the Maritime Administration. Several

other SIU-contracted companies have indicated that they intend to exchange vessels now in operation for ships in the US National Defense Reserve Fleet.

Being Converted

The Mormacport is currently undergoing conversion, but company officials were unable to say at this time what kind of trade the new vessel will be engaged in. The company operates the Trans India and the Trans Orient in the grain trade. The two ships were formerly in the Ore Line fleet.

Among the SIU-contracted ship-

ping firms seeking to exchange obsolete vessels for larger ships is Alcoa Steamship Co., which plans to swap C-1s for C-2s or C-3s.

Globe Waterways Corp.; Marine Carriers Corp.; Intercontinental Transport Co., Inc.; Waterman SS Corp.; and Oceanic Petroleum Carriers have indicated a desire to trade for ships in the Government Reserve Fleet.

Bull Lines is swapping the Hilton and Carolyn, two Libertys, for two C-4s, the Marine Fox and Marine Panther. The firm also plans to exchange two other Libertys for the latter C-4s.

Seafarers Double Award Winners



Crewmembers of Seatrain Louisiana and company officials display safety award to vessel for six-month accident-free record. Seatrain fleet also won sanitation award from Public Health Service. In photo (l. to r.) are: E. Witzke, DM; Billy Provost, BR; R.C. Chapdelaine, Seatrain labor relations director; I. Hansen, company safety director; Smokey Schreiner, chief cook; Jim Maxey, quartermaster; Billy Russell, baker.

Farm Export Speed-Up Will Boost US Shipping

WASHINGTON—A bill authorizing an extra \$2 billion in 1961 for the sale of farm surplus products overseas was signed into law last month, giving the US merchant marine one of its biggest boosts in many years, and assuring the US job opportunities for US seamen.

The legislation provides an extra \$180,000 for ocean transportation of the surplus, and a big chunk of that sum will go for American-flag shipping, primarily to bulk carriers, thanks to the '50-'50 law.

The original authorization for farm surplus export for 1961 was \$1.5 billion. Most of this money was earmarked for a three-year agreement with India.

A large part of the \$2 billion will go to Pakistan under a four year agreement. Nationalist China (Taiwan) and Indonesia will also receive food shipments under the expanded program.

The 1961 "food for peace" program, called for recently by President Kennedy, will use about \$600 million of the new funds. Included in the "food for peace" plan are proposed farm products shipments to Brazil (under a long-term agreement); Chile, Israel, Paraguay, United Arab Republic

and Poland, among other nations. The current programs are expected to use up the great bulk of the total \$3.5 billion appropriation.

Under the "50-50" law, at least half of all government-financed cargoes must sail on American bottoms. It is estimated that the American merchant marine will get at least \$100 million more this year out of the \$180 million allotted for ocean transportation in the extra appropriation.

An earlier boost to maritime came when the International Co-operation Administration ordered all cargoes to be carried on US bottoms where the United States pays the freight. If the aid cargoes are carried by foreign-flag ships, the receiving country pays the freight costs.

The long term farm surplus agreements such as the current one with India and the proposed new ones with Pakistan and Brazil, will help relieve shortages created by poor crop conditions in those countries.

Bull Lines Changes Owners; Company Will Upgrade Fleet

NEW YORK—It's sale having been completed to the Kulukundis interests, Bull Lines is activating plans to improve its fleet through the construction of combination container-general cargo ships, based on C-4 modifications.

The company, which will continue to operate under the A. H. Bull standard, expects momentarily to receive permission from the Federal Maritime Board to trade some old Libertys for larger C-4 type vessels.

The Hilton and the Carolyn have been nominated for exchange for more modern ships. The two Libertys will be traded for the Marine Fox and the Marine Panther, both of which are C-4s.

Company officials said they intend to secure two more C-4s in exchange for additional Libertys.

Another addition to Bull Lines service to Puerto Rico is a trailer-ship operation. The Federal Maritime Board has approved Bull Lines' time charter of the recently-built MV Floridian and MV New Yorker.

The C-4 exchange program is being conducted under the Government sponsored plan to upgrade the US non-subsidized merchant fleet. The Marine Fox and the Marine Panther come from the US National Defense Reserve Fleet.

Bull Lines plans to modify the C-4s to enable them to carry between forty-eight and 178 containers of 35-foot lengths. In addition,

the newer ships will be able to carry as much break-bulk cargo as the present C-2s carry when fully loaded.

Increased employment abroad Bull Lines ships is the prospect for Seafarers when the expansion program is in full swing. The Libertys involved in the trade for the

larger vessels are presently used only sporadically during the sugar season, and for single voyages, while the C-4s and the chartered trailerships will be used in regular berth operations between Puerto Rico and the mainland. Present Bull Line C-2s will be put on a Mediterranean run.

Sea Unions Back Return Of Tankers To US Flag

WASHINGTON—Support for a bill which would allow Standard Oil of California to transfer back runaway-flag tankers for US-flag domestic service was voiced by spokesmen for the SIUNA and the Marine Engineers Beneficial Association at Senate Commerce Committee hearings here.

The proposal, which would involve as many as six modern US-built tankers, has been attacked by the Maritime Administration, by Standard Oil of New Jersey, by some of the independent tanker operators, and by John Collins, spokesman for company unions in

the major unorganized oil company fleets.

Strong backing for the measure came from Morris Weisberger, secretary-treasurer of the Sailors Union of the Pacific and executive vice-president of the SIUNA. He pointed out that California Standard has long been under SUP contract and that the action would increase employment for West Coast seamen. "That is why the SUP supports this bill and will support every effort by anybody to bring more ships under the American flag."

He added that opponents of the bill were identified with the operation of runaway ships.

SIUNA President Paul Hall gave approval to the bill provided that the vessels were restricted to carrying the products of California Standard and other limitations were placed on their operation.

He too, questioned whether opponents of the measure were genuinely concerned over an American merchant marine, noting that companies such as Esso had heavy investments in foreign-built runaway tonnage.

Hall advocated that the particular vessels involved be restricted to the hauling of their own products.

Ed Altman, president of the MEBA, also attacked critics of the measure, declaring that "their operation of runaway-flag vessels has contributed greatly to the decline of the American merchant marine..."

MEBA, MM&P Plan Drive Against Runaway Ships

NEW YORK—The National Marine Engineers Beneficial Association and the International Organization of Masters, Mates and Pilots have launched a joint drive to obtain union

contracts and conditions for deck and engine department officers employed in runaway-flag fleets. In announcing the drive, spokesmen for the officers unions also revealed that they are activating long-pending proposals to work toward establishing one union for all licensed officers.

The primary target of the campaign will be some 250 runaway ships owned by American-flag operators with whom the officers' unions have contracts.

It was pointed out that many of the ships' officers of these runaway vessels are American citizens. It is a common practice for American owners of runaway tonnage to employ American skippers, chief mates, chief engineers and 1st

assistants, while recruiting the rest of their runaway ship crews from foreign sources.

Heading up the organizing campaign is Captain Thomas F. O'Callaghan of the MM&P, secretary-treasurer of the mates local union for the Baltimore-Philadelphia area.

The organizing program was drafted and approved at a two day meeting in New York attended by members of a top-level bi-union policy committee.

The merger proposals stem from long-standing approval of merger by the memberships of both unions. With the two unions now working jointly on negotiating and organizing, the time is appropriate to work out details for merger.

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NEWS

HEADLINES

IN REVIEW

CENTRAL INTELLIGENCE AGENCY ON GRIDDLE AFTER HUMILIATING FAILURE OF CIA-DIRECTED CUBAN UPRISING AGAINST CASTRO.

TRUCE STOPS FIGHTING IN LAOS WITH REDS IN CONTROL OF MOST OF COUNTRY.

FEDERAL COMMUNICATIONS COMMISSION HEAD ROASTS TELEVISION BROADCASTERS... WARNS THEM OF LOSS OF LICENSES IF PROGRAMS DON'T IMPROVE.

INDIA BANS DOWRIES... MOVE DESIGNED TO KEEP GIRLS' FATHERS FROM LIFETIME SERVITUDE TO USURERS.

RED CHINA FIGHTS FAMINE WITH HUGE WHEAT PURCHASES FROM CANADA AND AUSTRALIA.

ALGERIA PEACE PROSPECTS BRIGHT AFTER DEGAULLE CRUSHES ATTEMPTED REVOLT OF FRENCH FOREIGN LEGION... LEGION MAY BE DISBANDED.



SEAFARERS ROTARY SHIPPING BOARD

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

April 1 Through April 30, 1961

After a very strong showing in the month of March, shipping in the deep-sea segment of the District fell back again in April. The April results were contrary to the usual seasonal trend. Normally April is the start of the slack period for tankers, the over-all shipping picture usually improves.

A significant decline in ship calls at US ports appears to be largely responsible for the shipping drop. Payoffs were off by nine from last month's 138 total. In all, there were 21 less ships than last month's 489 vessel calls.

Oddly enough class C shipping more than held its own, despite the slump. A total of 275 class C ratings got shipboard jobs, one more than the 274 of March, leaving class A and B to absorb all of the loss. This is a good sign since it indicates that class A and B men are feeling no pressure. Otherwise they would have used their seniority to throw in for the jobs taken by the "C" men.

The total of jobs shipped in April, 2,240, compares unfavorably with the 2,689 shipboard posts filled in March. Class A registered-on-the-beach totals stands at 2,219, or actually less than the jobs shipped during the month, giving class A men a very favorable job opportunity ratio.

In the port-by-port breakdown, New York and Houston spreadeagled the field, shipping 850 jobs between them, approximately 38 percent of all the jobs in the District. The two ports also had the bulk of ship calls, as is to be expected.

In the new class 1-S category, which is chief stewards only, all ports registered 52 men and shipped 21. Since this is the first month that the 1-S system has been in effect throughout the district, it is too early to tell how the new registration procedure is working out.

Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston	7	3	8	18
New York	38	16	35	89
Philadelphia	4	1	26	31
Baltimore	14	6	12	32
Norfolk	2	1	19	22
Jacksonville	6	0	22	28
Miami	1	0	11	12
Mobile	12	5	14	31
New Orleans	16	16	44	76
Houston	12	4	55	71
Wilmington	0	0	10	10
San Francisco	8	6	10	24
Seattle	9	9	6	24
TOTALS	129	67	272	468

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	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	6	9	1	16	0	2	2	4	6	7	0	13	0	0	3	3	1	1	1	3	13	3	3	19	6	12	2	20	0	2	4	6
New York	45	80	21	146	1	15	28	44	36	69	22	127	1	14	14	29	0	2	11	13	127	29	13	169	69	110	32	211	2	10	50	62
Philadelphia	6	11	6	23	0	4	1	5	3	7	1	11	0	0	1	1	0	0	0	0	11	1	0	12	13	27	11	51	0	8	0	8
Baltimore	16	33	9	58	1	13	22	36	10	28	7	45	1	3	15	19	0	0	1	1	45	19	1	65	36	71	17	124	2	20	38	60
Norfolk	9	8	1	18	0	4	5	9	3	9	4	16	2	0	2	4	0	0	0	0	16	4	0	20	4	9	0	13	0	4	4	8
Jacksonville	4	11	0	15	0	3	8	11	2	5	0	7	0	2	3	5	0	2	0	2	7	5	2	14	8	18	1	27	0	3	6	9
Miami	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	
Mobile	13	17	7	37	0	7	2	9	6	21	9	36	2	1	2	5	0	0	2	2	36	5	2	43	21	18	5	44	0	4	3	7
New Orleans	29	59	17	105	3	17	20	40	33	60	14	107	0	6	16	22	0	1	8	9	107	22	9	138	58	94	26	178	8	23	34	65
Houston	37	68	18	123	2	34	19	55	32	67	24	123	1	7	25	33	0	0	0	0	123	33	0	156	29	43	20	92	7	21	23	51
Wilmington	7	13	2	19	0	6	3	9	4	8	2	14	0	8	3	11	1	2	3	6	14	11	6	31	9	15	1	25	0	2	2	4
San Francisco	15	19	3	37	2	14	8	24	16	22	4	42	5	14	12	31	2	4	5	11	42	31	11	84	19	2	3	24	2	4	2	8
Seattle	15	16	6	37	1	12	11	24	12	14	6	32	3	16	12	31	1	16	6	23	32	31	23	86	20	13	4	37	4	8	8	20
TOTALS	199	345	91	635	10	131	130	361	163	317	93	573	15	71	108	194	5	28	37	70	573	194	70	837	292	433	122	847	25	110	175	310

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	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	12	2	16	0	1	2	3	1	3	0	4	2	1	3	6	0	6	4	10	4	6	10	20	5	15	2	22	1	0	3	4
New York	22	62	12	96	4	41	19	64	21	56	11	88	3	22	15	40	4	7	12	23	88	40	23	151	32	92	16	140	6	41	30	77
Philadelphia	1	17	1	19	0	4	3	7	1	5	2	8	0	1	3	4	0	0	0	0	8	4	0	12	2	34	3	39	0	6	3	9
Baltimore	11	35	4	50	0	15	7	22	5	21	5	31	0	18	8	26	0	1	0	1	31	26	1	58	11	57	7	75	2	27	22	51
Norfolk	6	13	1	20	0	1	2	3	2	5	3	10	2	5	7	14	0	2	2	4	10	14	4	28	2	9	2	13	0	4	3	7
Jacksonville	3	7	0	10	1	4	3	8	2	4	0	6	0	5	1	6	0	4	1	5	6	6	5	17	3	11	1	15	0	3	3	6
Miami	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	2	
Mobile	6	23	6	35	1	4	4	9	5	22	6	33	2	5	7	14	0	1	4	5	33	14	5	52	7	26	5	38	0	4	3	7
New Orleans	13	67	8	88	5	26	12	43	11	41	7	59	1	22	15	38	1	10	11	22	59	38	22	119	34	93	15	142	3	22	20	45
Houston	26	62	8	96	3	33	17	53	22	77	9	108	0	16	15	31	0	0	2	2	108	31	2	141	37	41	13	91	9	21	7	37
Wilmington	1	9	3	13	1	3	4	8	0	7	0	7	4	8	3	15	2	4	5	11	7	15	11	33	2	13	3	18	1	2	4	7
San Francisco	3	17	0	20	1	11	8	20	4	24	2	30	1	12	9	22	1	2	1	4	30	22	4	56	5	22	0	27	0	3	3	6
Seattle	1	26	4	31	2	12	7	21	3	35	6	44	1	9	6	16	1	6	4	11	44	16	11	71	2	12	2	16	2	9	6	17
TOTALS	95	350	49	494	18	155	89	262	77	300	51	428	16	124	92	232	9	43	76	98	428	232	98	758	142	427	69	638	28	143	108	275

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				
	1-9	1	2	3	ALL	1	2	3	ALL	1-9	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-9	1	2	3	ALL	1	2	3	ALL	
Bos.	1	1	1	3	6	0	1	4	5	1	0	0	0	1	0	1	3	4	2	0	11	13	1	4	13	18	0	1	1	4	6	1	0	2	3	4	7	43	54	
N. Y.	12	22	11	60	105	2	4	26	32	5	13	4	48	70	2	3	19	24	1	0	24	25	70	24	25	119	29	59	21	87	196	4	7	43	54	12	12			
Phil.	3	3	1	4	11	0	0	8	8	1	4	0	2	7	0	0	7	7	0	0	9	7	7	0	14	6	5	7	8	26	0	0	12	12	12	12				
Bal.	8	8	7	17	40	1	2	11	14	3	10	6	16	35	1	1	7	9	0	2	2	2	35	9	2	46	12	20	12	33	77	2	3	29	34	34	34			
Nor.	6	2	0	4	12	1	2	2	5	0	1	0	3	4	1	0	8	9	0	0	3	3	4	9	3	16	0	3	2	3	8	1	1	3	5	5	5			
Jac.	2	6	1	2	11	1	1	5	7	2	2	1	4	9	1	0	4	5	2	0	7	9	9	5	9	23	3	6	2	2	13	1	1	3	5	5	5			
Mia.	1	1	0	1	3	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	2	2	0	2	6	0	0	0	0	0	0			
Mob.	3	7	4	20	34	0	0	14	14	0	4	3	21	28	0	1	18	19	0	0	6	6	28	19	6	53	10	18	7	32	67	0	0	10	10	10	10			
No.	4	15	13	69	101	2	1	37	40	2	17	7	40	66	2	0	30	32	0	0	14	14	66	32	14	112	14	38	25	108	185	3	1	52	56	56	56			
Hou.	5	22	11	38	76	2	5	33	40	1	16	14	39	70	0	0	42	42	0	0	2	2	70	42	2	114	13	17	21	20	71	9	11	19	39	39	39			
Wil.	2	0	3	4	9	1	0	4	5	1	2	2	2	7	0	0	3	3	0	0	7	7	7	3	7	17	4	4	3	6	17	2	0	2	4	4	4			
S. F.	2	3	7	10	22	0	3	10	13	1	6	7	15	29	0	1	11	12	0	0	12	12	29	12	12	53	3	15	4	13	35	1	1	6	8	8	8			
Sea.	3	9	5	10	27	1	3	15	19	4	9	6	9	28	8	2	8	16	0	2	12	14	28	16	14	58	6	6	4	11	27	0	4	15	19	19	19			
TOTALS	52	99	64	242	457	11	22	169	202	21	84	50	201	356	13	9	160	182	5	2	100	107	356	182	107	645	102	194	109	329	734	24	29	196	249	249	249			

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



More Joint Safety Action Seen

More shipping companies seem to be coming around to the idea that they're never going to get any real results from their safety programs by shutting out the workers involved. It's no secret that management has traditionally regarded the safety field as its own "private ballpark", as an area where the union and the working people directly affected should have the smallest role possible.

At last month's regional conference of the National Safety Council's Marine Section, here in New York, several shipping industry speakers finally admitted that more of the crews—more unlicensed men—have to be brought into the operation of their company safety set-ups in order to make these programs work. It just can't be done any other way. If the men aren't taken into account, the program can only work around them and won't hit home.

This is why when the SIU Joint Safety Program was first set up, and since then, it's operated on one basis all along: It can operate with some degree of success only where there's proper teamwork and cooperation between the companies, the Union and the men on the ships.

One other idea that still crops up at these meetings is the notion that a screening system for seamen patterned after the Coast Guard's 1954 "profiling" scheme can somehow eliminate all the accident and even health problems aboard ship. The rejected "profiling" proposal was based on a vague collection of physical-mental-moral requirements designed to keep everybody but a "superman" group out of the industry. Those behind it figured "Superman" wouldn't trip on a ladder or on the deck like any ordinary human being and this would solve everything.

Maritime unions and a large part of the industry rallied to beat down this scheme but it comes up now and then again. A new version has been offered by Rep. Miller of California in a bill submitted to Congress recently. The California label is important because the West Coast affiliates of the SIU are right now trying, together with the companies, to start up a medical clinic operation as a part of a joint health and safety program. (See story on Page 2—Ed.)

Makeshift "benches", fruit crates, overturned buckets and the like seem to be the favorite equipment for doing painting or other work on overheads. Railings are also used for support, and with the same result. The men who use this kind of gear generally wind up with an accident most of the time because the ship takes a roll or a rickety crate collapses. There are several good designs used aboard ship for a 24" to 36" one or two-step ladder that has a wide surface for safety and stability. Some are commercial items and others can be made by any carpenter from available lumber on the ship. AVOID USING MAKESHIFTS!

According to some recent testimony before a House Merchant Marine subcommittee, another cutback in the already-reduced firefighting force at the Panama Canal Zone is going to make it mighty tough to handle ship or dock fires in the Canal area, especially with certain kinds of cargo. The latest cut from 13½ to 10 fire stations means that the Canal's firefighting force is about 70 percent smaller than a few years ago.

Since this force covers military as well as civilian installations along the whole length of the Canal, it ought to cause some concern. It's been said, in fact, that since the Canal government has no legal mandate to supply fire protection for shipping, a ship might simply be ordered out to sea to be sunk in case of a fire.

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

SIU Safety Honors For Semmes



Crewmembers of the Raphael Semmes (Sea-Land) display SIU award for six-month accident-free record after presentation by SIU Safety Joe Algina (left) at Port Newark. The Semmes is one of almost 50 SIU ships to receive an award during the past year. Crewmen pictured (l. to r.), are Seafarers Al Silva, bosun, and Bill Varn, steward; chief mate F. Worthy and J. Cook, AB.

Port Council Hits Power Grab By Waterfront Commission

TRENTON—Organized labor in the New York-New Jersey area is conducting an all-out fight against efforts by the bi-state Waterfront Commission to expand its power over harbor workers.

The scene of the legislative battle shifted to the New Jersey State Assembly late last month after New York's Governor Nelson Rockefeller signed into law amendments which would increase the jurisdiction of the Waterfront Commission if carried in New Jersey.

The bills pertaining to the commission must be approved by the legislatures of both New York and New Jersey.

The New Jersey Assembly held a day-long hearing on the amendments April 28. Representatives of the Maritime Port Council of Greater New York and Vicinity, of the Maritime Trades Department, AFL-CIO, warned the assemblymen that the Waterfront Commission bill could set up a "super-state" under the guise of protecting longshoremen from criminal influence. AFL-CIO President George Meany had previously informed the governors and legislature of both New York and New Jersey of his opposition to the measures.

No action by the New Jersey Legislature is expected until June.

A week prior to the New Jersey hearing, the Port Council met in New York and reiterated its determination to fight the proposals. Anthony Scotto, of the ILA, Port Council president, pointed out that AFL-CIO state bodies in both New York and New Jersey were opposed to the extension of Waterfront Commission powers.

The Port Council consists of 27 international unions representing more than 150,000 waterfront workers in the Port of New York area.

The pending legislation would permit the Waterfront Commission to register workers in categories of work not presently included in its powers. It would also make it a misdemeanor, punishable by fine or prison, for anyone to attempt to "interfere" with registered dock workers in the performance of their duties.

This last provision would give the commission sweeping authority to interfere in the legitimate strike and picketline activity of any one or more of the unions whose members work in the harbor.

The commission also is seeking to bar men and women with police

records from ever holding jobs with waterfront unions or their welfare or vacation plans. Scotto noted that this goes far beyond the Landrum-Griffin bill which has a provision barring persons from holding Union office if they have a felony conviction within the past five years.

SIU president Paul Hall told the Assemblymen in Trenton that the Commission grossly misrepresented facts at the hearing. Vincent J. Murphy, New Jersey State Federation of Labor president noted that the Commission "is seeking to expand its activities to areas never before controlled by it."

Scotto pointed out that at the MTD meeting before the hearing that the Commission has spent

\$15,000,000, contributed by waterfront employers, in the past seven years, but still claims that crime is widespread in the harbor and is seeking more money.

Out of the commission's annual \$2 million budget, some \$1.5 millions are spent on salaries, including \$17,500 a year for each of the waterfront commissioners.

Bill Johnson of the Dock Builders Union; Steve Leslie of Local 23 of the International Union of Operating Engineers, and Capt. William Bradley, ILA president, urged port council members at the pre-hearing meeting to oppose the bill. John O'Rourke, president of Joint Council 16 of the International Brotherhood of Teamsters, strongly supported the port council stand against the legislation.

Bloomfield 100 Percenters



After Lucile Bloomfield won 100 percent rating in PHS sanitation inspection fourth year running, award was displayed by (l. to r.), Wilbur Purdy, chief cook, Ben M. Bloomfield, company president and Harry Huston, chief steward.

LABOR ROUND-UP

The United Rubber Workers and the Firestone Tire & Rubber Co. have agreed to a new contract covering 18,000 workers in eight plants, calling for a wage increase of 7.5 to 14.5 cents an hour depending on job classification and plant, an added holiday and improved supplement unemployment benefits. The SUB improvements extend benefits 39 weeks in keeping with new Federal legislation, increase by \$5 the maximum SUB payment and permit seniority employees on layoff more than two years to take separation pay in a lump sum instead of continuing on layoff status with seniority rights.

Women's coat and suit manufacturers in New York have agreed to a two-year contract extension covering 45,000 members of the International Ladies Garment Workers Union in the metropolitan area. The package provides wage increases averaging 14 cents an hour and increases in payments into retirement and health and welfare funds.

Members of the International Association of Machinists have been

cautioned not to "moonlight"—work at two jobs—by union officials who pointed out that the practice has become a serious threat to working conditions and is contributing to unemployment. Officials said it was ironic that labor's achievement of a 40-hour week has enabled some workers to take extra jobs at the expense of other workers. Many of them "earn a fair week's pay at union scale on their regular jobs." IAM officials said.

Check Links Of Attorneys

Members of the Union, including Seafarers in the hospitals, come into contact with lawyers or their representatives from time to time. To protect the interests of this Union and the membership, Seafarers should check out any statement made to them by a lawyer that he is the attorney for the Union or represents the Union in any capacity. Such statements should be immediately checked with the port agent or the local welfare representative.



THE SIU INLA

Lakes IBU Signs Three New Firms

DETROIT—The newly-formed Great Lakes Tug and Dredge Workers Region of the SIU's Inland Boatmen's Union opened its organizational drive in the Lakes area by signing three operators to first-time contracts, reports Lakes Regional Director Robert Jones.

The three new contracted firms are Thornton Construction, Hancock, Mich., Bueschliner and Smith, of Mt. Clemens, Mich., and Hydro Dredging Co., Port Clinton, Ohio. The new pacts were signed late last month.

The Great Lakes Region of the IBU was established last month through merger of the Dredge Workers Union and the Tug Workers Union, both of them SIU-affiliated. Members of the two unions voted by overwhelming margins for the establishment of the Great Lakes Region and for affiliation with the IBU.

The merger had been recommended by the officers of the two unions as providing added strength and organizing resources. Consequently, the success in organizing the three new companies is the first dividend resulting from the recent merger.

Jones said that the Great Lakes IBU Region is working on an all-out drive to organize all dredge and tug operations and allied marine workers as well. At present, the Union has the names of eight unorganized companies which are targets for organizing efforts. In addition, all members in all Lakes ports have been asked to report the names of any companies in their area which have no union contracts.

IBU Man's Pets



Tom Grimes, IBU shopman with Cuslis Bay, Philly, feeds cats at pier-side.

Gatco To Be IBU-Contracted



The three brothers (insets) above are Gatco tugboatmen out of Wilmington, NC. One of Gatco's tugs, the Alabama, is also shown. Tugmen of the firm voted 84-14 for SIU-IBU representation.

Panelist Proposes RR's Adopt SIU Welfare Plan

NEW YORK—A finding that members of the SIU's Railway Marine Region should be covered by the Seafarers Welfare Plan has been issued by the impartial chairman of the three man panel selected to deal with pending welfare issues in the railway marine contract.

Dr. Donald Shaughnessy, in reporting on the results of discussions on welfare issues of railway harbor workers, declared that the best solution of the issue was that the employers involved should become signatories to the Seafarers Plan.

The finding was another important step forward in the fight of the RMR for proper welfare protection for railway marine workers. Shaughnessy similarly found that mates and engineers should be covered by the deep-sea plans of their respective unions.

Need Central Plan

In his findings, Dr. Shaughnessy pointed out that it was not feasible to set up a separate plan for the railway workers group which could adequately meet their needs.

He noted that the group of some 660 men was too small for efficient, low-cost administration and funds would not be adequate to provide them with effective coverage.

Further, Shaughnessy noted, the

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters. Their activities concern all seafaring trades.

railway marine workers were anxious for coverage by the plans of the unions involved and were willing to have pending wage increases earmarked for welfare purposes.

"These two factors must, in the opinion of the impartial chairman, be given consideration of the highest priority. For the reasons given, it was not found possible to extend them the coverage they wanted... unless their employers become signatories to the union's plans..."

Shaughnessy also ruled out the charging of any administrative fees by the companies for administering welfare benefits.

Very Limited Coverage

Up until now, the railway marine workers have had minimal insurance coverage, with no protection for themselves or their families in such areas as hospital, surgical, disability and maternity benefits, other than the hospital treatment they were entitled to from the Public Health Service.

Dr. Shaughnessy had been named as impartial member of the panel under the terms of the harbor strike settlement in January. He was selected by Secretary of Labor Arthur Goldberg, Governor Nelson Rockefeller and Mayor Robert F. Wagner of New York City. The three officials had participated in the meetings which led to the settlement of the harbor strike, with the settlement specifying the appointment of a group to work out the welfare issues.

It is expected that the railroads will contest the Shaughnessy finding in an attempt to delay the application of SIU Welfare Plan coverage to the railroad tugmen.

Meetings between the railroads and the SIU Railroad Marine Region are being continued in an effort to gain union welfare coverage for tugmen.

Members Elect Delegates To 1st IBU Convention

NEW YORK—Voting by the membership within the Inland Boatmen's Union for delegates to the IBU's convention at headquarters this month ended last week and rank-and-file-elected committees were tallying the ballots at press time. The results will be sent to elected candidates and all ports as soon as the tally is completed.

The IBU has been allotted 10 delegates while the Railway Marine Region and the newly-affiliated Great Lakes Tug and Dredge Region will send three delegates each, in addition to the executive board and the Regional director from each Region, in accordance with the IBU constitution.

Names of Nominees

A total of eleven IBU members' names were placed on ballots mailed to inlandboatmen in all ports for the secret mail referendum. Five RMR members' names appear on the ballot to be voted by that Union's members and six men from the Great Lakes Tug and Dredge Region (GLT&DR) are vying for the three delegate posts allotted to each of the Regions.

The IBU members whose names appeared on the ballot were: Daniel Behrens, John Blanchfield, E. A. DuBoise, Martin Gould, Raymond Herold, Frank McHale, Robert Matthews, William E. Peterson, Albert C. Repsch, Joseph Trainor and Steven Zubovich.

The five delegate-nominees from the RMR were Howard F. Brower, Walter A. Mielnicki, C. T. Murrell,

John G. Provitera and Edward B. Pulver.

The six IBU convention nominees from the Great Lakes Region are: Max Tobin, Harold F. Yon, Robert Affleck, Donald Gallagher, Patrick J. Finnerty and Joseph Miller.

Ballot By Mail

Each member in the IBU and its two regions was sent a ballot which went to his last known address. A covering letter of instruction accompanied each ballot which informed the member of the voting period and the proper Post Office box to which the ballot should be sent.

The tallying committees were voted in by the rank and file of the IBU, the RMR and the GLT&DR during special meetings earlier this month. The ballots were collected for the IBU and each Region by the committeemen with the secretary-treasurers.

The IBU convention is expected to place considerable emphasis on continuing organizing, particularly in such areas as the rivers, where there is a large group of underpaid and unorganized boatmen operating tugs and barges on the inland waterways.

The convention will be held May 22 at SIU headquarters, 675 Fourth Ave., Brooklyn 32, NY.

Receives Sizable IBU Benefit



Ben Cundiff (left), deckhand on ferry Jersey Shore, receives benefit check for \$1,334.20 from IBU's Joe Trainor, at Philly. Money covered hospital expenses for Cundiff's wife.

IBU Crew To Man New Tank Barges

BOSTON—A newly IBU-contracted concern, National Marine Service, Inc., will place the first of five newly-designed twin-container tank barges in service next month, according to an announcement by the company.

The barges, which will be operated on the Mississippi River and other inland waterways, have two container sections—an inner one with three compartments and an outer section with six compart-

ments. Such an arrangement will permit the use of one of the sections on an outgoing trip while the other one can be utilized on a return trip, thereby doing away with the necessity of cleaning the vessel before taking return-trip cargo.

ND BOATMAN



IBU-Contracted Ferry Co. Is Largest In The World

SEATTLE—The IBU of the Pacific-contracted Washington State Ferry System has added another vessel to its growing fleet of 21 ferries which employ some 750 Inland Boatmen on this coast.

Washington State Ferries, which has the largest ferry fleet in the world, operates on nine different routes. Last year, the system carried 9,000,000 passengers and nearly 3,000,000 vehicles.

With its numerous islands and deep indentations, Puget Sound's geography is such that the only way to get around effectively from one town to another is by ferry. Consequently, the sound is crisscrossed by ferry routes manned by SIUNA boatmen.

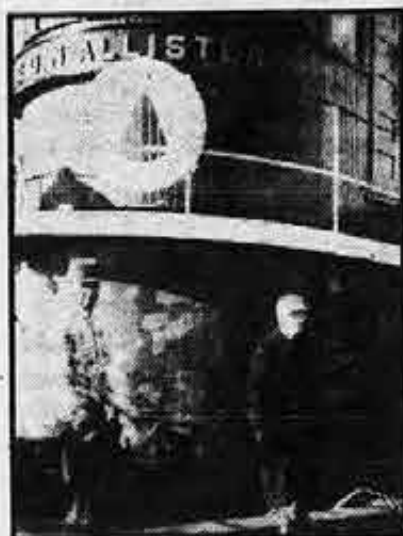
Most Modern Ferry

The latest addition to the fleet, the MS Tillikum, is the most modern vessel in Washington's ferry system. Several changes incorporated into the Tillikum which were not included in her prototypes include the extension of the passenger deck at each end to allow a seating capacity for an additional 200 persons; the heightening of the truck clearance to 14 feet, and the shifting of engine locations to improve accessibility and allow larger working space at electrical controls.

As for crew accommodations, they are reported to be designed for comfort, with ample heat and light. A stainless steel galley also is provided. The Pacific IBU-

manned Tillikum makes the Seattle-Winslow (Bainbridge Island) run on Puget Sound, daily. The vessel is 310-feet in length and operates at a speed of 15 knots.

McAllister Men



On deck of Charles D. McAllister (McAllister Bros.) at Norfolk are Richard Cheat-ham, mate and Calvin Sykes, deckhand. Tugboatmen of McAllister's operations in Virginia-Carolina area recently voted for SIU-IBU.

At Curtis Bay



Crewmen of tug Petrel (Curtis Bay) pose for photog on deck, at Norfolk. From left: Floyd Hudgins, H. E. Mathews and Cecil Gwynn.

April IBU Work Modest In Mobile

MOBILE—That old saw about the ill wind is proving itself for IBU members here. Most of the work the tugs have been getting in this port involves hauling ships off flats where they have grounded, or cutting Libertys out of the reserve fleet to be taken off to the scrap yards in Florida.

Other Operations Slack

Other operations in the port have been on the slack side, Port Agent Louis Neira reports. The tugmen here are awaiting for dredging and berthing operations to get back to normal, which should be very soon.

April IBU Benefits Reported At \$7,972

NEW ORLEANS—Gulf and East Coast SIU Inland Boatmen received \$7,972.89 in welfare benefits during the month of April, according to the IBU Welfare Plan.

The highest benefit check—amounting to an even \$500—went to Alfred E. Gould, Sr., of Crescent Towing Co. This payment covered a dependent's hospital and medical expenses.

Other disbursements for amounts over \$200 went to the following IBU members:

Lansdale Madere of Coyle Lines, \$395, for personal hospital expenses; Harold Hultman, Berg Towing Co., \$328.55 for dependent's hospital and medical expenses; Clyde L. Jamison, Bay Towing Co., \$295 for dependent's hospital and medical expenses, and Willie Rushing, Bay Towing, \$232.75 for dependent's hospital and surgery expenses.

The IBU Welfare Plan provides a wide variety of benefits for boatmen and their dependents similar to those provided by the deep-sea Seafarers Welfare Plan.

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



IBU In Ellis Pact Talks

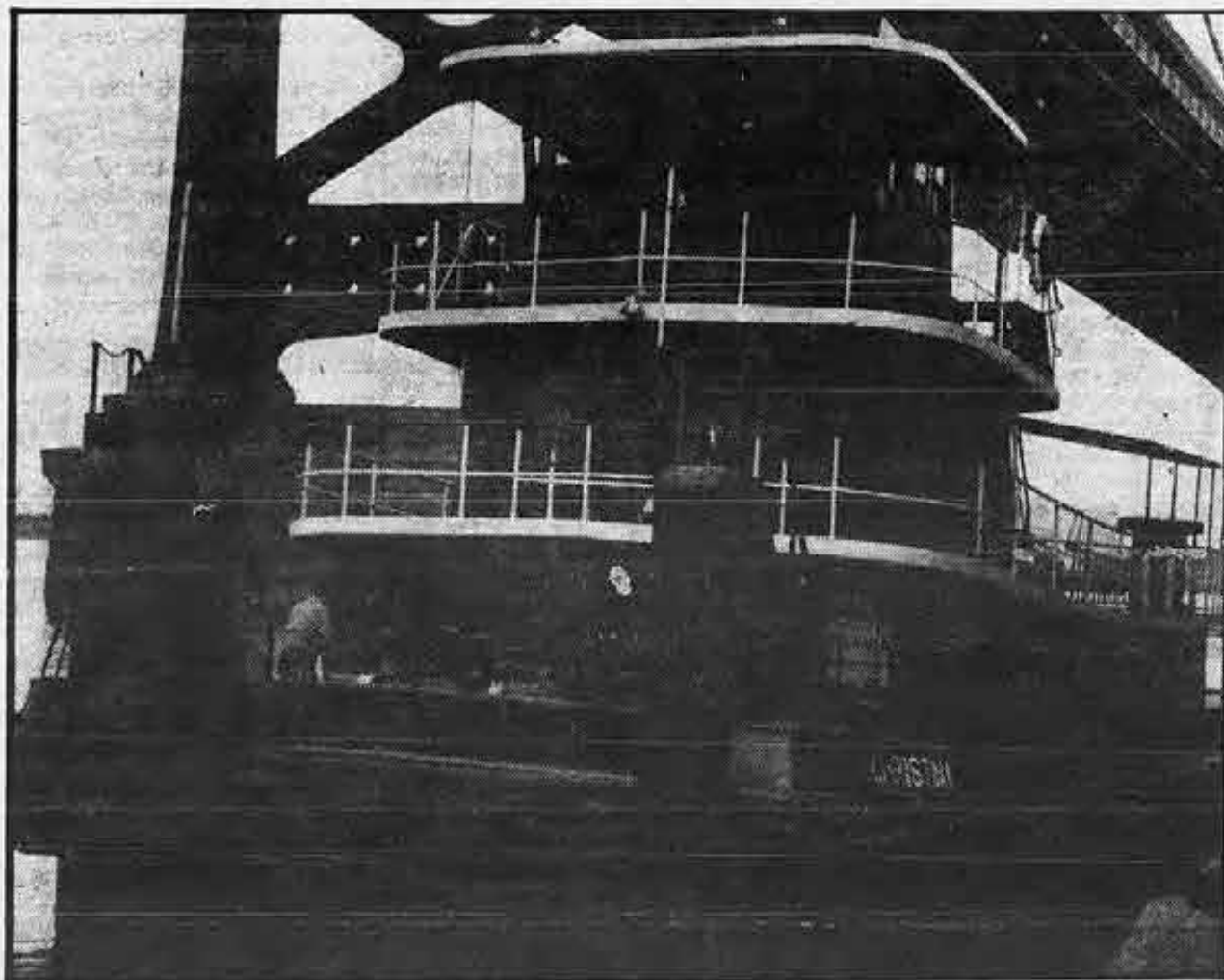
HOUSTON—The Inland Boatmen's Union began negotiations with Ellis Towing and Transportation Co. here last month, reports Bob Matthews, Houston agent. From all indications, the pact should be signed shortly, he added.

Ellis towboatmen voted for SIU representation several weeks ago in an NLRB election in this port. The final tally showed the SIU won by a vote of 15-12. Ellis employs about 30 persons and its boats operate from Lake Charles to Brownsville, mainly handling barges in the Galveston area and on the intracoastal canal. The election victory at Ellis was one of a series of IBU successes in the Gulf area.

The most recent IBU pact signed in this port was with National Marine Service, an operator employing about 100 tugmen on eight boats.

Matthews also reported that the IBU had affiliated with the Harris County AFL-CIO and that a total of twelve delegates from the SIU had attended the meeting last month, as accredited members.

IBU Men of Pusher Tug Christina



The Tug Christina (Taylor & Anderson) is not only unique in appearance but it's also the only pusher type tug in the port of Philadelphia. The Christina is manned by six crewmembers, of whom five are IBU men. The tug's main function is the transporting of sand scows, oil and coal barges within a 30-mile radius of Philadelphia, mostly in the Delaware River. The boat is powered by two engines of 900-horsepower each, and has twin screws. The tug, as shown above, was moving away from dockside to report elsewhere for an afternoon's work. Other photos at right depict what was going on inside the vessel.



At top left: Christina's cook, Frank Smagalla, poses for picture. Top right: Mate Pete Schaefer lights smoke in his room. Above, Capt. Burvil Owens checks engine control system of Christina.



THE GREAT LAKES

Lakes Navigation Bill OK Seen By Sen. McNamara

WASHINGTON—Senator Patrick McNamara, (Dem.-Michigan) predicting passage of the Great Lakes Compact bill which he had introduced in this session of Congress with 12 other Great Lakes senators, said "Federal agencies have no objection to the bill in its present form, and I see no reason why it should not become law."

He pointed out that "proposals that the Great Lakes states join in an interstate compact to assist in the solution of problems relating to the water resources of the Great Lakes have been advanced for more than a decade."

Mutual Advantage

"My state of Michigan," McNamara said, "in community with her sister states of the Great Lakes Basin, believes that these states can operate to their mutual advantage under a Great Lakes Basin."

Five states, Illinois, Indiana, Michigan, Minnesota, and Wisconsin ratified the compact during legislative sessions in 1955. Pennsylvania gave its approval in 1956 and New York approved the compact in 1960.

The compact which became effective on July 1, 1955, upon ratification by four states has, for its primary purpose, the orderly use, development, and conservation of the water resources of the Great Lakes Basin, and would insure that all Great Lakes states derive the maximum benefit from utilization of public works, McNamara said.

The compact will also assist in maintaining a proper balance among industrial, commercial, agricultural, water supply, residential, recreational and other uses of the water resources of the area, the senators added.

McNamara pointed out that his bill is identical with S548 which he introduced in the last session but which died in the legislative logjam in the House.

"Those of use who have worked on this bill think it is a good one. The Great Lakes Basin Compact is of vital concern to all our Great Lakes states and we hope this enacting legislation will receive Congressional approval in the near future."

While the states involved in the compact have approved the measure, Federal approval by Congress is required by the Constitution before the agreement can go into effect and the states can devise laws under its provisions.

A key area for compact action is the stopping of garbage and raw waste dumpage into the Lakes from ships which is creating a health hazard to Lakeside communities.

High And Dry



The Flow W., SIU-contracted tug, went into drydock last month at the American Shipyard in Toledo for repairs on a bent wheel. The vessel has a gross weight of 65 tons and draws 10 feet.

Twin Cities Grain Export Will Rise

DULUTH—Operators of grain elevators in Duluth-Superior are confidently predicting that total exports of grain shipped from the twin cities will be five to ten percent higher than in 1960.

The ports shipped 92,924,000 bushels last year, a seven percent increase over 1959. Grain men expect May to show a heavy amount of traffic in the export trade.

Deepened harbor and channel depths and more adequate transfer facilities are also expected to aid in increasing the amount of grain shipped from all Great Lakes ports.

The optimistic view of the elevator operators will probably have little meaning for Lakes seamen. The majority of the grain will be loaded on ocean-going vessels for direct shipment to overseas destinations.

Seaway Aids Foreign Flags

Before the opening of the Seaway export grain was carried on Lakes vessels to eastern Lake Erie or Lake Ontario ports and from there trans-shipped to ocean ports for overseas shipment. Then US vessels carried 30 percent of the grain and Canadian ships 70 percent.

Today export grain is loaded at the lakehead directly onto ocean vessels and Lakes shipping has, for the most part, lost this valuable trade. Last year US vessels carried merely 16 percent of the grain trade, Canadian ships' share dropped to 56 percent and overseas ships carried 24 percent of the total.

Although President Kennedy has issued an order making it mandatory that 50 percent of grain purchased by the US as part of its foreign aid program be shipped on American vessels, it is unlikely that this will greatly increase the activity of the Lakes vessels.

Lakes Port Reports

Alpena Jobs Filled

ALPENA—When the Steamer E. M. Ford and Wyandotte fit out most of the SIU members in this area will be working, the port agent reports. Arnold Transil is now operating two of their eight motor vessels. Two others will go into service on May 25 and one on June 1.

Toledo Council Action

TOLEDO—The port council has been gaining momentum with the

beginning of the season and is prepared for the big beef with the runaway-flag vessels. The ILA is reported to be disappointed but not surprised to learn that the United Mine Workers District 50 settled for a sub-standard contract at the Toledo Overseas Terminal.

Cleveland New Hall

CLEVELAND — The SIU has been busy setting up operations at the new location at 15614 Detroit Avenue, Lakewood. The facilities at the new hall will be more spacious and for the enjoyment of the membership, a pool table will be added.

Duluth Runway Flagged

DULUTH—SIU representative Pete Dreyes reports that the first saltwater ship to arrive in Duluth for the 1961 season, the Point Lacre, a Liberian-flag vessel, arrived with a great deal of fanfare. A reception committee made up of local politicians met her at the dock, and the captain received a plaque and the key of the city. Five minutes after the ceremony was over a United States marshal boarded the ship and placed a lien on her for some \$3 million.

Buffalo Quiet

BUFFALO—Shipping thus far has been rather slow with the following ships fitted out: Niagara Mohawk, B. W. Druckenmiller, Geo. Steinbrenner, Carmi Thompson, Scobell and the La Liberte. In the process of fitting out are the Jas. E. Davidson, Wayne Hancock, and the Phillip Minch.

Chicago Moving

CHICAGO—Registration in this port is heavy but moving fairly well. All Gartland boats have fitted out and are running with a few job replacements in the fleet.

Frankfort Active

FRANKFORT—Port agent Hammer reports that the Ann Arbor Railroad Company is still running the four-boat operation. The Ann Arbor No. 7 is now in the shipyard and the Wabash is still one five and two.

Seafarer Recalls Wartime Duty; Ship Torpedoed From Under Him

One thing about sailing on the Great Lakes... you don't have to worry too much about having your ship sunk from under you by a torpedo.

SIU member John C. Robinson, 54, is an AB, who has been sailing on both the Great Lakes and salt water since 1922.

During World War II he recalls sailing on an American Export Lines vessel going from India to the United States by way of the Cape of Good Hope. The ship was traveling through the Mozambique Channel, between Madagascar and the southeast coast of Africa. John was asleep in his bunk when the ship gave a sudden, violent lurch, tumbling him to the deck.

He just had time to rush out on deck. "The next thing I knew I was thrashing around in the water and watching the ship go under."

11 Men Killed

Eleven men lost their lives to that torpedo. John first thought that it was fired by a submarine but later learned from British intelligence that the attacker was a Japanese raider operating in the area.

John managed to get aboard an abandoned lifeboat and later he found a drifting raft to which he transferred. He was alone from the date of the sinking in late June until he was rescued by a Dutch ship 11 days later.

During that time he recalls being without water or provisions while on the lifeboat for a period of five days.

He figures that it was July 4

when he found the raft drifting in the open sea. He climbed aboard and found chocolate, canned rations and best of all, a 10-gallon keg of water. He struggled to get the keg open without losing the precious drink. "I never really knew how good water tasted," John said, "until then."

He managed to conserve the food and water for the next six days until the Dutch ship picked him up and took him to Durban, in the Union of South Africa.

Missing, Presumed Lost

There he learned about the Japanese ship and also that the Government had already notified his mother that he was missing and presumed lost.

He recalls that the first his family knew that he was alive and safe was a report in the press that he had been picked up and was in South Africa. It took 18 days aboard a fast troop ship and John was back home with his family.

It's much safer on the Great Lakes.

But John never lost his love for salt water sailing. Even now he

sails the oceans during the winter. This year he worked aboard a ship that went to Venezuela from Philadelphia. Later he served on one making runs between New Orleans and Puerto Rico.

But he really likes the Lakes. "Of course, when I was younger," he said, "it was a real adventure to travel to the foreign ports. I really liked Bordeaux in France... practically all the European ports are good. But the ones in the Far and Middle East... I didn't care too much for. There's too much poverty and misery. It wasn't a pleasure to go ashore there."

'Lakes Best For Me'

"But now," he says, "the Lakes are the best for me. I like working here and I still get a kick out of steering the ships. It's much better up here. I think the work is easier... and when you get to be my age you really appreciate that."

John has sailed on SIU ships since becoming a member more than eight years ago. Last season he was on the Ball Brothers and laid up the Aquarama.

"Things have really improved since the SIU came and gave the Lakes sailor better security and safer working conditions. It's been a good life," he said, thinking back over his 39 years as a sailor. "All except the eleven days floating on the ocean back in 1942," he added.



Robinson

GREAT LAKES SEAFARER

THE GREAT LAKES
SEAFARER

Chicago Port Council Formed By 19 Unions



Al Tanner, SIU vice president in charge of the Great Lakes area, administers the oath of office to newly elected officers of the Greater Chicago and Vicinity Port Council (l. to r.), Scotty Aubusson, sec'y; Robert Affleck, executive vice-pres. and James P. Crane, pres.

CHICAGO—Nineteen AFL-CIO unions connected with the maritime industry have formed the Greater Chicago and Vicinity Port Council under the Maritime Trades Department of the AFL-CIO.

Jurisdiction of the new Port Council covers Illinois' Cook, DuPage, Lake and Kane counties and Indiana's Porter, LaPorte and Lake counties.

Maritime Trades Department Great Lakes Coordinator Al Tanner presented the Port Council's charter to the newly elected officers at a meeting at the Hamilton Hotel in Chicago.

James P. Crane, president of Local 150, Operating Engineers was elected President; Robert Affleck, of the IBU, was elected executive vice-president; elected secretary was SIU Chicago Port Agent, Scotty Aubusson and Al Sinkeus, president of Local 421, Weighmasters, was elected recording secretary.

Officers of the Port Council said that it will provide its principal services in the settlement of com-

mon disputes, cooperation in organizing and play an important part in the fight against runaway flag vessels on the Great Lakes.

SIU Hosts Dinner

Following the meeting, the SIU a buffet dinner at which the representatives of the unions participating in the Council met with MTD officials.

Mayor James Daley of Chicago sent the Council a congratulatory telegram commending the unions on the formation of the Chicago Port Council.

Chicago's Planned Port Improvement Cost \$45 Million

CHICAGO — The Port of Chicago has scheduled some \$45 million in improvements in cargo handling facilities both at the Lake Calumet harbor development and on the downtown waterfront.

Included in the Lake Calumet program is a 3,500-foot ocean wharf which will have two cargo sheds, a warehouse, tank farm for the storage of bulk liquids, a 42-acre truck terminal and a 10-million bushel grain elevator.

The city has completed a rebuilding project on the downtown Navy Pier which can now accommodate six average size ships. The harbor has a depth of 27 feet as the result of a recently completed dredging project. This depth will accommodate any ocean-going ships which can navigate the seaway.

Shipping Totals Rise Sharply As Fitout Activity Continues

DETROIT—As the spring fitout season swings into high gear, the increase in jobs is being reflected in the shipping figures.

The current shipping summary (see below) shows an increase of almost 1,000 Lake Seafarers shipped over the last period covered. A total of 1,371 were shipped during the period from April 1 to April 30.

The large increase in men shipped last month is a sign that shipping will be more active than some earlier predictions had indicated.

Aided By Weather

A rapid change in the unsettled weather that plagued the Great Lakes just before the fitout began

aided the increase which showed the following port situations:

The port of Toledo had the highest number of men shipped for the first time this season going well ahead of Detroit, which had reported the highest number shipped in previous reports. Toledo shipped a total of 401 men and Detroit, which was second in totals, reported 300 shipped.

Activity in Buffalo showed a large increase over the previous report: from 14 men shipped in the last period to 206 shipped during the current one.

All Great Lakes ports reported heavy increase in men shipped. Six hundred and fifty men were shipped in deck department, 524 in engine department and 197 in the steward department.

By the end of April over 45 SIU-contracted vessels had either started or finished their fitout. Most companies have indicated they will operate their entire fleet or a large part of it—possibly greater than their earlier expectations.

Increased Auto Activity

Increased auto activity in Detroit, together with the improved outlook in the steel and other bulk goods industries have caused the changed outlook for shipping.

The only area of concern is in grain shipments where foreign-

SIU Helps Defeat Curb On Seamen's Jobless Aid

LANSING—The Michigan State House of Representatives narrowly defeated a Republican-sponsored measure to deny Great Lakes seamen unemployment compensations during the 13 winter weeks of the year in a vote taken here April 12.

The vote came after a blitz attempt to rush the bill through the House before opponents could rally for a fight. Instrumental in killing the measure was the SIU and the Michigan AFL-CIO.

Four Republican legislators introduced the bill and worked quietly behind the scenes to get the measure passed with little fanfare. It was rushed out of committee to the floor of the house on the last day for reporting bills.

Send Back to Committee

But when the bill came to a vote on April 12, the house decided by a small margin of 53-47 to refer it back to committee, in effect killing the bill in this session of the legislature.

Earlier, when the SIU learned of the Republican attempt to turn back the hands of time and take away the hard-won rights of the Great Lakes seamen, it started an intensive drive with the all-out support of the Michigan AFL-CIO and the Tug and Dredge Region of the IBU to block the legislation.

SIU agents in all Michigan ports contacted their local representatives and told them of the opposition of the Lakes sailors and their families to this bill. They stressed the discriminatory aspects of the

bill which singles out the seamen and takes action against him.

Telegrams to Legislature

Secretary-Treasurer Fred Farnen of the Great Lakes District sent a telegram to every member of the legislature, including the four Republican sponsors of the bill, advising them of SIU opposition, to the measure.

He said that only one state in America had such a law on its books and the Department of Labor considered the Ohio law not in conformity with the intent of Congress which passed, in 1946, a bill providing unemployment compensation to Great Lakes seamen under state systems. Farnen also pointed out that a bill pending in the Senate would deny federal tax credits to shipping companies of states whose laws did not conform to Congress' intent.

He asked that the legislators not allow Michigan to adopt a law that would "erode the rights of Lakes seamen."

In a statement following the defeat of the bill, Farnen said that he was pleased that the measure was killed and thanked the AFL-CIO and Democratic members of the House for their support of the SIU and Lakes seamen.

SIU Great Lakes Union Halls

HEADQUARTERS

10225 W. Jefferson, River Rouge 28, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.
ALPENA.....127 River St.
Norman Jolicœur, Agent Elmwood 4-3616
BUFFALO, N.Y.....735 Washington St.
Roy J. Boudreau, Agent TL 3-9259
CHICAGO.....9383 Ewing Ave.
Ernest Aubusson, Agent
South Chicago, Ill.
Saginaw 1-0733
CLEVELAND.....1420 W. 25 St.
Stanley Wares, Agent MAIN 1-0147
DULUTH.....312 W. 2nd St.
Gerald Westphal, Agent RANDOLPH 2-4110
FRANKFORT, Mich.....415 Main St.
Address Mail to: P.O. Box 287
Floyd Hamner, Agent ELGIN 7-3441
TOLEDO.....120 Summit St.
Ed Doherty, Agent CHERRY 8-2431

Great Lakes SIU Backing MTD's Fight On Runaways

DETROIT—The Great Lakes District has pledged full support to the efforts of the Great Lakes Conference of the Maritime Trades Department to stop runaway-flag ships from stealing American and Canadian seamen's jobs.

The conference met last month in Montreal to map its strategy. It also elected a nine-man executive board headed by Hal C. Banks, SIU of Canada president, to direct the campaign against the runaways.

Nine Unions Involved

Nine international unions, representing workers in every phase of waterfront activity, attended the meeting and agreed to take action to end the runaway threat to both the American and Canadian Lakes fleets along both sides of the border.

The unions, which formed the conference last November to coordinate Lakes and Seaway labor, could block the operation of the

runaways since their members load and unload vessels, move cargo from the docks and repair ships.

Strategy Discussed

The conference discussed and decided on strategy that would be employed in the campaign.

Attending the first strategy session in addition to SUNA representatives were representatives from the following labor groups: waterfront Teamsters, United Steelworkers of America District 5000, International Longshoremen's Association, Masters, Mates & Pilots, Marine Engineers Beneficial Association, International Union of Operating Engineers, Boilermakers and Carpenters unions.

Great Lakes Shipping

April 1, 1961 Through April 30, 1961

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	11	11	2	24
Buffalo	90	84	32	206
Chicago	58	47	19	124
Cleveland	53	66	22	141
Detroit	168	87	45	300
Duluth	1	2	0	3
Frankfort	68	74	30	172
Toledo	201	153	47	401
TOTAL	650	524	197	1371

REVIEW OF SIUNA CONVENTION ACTS

The 10th biennial convention of the SIU of North America took action on a wide variety of issues of consequence to seamen, fishermen, fish cannery workers and other affiliated crafts of the international union. These actions dealt with the various problems confronting affiliated unions in their relations with employers, in their organizing activity and in the legislative arena on the Federal and local level. The following is a digest of the key decisions made at the convention, which was held in March.

Domestic Trades

The convention called for intensive efforts to revive the coastwise and inter-coastal industry and to secure representation for the maritime industry on the Interstate Commerce Commission.

50-50 Law

Delegates applauded the new Government policy of requiring virtually all foreign aid cargo to be shipped on US vessels. They urged that this practice be extended to other Government-financed cargoes, where US ships are presently carrying a bare 50 percent under the law.

Oil Imports.

Other Bulk Cargoes

Noting that the offshore oil trade has been dominated by runaway and foreign-flag ships, the convention called for a "50-50" quota rule on oil imports to revive the American-flag tanker industry. Similarly with bulk trades being the larg-

The verbatim record of the proceedings of the 10th SIUNA convention is now being printed and copies will be made available for distribution.

est portion of US foreign commerce, most of it carried on foreign vessels, the convention called for other Government action to encourage development of US shipping in this area.

Runaway Shipping

The convention hailed the Labor Board ruling giving the SIU the right to represent the crews of the runaway-flag Sea Level. It urged all affiliates to explore further action against runaways.

Subsidies

The convention criticized the inadequacies of the present subsidy program, limited to one segment of the industry. It called for changes in the program to match changing foreign trade patterns.

Automation And Manning

Delegates served notice that affiliates would take all necessary steps to protect manning scales, in the face of a shipowner campaign to reduce such scales, and to promote shipboard automation.

Civil Rights

The delegates supported the AFL-CIO Council call for a Federal Fair Employment Practices Act to provide equal rights for all Americans.

Fishing Contracts And Fish Imports

As recommended by the Fish and Fish Cannery Organization and Grievance Committee, the convention acted on two fishing issues. It called for extension of US labor laws to certain fishing vessels so as to relieve them of anti-trust action and also asked for a quota system to limit foreign fish imports.

Sears Boycott

The nationwide boycott of Sears Roebuck by the Retail Clerks International Association was given wholehearted endorsement.

Waterfront Commission

The convention affirmed its vigorous opposition to expansion of the authority of the Bi-State Waterfront Commission, both over longshoremen and other New York Harbor waterfront workers.

Caribbean Federation

The convention approved plans for a Maritime Federation of the Caribbean to act on mutual problems. It recommended

San Juan as the Federation's headquarters.

Great Lakes MTD

Support was voted for the Great Lakes Conference of the MTD, which was set up by affiliated MTD port councils to fight runaways on the Lakes.

Ohio Jobless Pay

Support was voted to efforts to nullify an Ohio law which denies Great Lakes seamen unemployment pay in the off-season.

Maritime Bargaining

The program of the National Committee for Maritime Bargaining was fully endorsed as in the best interest of both American seamen and the industry. All unions were invited to participate.

Seamen's Minimum Wage

Noting the depressed pay of many non-union seamen, the delegates went on record to support legislation which would provide Federal minimum wage coverage in maritime.

Maritime Trades Department

Delegates cited the valuable work of the MTD and urged the SIUNA to continue close working relationships with the organization.

Right To Work Laws

With anti-union elements active in several states, the SIUNA will make every effort to defeat so-called "right to work" legislation.

Landrum-Griffin Act

The convention was particularly critical of the bonding provisions of the Act among others, which impose an enormous cost on unions.

Textile Strikers

The convention assailed the use of National Guard troops against the Harriet-Henderson textile strikers. It called for release of imprisoned striker leaders.

Social Legislation

Delegates approved proposals for improvements in Social Security, medical and hospital coverage for retired Americans, low cost medicine, aid to education, additional housing aid and other proposals essential to the well-being of American workers.

Canadian Labour Congress

The convention condemned the action of the CLC in withdrawing its label from the SIU of Canada at the behest of the Canadian Brotherhood of Railway Trainmen.

Arab Blacklist

The convention reaffirmed its belief in absolute freedom of the seas for all ships. It called for Government action against the Arab blacklist and against abuse of crews of blacklisted vessels.

Canadian Domestic Ships

It was noted that Canada was the only maritime nation lacking legal safeguards for its ships. Protection for the Canadian domestic trades was called for by the delegates.

State Income Taxes

The convention recommended court action to prevent Alaska, Washington and Oregon from imposing multiple taxes on fishermen and boatmen operating out of Puget Sound.

Medical, Safety Plans And Union Clinics

The convention noted that joint union-industry medical and safety programs have achieved noteworthy results. It called for extension of such programs and

How Delegates Amended International Constitution

Article I. Name, Membership and Jurisdiction

International membership is broadened to provide for various miscellaneous crafts as well as seamen, fishermen and fish cannery workers.

This article also provides that the headquarters will be located wherever the international president has his home office, so as to bring the business of the international under one roof.

Article III. Form of Organization

The section on transfers was deleted, as it is impractical to provide for transfer from one craft to another, totally-unrelated one. This section applied in the early days of the international union when for practical purposes virtually all of the members of the international union were seamen.

Article IV. Executives

The international structure was strengthened by providing for three executive vice-presidents from the three major districts—Atlantic, Gulf, Lakes and Inland Waters; Canadian District and Pacific District—in addition to the president, and vice-presidents. An elected international representative is also provided for to assist the president and executive vice-presidents.

The executive body, consisting of the president, three executive vice-presidents and all other vice-presidents is now known as the executive board. The president and the three executive vice-presidents form an executive committee of the executive board. The executive board is the executive authority of the union between conventions. Similarly, the executive committee exercises the powers of the executive board in between meetings of the board.

Every affiliated union with 500 or more members is entitled to a vice-presidency, with the proviso that existing vice-presidencies are retained if the union holding them has less than the 500-member requirement.

The office of the president has been given added responsibility in the form of supervision, record-keeping, financial reporting and other duties performed under the old constitution by the office of the secretary-treasurer.

Article V. Legislative powers

This article retains the provision that all legislative powers reside in regular or special conventions of the SIUNA. However, it specifies that delegates to a convention are to be elected by secret ballot in accordance with the constitution by-laws of affiliated unions. The president and the executive vice-presidents are ex-officio delegates.

The article also spells out in greater detail the basis upon which affiliated unions are assigned delegates and votes at conventions.

Article VI. Judicial Powers

The executive board is given specific responsibility for establishing rules and procedures for filing grievances or complaints and for hearing grievances and complaints.

Article VII. Finances

To meet the needs of the international union, the per capita tax was increased from 30 cents per month to 45 cents. However, the charge on initiation fees has been set at \$2 instead of the old 10 percent figure.

The section also specifies that the President and all other persons required by law to be bonded shall be so bonded for a minimum of \$25,000.

recommended a system of Union diagnostic clinics for members and their families.

Military Sea Transport Service

The convention reaffirmed long-standing opposition to MSTs competition with private shipping. It strongly criticized the agency for operating US ships in the Pacific with foreign seamen.

Great Lakes Organizing

It was noted that considerable success had been scored by the SIU Great Lakes District in the organizing field. Delegates called on all affiliates to cooperate with the continuing drive.

Maritime Hiring Halls

The convention reiterated its determination to preserve this keystone of maritime unionism.

Organizing

Delegates reviewed the organizing progress of various SIUNA affiliates and went on record for a vigorous organizing program throughout the industry.

Public Health Hospitals

The erosion of hospital services under penny-pinching budgets was criticized. Delegates called for adequate funds and more liberal eligibility requirements for hospital admission.

Shipboard Feeding

The convention proposed establishment of industry-wide food plans to assure proper feeding and storing of ships, including appropriate training for the steward department.

Ship Replacement

A long-range program was urged to assure the maritime industry modern vessels which can compete with foreign-flag ships.

Ship Bankruptcies

Delegates recommended to affiliated unions that they incorporate provisions in contracts which would protect seamen's wages in the event the operator encounters financial difficulties.

World Safety Standards

The convention was critical of the lack of progress in international safety. It

urged that a new international safety convention be held to bring foreign ships up to snuff.

Officers' Training

Noting the growing tendency for marine officers to come out of Government academies, the convention suggested that affiliates work out training programs to assist members in obtaining licenses.

Affiliations

Delegates approved proposals of the National Affiliation Committee calling for close ties with several groups, including state and local bodies, the Union Label Department and the MTD. They also called for affiliation with the newly-formed Food and Culinary Department and the Railway Labor Executives Association.

Inland Boat Organizing

An organizational survey of the inland boat field was approved to setup organizing targets among unorganized workers as well as among boatmen not represented by legitimate maritime unions.

SIUNA Constitution

The constitutional committee recommended revision of the constitution in various areas. (See story on this page.)

MCS Hearings

The Seamen's Organization and Grievance Committee reported on the Executive Board hearing in San Francisco, August 8-13, 1960, dealing with complaints made concerning the Marine Cooks and Stewards Union. They confirmed the findings and recommendation of the international president, with the approval of the convention.

International Ties

As proposed by the International Affiliations Committee, the convention approved continued ties with the International Labor Organization, the International Confederation of Free Trade Unions and joining with the Maritime Federation of the Caribbean, among others. The convention also approved a recommendation that an SIUNA committee be appointed to deal with the issues in dispute between the British seamen's union and the SIU.

SIU SOCIAL SECURITY DEPARTMENT

Efficiency Stepped Up

Seafarers' Benefit Plans Getting Larger Quarters

NEW YORK—Administrative offices of the SIU Welfare and Vacation Plans will move to new quarters here early in June to provide more space for their constantly-expanding services. The new location will cover the entire 22nd floor at nearby 17 Battery Place.

More than \$25 million in combined cash benefits has been paid to Seafarers and their families since the present office site at 11 Broadway was established in 1950. The Vacation Plan joined Welfare as a tenant the following year and the two have been sharing quarters since then.

The spread of office space at the present location has matched the growth of the Plans over the years. In 1950, Welfare included just two basic benefits: \$7 weekly for seamen in the hospitals and a \$500 death benefit. The Vacation Plan began paying benefits in 1952 at the annual rate of \$140.

Today, SIU Welfare provides almost 20 cash and service benefits, including a comprehensive medical-hospital-surgical program for dependents plus maternity benefits, college scholarships, upgrading training and many other items. The basic hospital benefit for seamen is \$3 daily; the death benefit, \$4,000. The annual rate of vacation pay has jumped to \$400.

Expansion of the Plans to cover

new and changing needs of Seafarers and their dependents has produced a cramped administrative operation at the Broadway address. The shift to new quarters will provide for much more efficient services.

A carefully-prepared timetable for the move to 17 Battery Place promises no interruption at all in the processing and payment of claims. The telephone number for the new offices, expected to be in full occupancy by June 5, will be WHitehall 3-5950.

Seafarer's Trio



Big brother Roger L. Hall, Jr., 7, and sister Carla Lois, 3, give new arrival Edward Michel Hall, born March 14, a warm welcome at home in Jackson Heights, NY. Dad Roger Hall is in the Far East on the Ines. All three youngsters are SIU benefit babies.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Ranks Of The 'Aged' Keep Growing

One of the little-notice actions by the legislature of the state of New York this year was an amendment to the law regarding discrimination in employment because of age. New York previously had barred discrimination by employment agencies and employers against workers 45 to 65 years of age; the bottom limit has now been extended to 40 years, effective July 1, 1961.

Legislation dealing with job discrimination based on age is still a relatively new development. It was designed originally as a form of protection for older workers seeking new jobs and, at the same time, to prevent the outright loss of their experience and skills to the economy. The interesting fact today is that from the viewpoint of New York state and its AFL-CIO labor movement, which supported the amendment, 40-year-olds are now subject to the same type of discrimination as their elders of 55, 60 and up who are still in the labor market.

This is a problem of our times and it reflects a sharp shift in recent years of employment patterns throughout US industry. "Life begins at 40," as the old saying goes, apparently no longer applies to reality.

In this industry, in maritime, the experienced, professional sailor is all ages, depending on when in life he first began going to sea. He may be in his late 20s, or 40 or 60. The last issue of the SEAFARERS LOG carried an item about one SIU oldtimer still actively sailing as a night cook and baker at the age of 83. A number of active Seafarers are well past 60 and a few are over 70. Retirement from an active life is something they can't even conceive. There really must be something about a seagoing life that the shoresiders are missing.

~ ~ ~

The interest in job discrimination due to age, where it exists, takes many forms. One that comes to mind is the long-range effect created, as time goes on, when workers at lower and lower ages find themselves bypassed for younger and younger men. If 40 is now a problem, what will it be like a generation or two from today?

Concern these days over an issue such as medical care for the aged is pegged to the problems of people in their sixties and beyond. As more and more trained young people come into the job market and diminish employment opportunities for older workers and professionals, those who are bypassed or forced into less desirable jobs because of their age swell the ranks of the so-called "aged." Their medical care problems and others are thereby magnified many times for those who must deal with them.

The above is an extreme view of what seems to be happening bit by bit all around us, but it is happening all the same. In a way, these are the fruits of rising automation and obsolescence of both men and machines without proper advance planning. It is a situation that bears watching in days to come.

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

Four SIU Veterans Retire On Pension



Maisonet



Phillips



Hawkins



Jacobs

Four more veteran seamen ranging from 46 to 61 years of age have just been qualified for the lifetime SIU disability-pension. The quartet represents one of the youngest groups ever approved for the \$35 weekly benefit, which is based on seetime regardless of age.

Union and company trustees of the Welfare Plan have cleared the benefit applications of a total of 14 Seafarers so far this year. The

latest group includes John A. Hawkins, 55, of Brooklyn, N.Y.; John E. Jacobs, 46, of Baltimore; Leoncio Maisonet, 61, of the Bronx, NY, and Lacey L. "Tiny" Phillips, 55, of Houma, La.

The four oldtimers are now receiving \$35 weekly checks plus the regular medical-hospital-surgical coverage and other benefits of the Plan.

Sailed On Supertanker

Sidelined by an arteriosclerotic condition, Hawkins last sailed in the deck department on the super tanker Erna Elizabeth (Albatross) over a year ago. A Navy veteran, he began shipping with the SIU back in 1941. He lives with a sister, Mrs. Helen Young, of Brooklyn.

A Curtis Bay shopman and deckhand for many years, Jacobs has been in and out of the hospital for months because of a back injury. He's been working SIU-contracted tugs since 1957 but has had to quit working due to extremely poor vision. He and his wife, Aldean, reside in Baltimore.

Veteran Union Men

An SIU black gang veteran, Maisonet has shipped with the Union since 1943. His last vessel was the Elizabeth (Bull) in November, when he worked as a wiper. He's married and has been tagged "not fit for duty" permanently as a result of general arteriosclerosis.

Phillips has been beached by heart disease and was last aboard the Alcoa Pegasus (Alcoa) a year ago. He began shipping with the SIU in 1942 as a member of the steward department following ten years on foreign-flag vessels. He lists a daughter, Miss Dolores Patricia Phillips, as next of kin.

Expand SIU Blood Bank

(Continued from page 2)

cilities, will operate in the same manner as Brooklyn. At the present time, blood collected from donors at that clinic is handled under a standard processing and storage arrangement with the Brooklyn Donor Center, Inc.

This provides for simplified transfer arrangements with banks all over the country through use of the Union's teletype network linking all ports. The Brooklyn bank has thus been able to supply blood for Seafarers or their dependents anywhere in the US on short notice.

SIU deep-sea and Great Lakes ports which do not have an established clinic facility are making arrangements with US Public Health Service installations or other banks in their port areas to get the nation-wide apparatus started.

The expanded operation does not mean any change for Seafarers or their families requiring blood in an emergency. Just as before, all they need do is contact the nearest SIU hall and the necessary arrangements will be made promptly.

Clinics Examine 35,000 So Far

Entering its fifth year of operation, the SIU Medical Department has provided over 35,000 complete physical examinations to Seafarers and their dependents so far. Half the total has been given at the Brooklyn, NY, diagnostic clinic, which started off the medical program in April, 1957.

Five More Clinics

Since then, five more SIU clinics have opened: Mobile and New Orleans (December, 1957); Baltimore (February, 1958); Houston (June, 1959) and Santurce, Puerto Rico (March, 1961). In the past two months, the Baltimore and New Orleans medical facilities have been established right in the halls in those ports.

The Santurce clinic is due to begin actively functioning late this month. Difficulties with equipment snagged the start of the examination program.

Of the 35,000 exams to date, 11 percent has been given to seamen's wives, children and dependent parents. The figures cover both original exams and re-examinations since 1957.

On-The-Spot SIU Hospital Cash



Seafarer Keith Foster, AB (standing), receives SIU cash hospital benefits as Welfare Rep. Tom Gould makes weekly rounds servicing SIU men at Staten Island marine hospital. Looking on is Seafarer A. C. Sankovitz, messman, who was last aboard the Steel Artisan (Isthmian). Foster is off the Ezra Sensibar (Construction Aggregates).



Seven Safety Prizes Awarded Seafarers

NEW YORK—Seven active Seafarers have won special awards for their original safety poster designs in a contest sponsored by the SIU Safety Department. Judging of entries submitted since last summer was conducted on April 18.

Grand prize in the shipboard competition went to Leonard Palencar, OS, 26, of Kingston, Pa.

First prize winners were Bernard Maret, OS, 24, Melbourne, Fla.; Norman "Moose" Lightell, AB, 38, and Philip Maechling, MM, 33 both of New Orleans. E. I. Rihn, DM, 26, Harvey, La.; Charles I. Hampson, MM, 34, Miami, and Dirk Visser, OS, 52, New Orleans, won second prizes.

Four Main Subjects

The contest covered four main subjects: General shipboard safety, deck department safety, engine department safety and steward department safety. A fully-equipped Polaroid flash camera was the grand prize; transistor radios went to the first prize winners and electric shavers to those placing second.

Safety Director Joe Algina and officials at the joint safety meeting,

who took part in the judging, agreed that almost all entries illustrated good safety points and ideas for shipboard use. One of the main



Seafarer Leonard Palencar displays his prize-winning safety poster.

purposes of the contest was to bring the ideas of active seamen, as those in a good position to know the danger areas for possible accidents aboard ship, into focus.

May Distribute Color Posters

It was indicated later that the Safety Department is looking into the possibility of preparing full-size posters in color, based on various original designs by Seafarers, for distribution to all SIU vessels.

An interesting sidelight regarding the winners was that practically all came out of the deck department. Lightell, an AB, took "first" in both engine and steward department safety. There was no "second" awarded in the black gang category.



Maret



Rihn



Lightell



Hampson



Visser



Maechling

Ship-Jumpers Face Jailing In Singapore

SINGAPORE—American seamen who fail to join their ships in this port will be running into more trouble than they have in the past, according to the American consulate here.

The consulate issued the warning in a letter to C. F. Sharp & Co., steamship agent for several SIU-contracted companies among others. The American authorities here have asked the agent to spread the word to seamen on American vessels which call at this port.

Tightens Policy

Singapore immigration authorities have until recently been somewhat lenient in connection with alien seamen who fail to join their ships.

The new policy of Singapore authorities will be to charge seamen who miss their ships with illegal entry. Seamen in that situation will be immediately jailed in the Remand Prison until arrangements are made for them to rejoin their ships or for them to be repatriated, the consulate advised.

The American vice-consul in Singapore noted that the port's officials have declared their intention of enforcing the alien seamen law to the letter.

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

USPHS HOSPITAL, STATEN ISLAND, NY
Robert Burton
Arthur Camara
John Campbell
Antonio Carrano
T. C. Cepriano
Daniel Cement
Christos Tsambis
Hugh Dick
Harry Dorrah
Modesto Duron
George Fiance
Michael Filosa
Keith Foster
Estell Godfrey
Carlos Gomez
F. C. Higgins
Samuel Howard
A. Jensen
D. Kambanos
Patrick Kelly
Charles Kinnke
Norman Krumm

VA HOSPITAL, NEW YORK, NY
Chas. O. Bergagna

SAILORS SNUG HARBOR, STATEN ISLAND, NY
Henning Bjork
A. B. Gutierrez

VA HOSPITAL, KERRVILLE, TEXAS
Willard T. Cahill

LUCIEN MOSS HOSPITAL, PHILADELPHIA, PA.
Baldo Coccia

USPHS HOSPITAL, FORT WORTH, TEXAS
Davis Danos
B. F. Deibler
Thomas Lehay

VICTOR CULLEN STATE HOSPITAL, CULLEN, MD.
Carlton A. Roberts

VA HOSPITAL, WEST HAVEN, CONN.
John J. Driscoll
Henry E. Smith

NATIONAL INSTITUTE OF HEALTH, BETHESDA, MD.
Henry J. Foy

PINE CREST HAVEN, COVINGTON, LA.
Frank Martin

LANDIS STATE HOSPITAL, PHILADELPHIA, PA.
Thomas Murphy

VA HOSPITAL, TEMPLE, TEXAS
William E. Nelson

TRIBORO HOSPITAL, JAMAICA, LONG ISLAND, NY
James Russell

US SOLDIERS HOME, WASHINGTON, DC
Wm. H. Thomson

USPHS HOSPITAL, BALTIMORE, MD.
Russell Aldrick
Percy Bradshaw
William Brewer
Dan J. Cherry
Lewis Cook
Peter Daniels
John Davis
Leonard Davis
John Drummond
Chester Green
James Helgoth

USPHS HOSPITAL, BRIGHTON, MASS.
William S. Costa

USPHS HOSPITAL, GALVESTON, TEXAS
Jose C. Alvarado
Harry Festress
Wm. C. Grey
Wm. D. Hampel
Joe Leston
Judson P. Lamb

USPHS HOSPITAL, SAVANNAH, GA.
Wm. Crawford
Carl Hargroves
Les Lentonen
W. E. Olson

USPHS HOSPITAL, NORFOLK, VA.
O. C. Bailey
T. F. Johnson

USPHS HOSPITAL, SAN FRANCISCO, CALIF.
Matthew Bruno
Mike Goins

USPHS HOSPITAL, SEATTLE, WASH.
Vernon Cain
William Mellon
Kenneth Miller
John Pasko

USPHS HOSPITAL, NEW ORLEANS, LA.
Lucien Allaire
Herbert Allman
Orville L. Arndt
Charles L. Avera
Marlow Barton
William Brewer
Thomas Dalley
E. Douga
James Fall
Stanton L. Grice
J. L. Guillory
Virgil L. Harding
Wade B. Harrell
Frederick Hauser
George H. Hiers
Justice P. Hughes
Vincenzo Iacono
Edward Knapp

USPHS HOSPITAL, SEATTLE, WASH.
John H. Ratliff
A. J. Scheving
Howard J. Watts
William Nuttal

USPHS HOSPITAL, SEATTLE, WASH.
Raymond Ruppert
John Stiles
Sten Zetterman

USPHS HOSPITAL, SEATTLE, WASH.
Leo Lang
Arnt Larsen
Norman Lightell
Michael Luiza
William J. Maas
Edward M. Cain
Duggan McCrary
A. Michelt
Alonzo Morris
Bernard Moyer
Eugene T. O'Mara
William A. Pitman
Calvin A. Rome
Theodore Simonds
Chas. E. Slater
Billy C. Ward
George Wendel
Herbert Young

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SIU Blood Bank Inventory

Period: March, 1961

Pints Contributed 60
Pints Rejected 2

Pints Credited 29

(Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)

Previous Balance 69

Pints Used 14

Balance On Hand

April 1, 1961 84



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. The whole procedure takes only a short time.

Physical Exams—All SIU Clinics Month Of March, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	129	18	11	158
Houston	73	9	6	88
Mobile	65	3	9	77
New Orleans	166	18	10	194
New York	319	21	33	373
TOTAL	752	69	69	890

SIU Welfare, Vacation Plans

Cash Benefits Paid

March 20—April 16, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)	6367	\$20,100.58
Death Benefits (Welfare)	15	56,326.00
Disability Benefits (Welfare) ..	787	27,545.00
Maternity Benefits (Welfare) ..	36	7,200.00
Dependents Benefits (Welfare) .	215	42,556.87
Optical Benefits (Welfare)	123	1,164.29

Summary (Welfare) 7545 \$154,892.74

Vacation Benefits 1479 \$239,127.21

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 9024 \$394,019.95

None of the figures in the above summaries indicate the amounts paid for various other Welfare Benefits for SIU men and their dependents, such as scholarship payments, meal books, training facilities, medical examinations, and similar items.

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	June 5
Philadelphia	June 6
Baltimore	June 7
Detroit	June 9
Houston	June 12
New Orleans	June 13
Mobile	June 14

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

'Help?'



Another dreary round of study and diagnosis by amateur physicians is in the offing for the maritime industry. This time, a seven-man body has been appointed by Secretary of Commerce Luther Hodges out of the ranks of American management to poke and probe into the ailing maritime structure and make recommendations accordingly.

Studies of the maritime industry are not new. On the contrary, the industry has been examined and diagnosed innumerable times in recent years (the latest being the pompously-named "Project Walrus"), but none of these numerous studies has yet resulted in an effective attack on the industry's ailments.

The composition of the latest study group offers no ground for optimism as to any tangible results that might emerge from its deliberations. The seven-man group, includes a retired Sears, Roebuck executive, a former general, now head of the Red Cross, the president of an aluminum and chemical corporation and the head of a company whose chief product is automatic pin-spotters for bowling alleys.

There is only one member of the committee who can boast of any familiarity with ships and shipping. As is to be expected, he is the former board chairman of Standard Oil of New Jersey, the company which more than any other fathered the runaway escape hatch. As such he is singularly ill-fitted to pass judgment on the needs of an American-flag merchant fleet.

The AFL-CIO Maritime Trades Department has protested the composition of this committee on several grounds, among them its total lack of familiarity with the problems and needs of the industry, its lack of representation from maritime management, and its bypassing of the employees of the maritime industry who have the biggest stake in the future of the industry.

Chances are that what will emerge from the committee's study will be another scissors-

and-pastepot job—a compilation of past findings rearranged and juggled to give them the appearance of freshness.

The maritime industry has been studied enough. It is hard to see what any new study can produce in the way of original information and an original approach to the industry's problems, particularly in light of the nature of the committee named by Secretary Hodges.

No Escape Hatch

It's been a bad month for the runaway operators all around. To begin with, there was the drubbing the runaways took when the Supreme Court of the US flatly refused to hear their bid to escape the jurisdiction of US labor laws and the National Labor Relations Board. Clearly, from now on, the runaways will have to contend with US maritime unions just as if their ships were registered under the American flag. If that wasn't enough, the Kennedy Administration is embarking on a drive to put an end to the tax evasion of runaway operators. Congress is being told that there is no legitimate reason why these people should not pay their fair share of taxes just like domestic corporations.

Up until mid-1958, the runaways' position looked impregnable. Then came the landmark NLRB decision giving the SIU the right to organize and represent the crew of the Liberian-flag SS Florida, followed by the equally-significant SS Sea Level ruling this year in favor of the SIU. Now the Supreme Court has closed the ring around the runaways.

With the legal obstacles out of the way, the SIU intends to press hard on the organizing front, on the collective bargaining front and on the tax legislation front until the runaway device loses its desirability and these ships come back under the American flag where they belong.

SIU
Legislative
Department

Ray Murdock, Director



LEGISLATIVE ROUNDUP.—The Senate's Merchant Marine Subcommittee has recently heard testimony on S. 1185. This bill would permit the subsidized operators to use capital reserve funds for research, development, and design expenses. Witnesses appearing thus far have agreed to submit for the subcommittee's consideration an amendment which would make provisions of the bill apply retroactively to funds already expended for cargo container purposes. . . . Representative O'Konski (R), Wisconsin, has introduced H. R. 6595, a bill to amend the Internal Revenue Code of 1954 so to allow the withholding of unemployment tax credit, provided under section 3302 of the Code, from maritime employers in certain cases. The bill has been referred to Ways and Means. . . . The Senate has passed S. 1288 which provides more flexibility with respect to annual inspections of communications equipment aboard American-flag vessels. . . . Legislation to authorize a study of the feasibility of a de-icing system for the Great Lakes and the St. Lawrence Seaway has been offered in the Senate by Senator Wiley (R), Wisconsin. The proposed bill, S. 1704, is also being sponsored by Senators Young (D), Ohio, Humphrey (D), Minnesota, and McCarthy (D), Minnesota. . . . S. 1690, a bill which would increase to 90 percent from the present statutory figure of 75 percent the amount of estimated operating-differential subsidy which the FMB may pay on account has been introduced by Senator Magnuson (D), Washington. The Magnuson bill is identical in language to H. R. 6309, introduced by Rep. Bonner (D), North Carolina. . . . HMM has resumed hearings on H.R. 4299, the dual-rates bill. In its testimony before the committee the Justice Department said it would prefer no legislation at all looking toward the legalization of dual rates rather than accept a "new working print" of the bill. "From every view," said the representative from Justice, "the original 4299 is much preferable to the present version". . . . Amendment of section 17 of the Interstate Commerce Act so as to provide for further delegation of authority to employee boards to make decisions in certain cases in which a public hearing has been held would be provided under the terms of S. 1667, offered by Senator Magnuson. . . . Representative St. George (R), New York, has introduced H.R. 6376, a bill to authorize the Secretary of Commerce to sell up to fifteen C1-MAV-1 ships to Turkey. The measure has been referred to HMM. . . . The creation of an Inter-oceanic Canals Commission which would have, as one of its duties, a study of proposals for increasing the capacity of the Panama Canal and construction of a new Panama Canal of sea-level design has been proposed by Representative Flood (D), Pennsylvania, in H.R. 6296. . . . Admission to United States registry and use in coastwise trade of not more than two foreign-built hydrofoil vessels has been proposed by Representative King (D), California, in H.R. 6197. . . . Congressman Shelley (D), California, has introduced H.R. 6147, legislation to admit certain vessels to American registry and to permit their use in the coastwise trade. A similar bill, S. 1627, has been introduced in the Senate by Senator Engle (D), California.

* * *

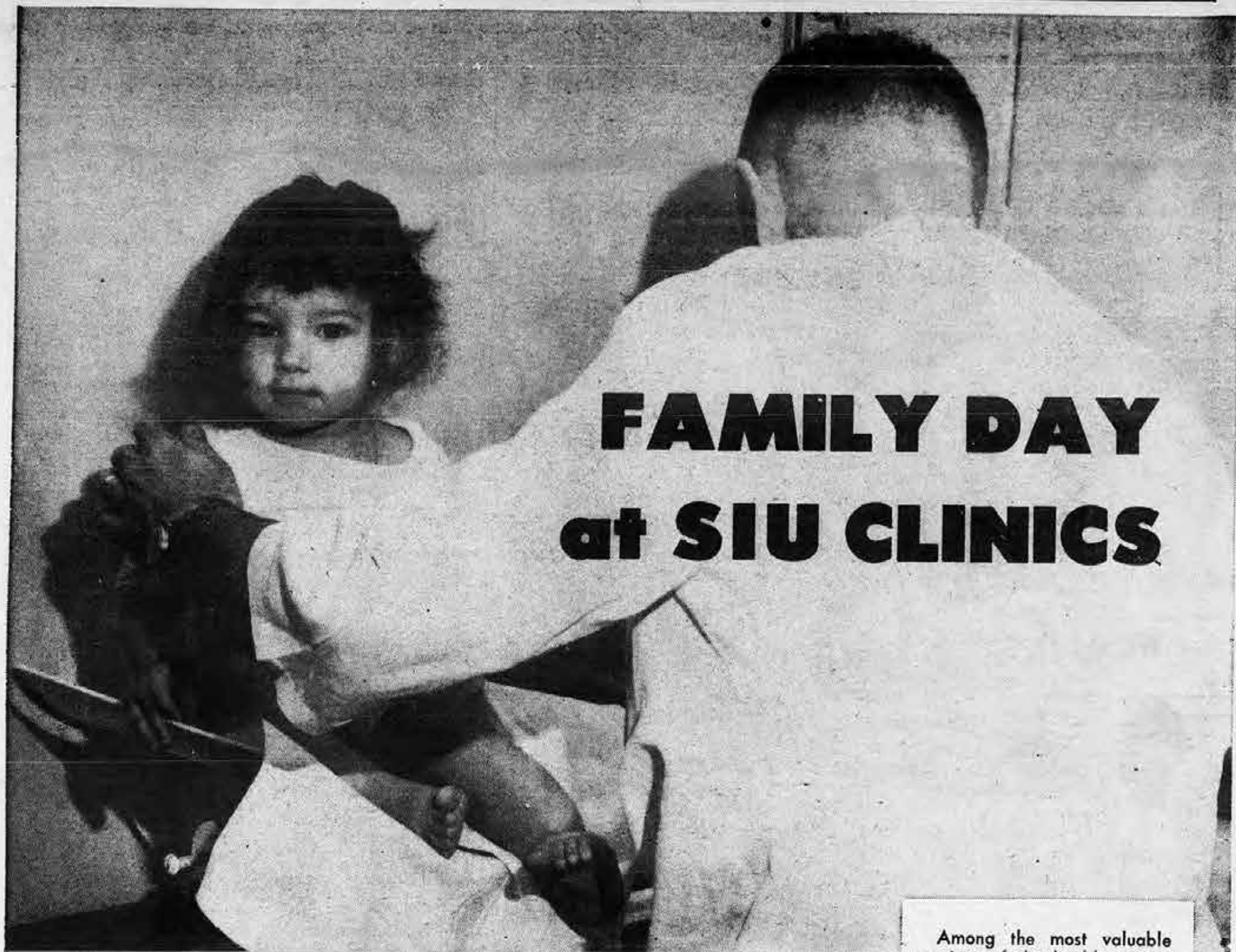
RESEARCH AND DEVELOPMENT.—In a paper presented to the Hydrofoil Transportation Conference, MA reported that the HS DENISON, an 80-ton test vessel, utilizing a gas turbine power plant and subcavitating hydrofoils, with speed capabilities to 60 knots, is nearing completion. Launching of the hydrofoil craft is expected by July 1961. While not designed for commercial use, the DENISON can be outfitted to carry 70 to 80 passengers in comfort. The engineering experience gained to date provides a sound basis for believing that technically hydrofoil vessels up to 500 gross tons and 60-knot speeds can be built and operated with confidence. . . . MA will install an experimental gas turbo-generator and waste-heat boiler system for shipboard testing aboard the US Lines' ship SS PIONEER MOOR. The experimental unit was instigated as a means of providing a source of standby electrical power primarily for in-port use. This would permit the shutting down of the ship's steam power plant for in-port maintenance, thereby simplifying existing procedures. . . . Use of the NS SAVANNAH, and other vessels available, in the interest of promoting foreign trade, has been proposed by Senator John Sparkman (D), Alabama.

* * *

RIGHT TO WORK.—As part of its anti-union activities, the Right to Work Committee is planning a campaign to save section 14 (b) of the Taft-Hartley Act, a section which empowers states to prohibit compulsory unionism. It is expected that the committee will attempt to bring much pressure upon Congress to maintain this section of the law. The Right to Work Committee has already announced that it will oppose legislation proposing to repeal 14 (b). Such legislation has been offered by Representative Herbert Zelenko (D), New York, Representative John F. Shelley (D), California, and Representative Elmer J. Holland (D), Pennsylvania. Revision of 14 (b) may also become a topic of discussion in an inquiry set up by Representative Roman C. Pucinski (D), Illinois, concerning "specific amendments" to the Taft-Hartley Act. It is hoped that these Congressmen will be successful in their attempt to repeal section 14(b). . . . Several Right to Work measures have been prepared for introduction in the Florida legislature. This proposed legislation will attempt to strengthen the administration of Florida's Right to Work amendment adopted in 1944.

* * *

MARITIME STATISTICS.—MA has reported that as of April 1, 1961, there are 950 vessels of 1,000 gross tons and over in the active ocean-going U.S. merchant fleet. This is three more than the active number on March 1. This number includes 45 government-owned and 905 privately-owned vessels. This figure does not include privately-owned vessels temporarily inactive, or government-owned vessels employed in loading grain for storage. This also excludes 23 vessels currently in custody of the Departments of Defense, State, and Interior. There was an increase of four active vessels and a decrease of three inactive vessels in the privately-owned fleet. One freighter, the DEL RIO, was delivered from construction.

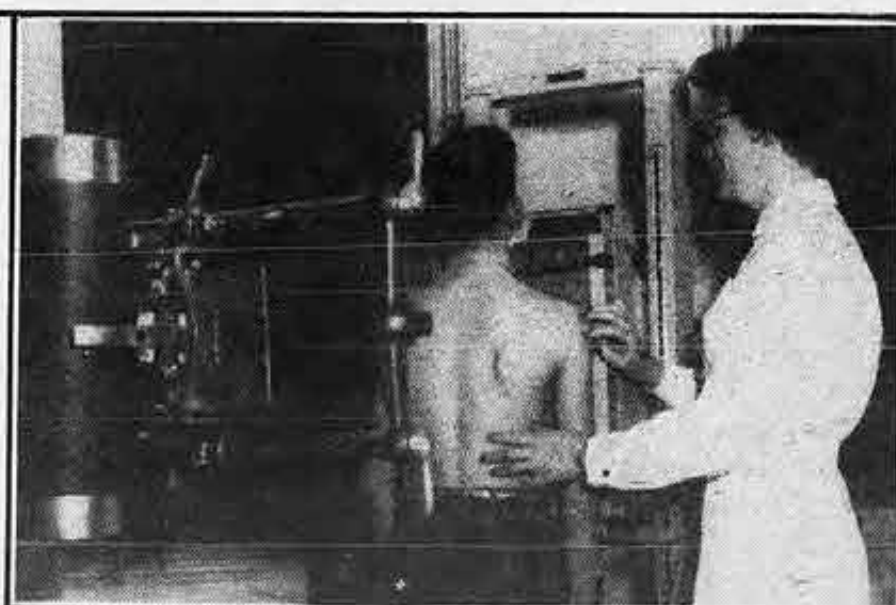
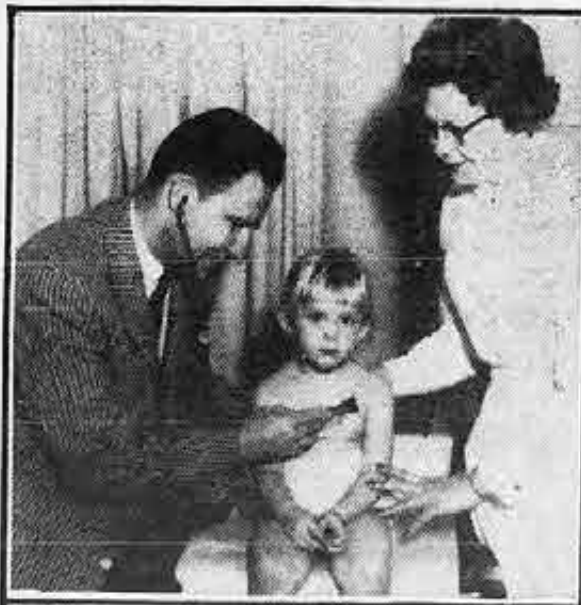


FAMILY DAY at SIU CLINICS

Among the most valuable services of the health centers operated in various SIU ports by the Seafarers Welfare Plan are those offered free of charge to the wives, children and dependent parents of Seafarers, as well as to all the Seafarers who are retired. In each of the five stateside clinics, as well as in the San Juan clinic which will start operating shortly one afternoon a week is set aside specifically for dependents of Seafarers.

These dependents receive the same head-to-toe physical check-up given Seafarers, including the use of x-ray facilities, blood tests and urine-analysis, electrocardiograph where indicated, eye examination, and similar services. In addition, specialists in pediatrics and gynecology are available.

The purpose of these examinations is the same as those given to Seafarers, preventive medicine. Regular check-ups of this nature, coupled with referral to family physicians where treatment is needed, have helped to check the onset of disease and preserve the health of Seafarers' families.



BALTIMORE

Above, left, Dr. John Littleton examines Diana Barnette, 3, with assistance of Mickey Van Horn. Top, right, Diana's brother Darrell, 15, gets chest x-ray. At left, Rickey Barnette, 8, receives eye exam, while at right his height and weight are taken.





MOBILE Above, Seafarer Thomas Brannon and family give medical history to receptionist. At left, top, Mrs. Shirley Brannon gets blood test from nurse Marvell Cantrell. Below, left, Stephen, 5, is checked by Dr. Amendola. Below, Lenora, 2, is weighed and measured.



HOUSTON



At top, Mrs. R. R. Gonzalez, wife of Seafarer Ramiro Gonzalez. Center, Mrs. Herman Palmer and Herman, Jr., 9. Dad is skipper in G&H Towing. At left, Mrs. Lyle Hipp and baby Michael. Father ships as pumpman.



NEW YORK



Far left, top, Mrs. Sarah Setliff in test lab; center, Mrs. Guarina Andrews gets x-ray; lower left, Louis Garcia, 9, is examined, with father Mario Garcia Lopez standing by. Above, Clifford Aversano finds stethoscope quite ticklish. Father is Seafarer Michael Aversano. On table, left, is little Deborah Ortiz.



NEW ORLEANS

Carl T. Feary, Jr., 11-year-old son of Seafarer Carl T. Feary, AB, is examined at New Orleans SIU clinic by Dr. Harold Cummins.

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



SIUNA Sponsors Fish Bill

Law Would Allow Price Bargaining

WASHINGTON—Government agencies are studying an SIUNA-sponsored bill which would exempt certain fishermen from some anti-trust and Taft-Hartley law provisions and enable them to bargain for minimum prices.

The legislation was introduced by Senator E. L. "Bob" Bartlett, (Dem.) of Alaska and has been cleared through the Departments

of Labor and Interior. The bill, SB 1265, is currently being reviewed by the Justice Department.

Exempt 2-Ton Vessels

If approved by the Justice Department, the legislation will go to the floor of the Senate. The bill would exempt all fishermen on vessels of two tons or more from certain anti-trust laws and from some sections of the Taft-Hartley Act.

SB 1265 would permit members of fishing unions throughout the country to bargain for minimum fish prices before sailing.

Successful passage of the legislation would give American fishermen the best break ever received from Congress. US fishermen are subject to all the penalties and restrictions of the nation's labor laws and anti-trust laws, yet the major benefits of these laws are denied fishermen.

Take-home pay, secured through collective bargaining, is determined for fishermen by the price of fish they land. Although fishermen are permitted to bargain, whenever they attempt to set a minimum price for fish, the laws are invoked to stop the action. The proposed legislation would remedy this condition.

East Coast Fish Unions Talk Pacts

Two Atlantic coast fishing unions affiliated with the SIU are in the midst of negotiating new contracts with fishing vessel owners.

The Atlantic Fishermen's Union and the New Bedford Fisherman's Union have been discussing contract provisions for more than a month.

First Talk Since 1946

The Atlantic Fishermen's Union which affiliated with the SIUNA last year, is working on its first contract negotiations since 1946 and talks are therefore expected to continue for some time.

The union, headed by Thomas "Obie" O'Brien, is proposing certain changes designed to enable fishermen to pocket extra earnings without increasing operators' costs. Current negotiations by the Atlantic Union are mainly concerned with the operators of the large Boston beam trawlers.

The New Bedford Fishermen's Union is currently negotiating a new contract with the New Bedford Seafood Producers Association. The Union, headed by Howard W. Nickerson, is drafting a reply to a contract offer by the boat owners.

Negotiations for a New Bedford agreement began with talks on the scallopers' contract, while talks on a dragger contract were begun later this month.

Atlantic Fishermen's News



THE ATLANTIC FISHERMAN



GOV. VOLPE BOOSTS FISHING INDUSTRY



Gov. Volpe with other officials at a press conference.

A.F.U. ON THE MOVE

The past few months have seen a number of changes in the ATLANTIC FISHERMEN'S UNION—SIU. Among the major changes, we can count our affiliation with the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA by the overwhelming vote of 99%. The membership in all ports united and they tell us that they are now a part of the union.

A new labor newspaper came into being last month, "The Atlantic Fisherman," official organ of the Atlantic Fishermen's Union of the SIUNA. The paper is part of the Union's revitalizing efforts on behalf of the New England fishing industry.

Atlantic Fishermen Publish New Paper

BOSTON—Another union paper, dedicated to the interests of the fishing industry and the men who sail its boats, is now being published by the Atlantic Fishermen's Union.

It is the second newspaper published by an SIUNA-affiliated fishermen's union.

The New Bedford Fishermen's Union, also affiliated with the SIU, has been publishing a newspaper for nearly three years.

The new publication, "The Atlantic Fisherman," will record the revitalized activities of the Union. Late last year, the Atlantic Fishermen's Union voted overwhelmingly to join the Seafarers International Union of North America.

Since then, with the election of Thomas "Obie" O'Brien, The Atlantic union has been in the forefront of the fight to bring life back to the fishing industry.

Organizing non-union fishermen has been one of the biggest tasks of the Atlantic Fishermen. Another problem, which can be pushed toward solution with information contained in the new Atlantic Fisherman, is getting Americans to eat more fish.

For the first time last month, the Union, boat owners and fish dealers jointly cooperated in a radio promotion story for the entire

industry.

The newspaper will devote much of its space to telling about the Union's effort to generate enthusiasm in the fishing industry and to bringing more and more fishermen under the Atlantic Fisherman's banner.

Fish Industry Honors Rice, New US Aide

BOSTON—Fishing industry leaders from the ranks of labor, boat owners and fish dealers paid tribute last month to Tom Rice, recently appointed Special Assistant to the Commissioner of the US Fish and Wildlife Service in Washington.

Rice served for 15 years as executive secretary for the Massachusetts Fisheries Association as well as for the Federated Boat Owners of New England and New York, and fish dealer and boat owner associations.

Representatives of the Atlantic Fishermen's Union and the New Bedford Fishermen's Union, as well as of the SIU, attended the testimonial dinner here last month in honor of Rice.

The new special assistant to the Fish and Wildlife Service is known for his fair dealings in the fishing industry, and with his familiarity with fishing, should become a valuable addition to the service.

Rice's sound knowledge of the fishing business was praised by many representatives in the industry at the dinner here late last month.

New Bedford Asks Quota On Scallops

NEW BEDFORD—Acting on a request by the New Bedford Fishermen's Union, this city's mayor has asked President Kennedy and the Massachusetts Congressional delegation to limit imports of Canadian scallops.

Howard W. Nickerson, secretary-treasurer of the SIU-affiliated fishermen's union, said in a letter to Mayor Lawler of New Bedford that "if no quota is placed upon Canadian scallop imports within a short period of time, the New Bedford scallop industry will become extinct."

5-Year Increase Voted

Nickerson noted that in 1955 scallop imports from Canada totaled 1,946,000 pounds, while 1960 scallop imports from Canada reached a total of 6,873,000 pounds.

In New Bedford in 1955 the scallop catch was 13,976,000 pounds, valued at \$7,309,000. However, in 1960, the catch total climbed to 19,325,000 pounds but the valuation declined to \$6,731,000.

In an effort to curtail the Canadian scallops imports, Mayor Lawler has been in contact with the President, Senators Smith and Saltonstall, and Representative Keith.

Alaska Union Elects Officers

SEATTLE—George Johansen, secretary-treasurer of the Alaska Fishermen's Union, was reelected and is entering his 11th consecutive year as chief executive officer of the Union. The Alaska Union has been affiliated with the Seafarers International Union of North America since 1960.

The membership reelected Swan Lundmark assistant secretary-treasurer for his 10th consecutive year.

Kenneth Olson of Astoria was elected Columbia River agent in place of Swan Ohman who did not seek reelection. Jack Wood of Bellingham, Harold Gudbranson of Ketchikan and Abe Lehto of San Francisco were also reelected.

New Pier Plant In New Bedford

NEW BEDFORD—A \$1,000,000 waterfront improvement project for this city was put into action recently when a Providence, R.I., firm signed a contract to build a cold storage plant here.

The plant was brought to the city through the efforts of municipal leaders and the city's Harbor Development Commission. The New Bedford Fishermen's Union is represented on the commission.

The projected plant will be built adjacent to another waterfront site selected by the Quaker Oats company for a \$1,500,000 pet food factory.

New Cruise Run Seeks US Subsidy

WASHINGTON — The Federal Maritime Board has started its hearing procedures on the bid of a new shipping company, Atlantic Express Lines of America, Inc. for a subsidy on a Baltimore-to-Europe run.

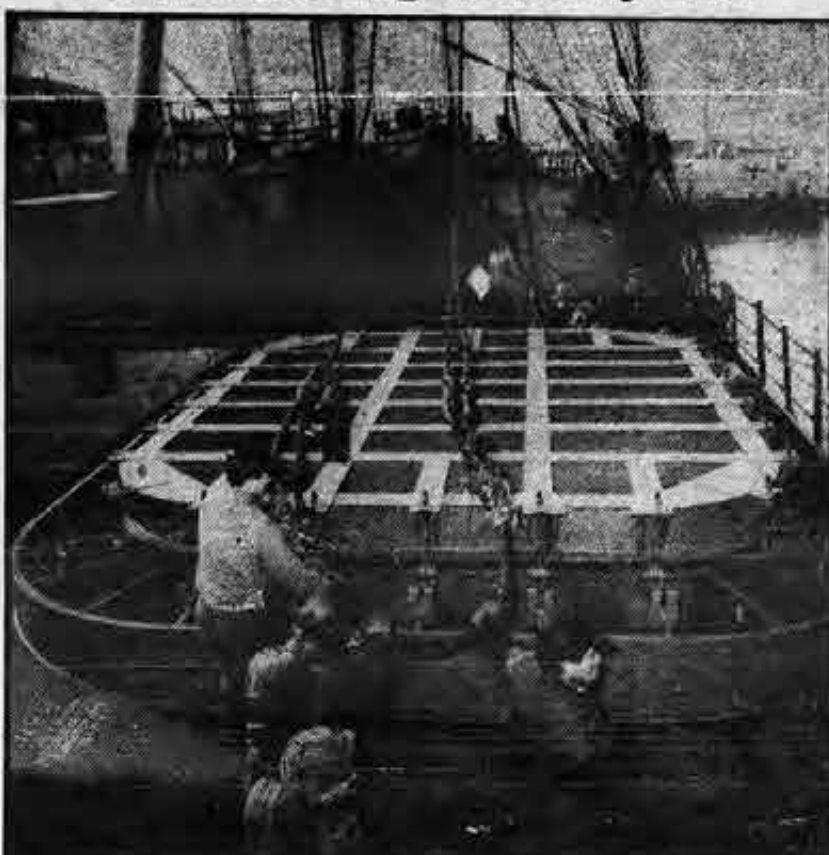
Atlantic Express is proposing a combination passenger-container ship service from the Chesapeake Bay area to Great Britain, France and the Low Countries.

The company says that with subsidy approval it will build three combination ships capable of carrying 600 passengers each and 2,500 and 3,000 tons of cargo in containers.

At least three steamship companies have intervened in the hearings and can be expected to fight any subsidy proposal for the new operator. They are US Lines, Mooremack and Waterman.

There have been repeated proposals in recent years calling for establishment of passenger services from either Baltimore or Philadelphia on a European run.

SS Frances Lugs A Heavy Door



A 26½-ton door is shown after being stowed on the deck of the Frances (Bull) by longshoremen for delivery to Puerto Rico. The door is designed for an atomic reactor which explains its size and weight.

Waterman, Alcoa Win Safety Awards

The SIU-contracted Waterman Steamship Company, an active participant in the joint SIU-industry safety program, scored its best rating yet when it came up with the third place standing in the 1960 safety contest of the Marine Section, National Safety Council.

Waterman's score of 3.39, which represents a formula based on the number of hours of time lost per million man hours worked, was sufficient to beat out the SIU-contracted Alcoa Steamship Company for the third spot. Alcoa, which had won the Marine Section contest two years' running in 1958 and 1959 and had come up with a second place in 1957, was a contestant for the top spot again until the collision of the Alcoa Corsair with the Italian freighter Lorenzo Marcello, in October, 1960.

Accident On The Mississippi

That accident, which took place on the Mississippi down-river from New Orleans, took the lives of five Seafarers and resulted in lost-time injury to five others. It also removed Alcoa from contention for the number one award. Both vessels were under the control of river

pilots at the time of the accident. First and second places in the 1960 were taken by United States Lines and United Fruit Lines respectively.

In other ratings, Matson Line and American President Line, under contract to the SIU Pacific District unions, placed eighth and ninth. Mississippi Shipping and Isthmian finished tenth and 11th respectively in this year's contest.

Staff Officers Certified In Export Fleet

WASHINGTON — The National Labor Relations Board has formally certified the SIUNA-affiliated Staff Officers Association as the collective bargaining agent for pursers employed by American Export Lines.

The certification closes out a long fight by the pursers to win representation in the fleet and oust District 50 of the United Mine Workers.

Election In February

In the election held in February of this year, the Staff Officers got 44 votes to 40 for District 50 with four challenges and one void ballot. The New York regional director of the NLRB held that one of the challenges should be sustained since the individual involved was not an eligible voter. Consequently, the other three challenges were dismissed as not being able to affect the results of the election.

The Staff Officers' victory represents the first penetration of Export Lines' officers ranks by an AFL-CIO marine union. Export mates and engineers are represented by District 50, with the Export fleet being the Mine Workers' only major base in the maritime industry. Officers of all other deep sea dry cargo fleets are represented by the Masters, Mates and Pilots and the Marine Engineers Beneficial Association.

Notify Union On LOG Mail

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

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

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

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Frozen, Canned Foods Water-Logged

When you buy one of these frozen meat or fish dinners to eat while you look at TV, or many other ready-cooked frozen and canned foods, you often get more of such inexpensive fillers as potatoes, water, flour, celery, etc., than of meat or fish.

The watered hams, about which consumers are complaining, are only one part of a fantastic story of the padding and watering of modern "convenience" foods.

Recently the New York State Cooperative Extension Service advised consumers to read labels on ready-cooked products to know what they are really getting. By law, the label must list the ingredients in order of the relative amount. The first on the list is the largest single ingredient, the second is the next largest, and so on. But other reports and surveys have shown that most shoppers do not read the ingredients on labels.

If that's how people shop nowadays, they are paying a lot of hard-earned money for some cheap ingredients. The food processors have discovered a wonderful way to get as much as \$1.25 a pound for such fillers as rice, flour and even water.

For example, the extension service found one brand of "shrimp" chop suey actually contained, in order of importance, celery, bean sprouts, and shrimp broth, with the shrimp itself in fourth place. A brand of frozen fish balls had potatoes, not fish, as the leading ingredients. And do you know what the leading ingredient is in "shrimp croquettes with Newburg sauce"? Not shrimp, but water.

We did some further shopping and found a brand of frozen cooked turkey, with broth first, with turkey second, followed by giblets and flour. At 39 cents for a five-ounce package, you pay \$1.25 a pound for this dish.

Or take a famous TV dinner of "meat loaf with potatoes and peas." The actual ingredients in order of importance are potatoes, tomatoes, beef, peas, skim milk and water. At 59 cents for 11 ounces, this comes to 86 cents a pound for a meat-loaf dinner that is more loaf than meat.

Foods already breaded for the frying pan are rarely a good value because you pay a meat or fish price for bread crumbs and flour for the breading. For example, frozen breaded veal patties at 45 cents for 8 ounces come to 90 cents a pound and part of that isn't even meat.

Patties increasingly offered in the fresh-meat as well as the frozen-food departments are often called "veal birds," "mock chicken leg" and so on. Here the problem is the frequent addition of extra suet.

The freshly-ground patties sold in the meat department don't have to say when extra fat is added. One manufacturer now even sells stores a machine to convert beef, veal and lamb trimmings into patties. This manufacturer advertises to butchers that this machine "helps you merchandise a great part of this suet at 55 to 69 cents a pound instead of the 3 cents a pound you get from the renderer."

After cooking you can tell if a butcher has added extra fat to hamburger and other chopped meat. You can see how much fat has drained off, and how the patties have shrunk. But it's hard to tell before you buy. Ordinarily, chopped meat that has extra fat added is whitish. But butchers have many ways of making chopped meat look red.

For one thing, they may add fresh blood to make cheap chopped meat look red. Or they may mix in part of the spleen, which has a lot of blood in it. All this is legal.

The wide use of various fillers shows a serious need for legislation to require processors and retailers to state the exact percentages of starch, water, etc., used in foods. It's not enough to say "fat added" or "water" or "flour". We also need to know how much.

Otherwise, the loss of confidence as consumers do learn to check the ingredients, will be self-defeating for the manufacturers and retailers.

Seafarer Retired On 'Island In The Sun'

CAPARRA TERRACE, Puerto Rico—Just past his 69th birthday, Seafarer Jose Rodriguez looks back on the last two years as a time that has made him "very proud of our Union."

Retired since 1959 on an SIU disability-pension, Rodriguez credits this benefit as a major Union accomplishment.

With a life of seafaring dating back to 1912 behind him, he's comfortably enjoying his well-earned leisure with his family here. The \$35 weekly lifetime disability-pension assures him a measure of security he and other SIU pensioners viewed as a "pipedream" years ago. Like many of today's Union benefits, they "just didn't seem possible" then.

Sailed The World

A native of Spain, Rodriguez started his sailing career from Cuba in 1912 and covered many parts of the world before he settled down here. As a family man, he admits that his favorite runs were always in the New York-Puerto Rico trade because his

family was always there at the southern end of the run. With his wife, two sons, two daughters and his grandchildren around him, he counts it "a good life."

Rodriguez first joined the SIU in 1941 at the Port of New York and shipped steadily in the deck department. He was a "regular" on the Jean (Bull) until he had to call it quits just about two years ago. A leg ailment and an arteriosclerotic condition had sidelined him for good and he began receiving the SIU disability-pension a short time later.

Much of his time is spent at home today because leg pains keep him from climbing stairs, but he does get around to the Union hall in Santurce now and then to visit with old shipmates.

As an oldtimer, he offers his "best appreciation for all that the Union has done for me. I feel happy with everything," he adds.



Retired Seafarer Jose Rodriguez, 69, is shown at home with his daughters Winnie and Sylvia and granddaughter Shirley.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director.

Cataract Is Common Eye Ailment

A cataract is the clouding or fogging of the lens of the eye. The lens is the small, concave, normally transparent body, just posterior to the pupil of the eye. The lens refracts the light and focuses it on the perceptive area on the posterior wall of the eye called the retina. It does this in a manner similar to the way the lens of a camera works.

The clouding of the lens is due to change in its physical and chemical composition. Swelling of the fibers of the lens due to absorption of water may be reversible; however, the chemical change which produces changes (similar to that of the white of an egg when boiled) is irreversible, and is usually progressive. The lens has no direct blood supply, and depends on its nutrition by absorption from the surrounding liquid or aqueous humor. The normal lens contains large amounts of certain chemicals which are found to be reduced when the lens becomes affected.

Cataracts may be produced experimentally by many processes such as mechanical injury, temperature changes, chemical damage, radiation or diet deficiencies. They are also produced by certain toxic or metabolic disorders.

There are many types of cataracts depending on the basic etiology of the cataract or the associated condition. The routine examination of normal adults by using a slit lamp will often show a number of lens opacities, especially with widely dilated pupil and the periphery of the lens carefully examined. They usually are not progressive and, if so, are slow and usually do not affect the vision.

Congenital cataract is a very common form. It may be due to congenital deformity of the lens or develop after birth due to various external influences. It is often found in children with nutritional disturbances. Traumatic cataracts are usually produced by penetrating wounds of the eye and damage to the lens.

There are many other causative or associated conditions in a person which predisposes to cataract. Diabetics seem prone to cataract and cataract changes in the lens seem to be hastened by diabetes. Cataracts appear frequently in myotonic dystrophy, Mongolism and cretinism; in certain patients with chronic eczema and those with parathyroid disease. Certain toxic drugs may cause cataract. It may also be produced by radiation, lightning or high voltage electric current and atomic radiation.

The older a person becomes, the more likely he is to develop a cataract known as a senile cataract. It is estimated that 90 percent of all persons over 70 years of age have this type of cataract, and that 34 percent of people between the ages of 40 and 50 have some degrees of lens opacity. (See Dr. Roy O. Scholz in "Today's Health.")

The first symptom a person with cataract has is a gradual impairment of vision. The things which they see appear misty or not quite clear. They may complain that they see better in a strong light if the cataract is more developed at the periphery of the lens or, it is a central cataract, they may state they see better at night.

The progress of the cataract may remain fairly stable for years, and a person may not require assistance. However, there is usually a gradual progress in the cataract formation. In others, there may be rapid progress and rapid loss of vision, due to increasing opacity of the cataract lens. As the progress of the cataract is often so slow developing that a person may have good vision for years, it may be desirable for the physician not to advise the patient of the cataract. The only way to determine the progress of this condition is to check for decreasing vision by repeated examinations.

When a cataract has been diagnosed by the ophthalmologist, he should refer the person for a complete physical checkup to determine the person's general physical condition and, if any of the conditions that are known to favor the progress of the cataract, such as diabetes, focal infections, or anemias are present, these conditions should be remedied.

There is only one known treatment for cataract and that is an operation. The time and the necessity of operative treatment has to be determined in each individual case. With the modern technique of operative removal, usually under local anesthetic, the operation is successful in possibly 99 percent of the cases.

It is advisable to wait for sufficient convalescence after the operation before a permanent corrective lens is procured, due to subsequent changes in the eye following the operation. However, if necessary, temporary fitted lenses may be used and permanent corrective lenses obtained after the eye has completely recovered. (Reference: "Gifford's Textbook of Ophthalmology by Adler," by W. B. Saunders.)

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



In the hospital?

Call SIU Hall immediately!

No. 40 In Seafarers Lifeboat Classes



Fortieth in the series of classes graduated under the SIU training program, these Seafarers gather for their graduation photo. Seated (l. to r.) are Jesus Fernandez, Nicolas Lekkas, Alfredo Tampol, Holimero Fernandez. Standing (l. to r.) Kepner Nester, Philip J. Capling, Dewey Gillikin, instructor Bill Doaks, George Murphy and Bob Hermansen.

Victory Will Build 2 More Tankers

WASHINGTON—Victory Carriers' long-proposed 106,500-ton tanker has been ditched—but in its stead, the company intends to build two 46,000-ton vessels, which will be similar to the company's recently-completed Mount Vernon Victory.

Agreement on the two new tankers was announced by the Maritime Administration, with the approval of the Department of Defense. The Maritime Administration had previously approved Government loan and mortgage insurance for the 106,500-ton vessel.

Onassis Settlement

The giant supertanker, plus the smaller 46,000-ton Mount Vernon Victory and the Monticello Victory, now under construction, was to have been constructed under a package settlement made by the Government with the Onassis interests in 1957. As part of the package Victory Carriers and related companies were permitted to transfer twelve T-2s and two Liberties to the Liberian flag.

Construction of the new vessels, originally arranged for in the tanker crisis period following the Suez War of November, 1956, was pushed back when the tanker mar-

ket sagged. The Mount Vernon Victory was finally put into service in January of this year, but work had never begun on the larger vessel.

The Navy Department apparently is just as happy with the smaller vessels, noting that ships of extremely large size, such as the 106,500-tonner, have limited utility because there are few ports capable of handling them.

Seafarers too, will be pleased with the change which calls for two tankers to replace the one giant super, since it just about

doubles the number of crewmembers required. The proposed 106,500-ton ship would probably have operated with no more than four or five men above the standard supertanker manning scale.

Part of the reason for the 106,500-ton proposal was a prestige contest between Onassis and Stavros Niarchos, whose American-flag subsidiary has made arrangements to build a ship of similar size.

The two 46,000-ton ships will be built in the Bethlehem yard at Quincy, Mass.

Maritime Roundup

A bulbous snout beneath the waterline may grace the bows of future ships. This feature of marine design may result in decreases of a ship's required power by 10 to 25 percent, according to the Department of Naval Architecture of the University of Michigan at Ann Arbor. The department noted that Professor Takao Inui, naval architect of Japan, devised the carefully designed underwater snout which showed a reduction in total resistance by about 10 percent at a speed of just over 18 knots. If other problems can be solved, such as the effect of heavy seas on the bulbous nose, a real breakthrough in marine design may be made, the school claims.

The Federal Maritime Board intends to enforce some standardization in containerized boxes. Thomas E. Stakem, chairman of the board, said that ships designed to carry containers and built with Federal construction subsidies or mortgages, will have to accommodate standard sizes of containers approved by the American Standards Association. The association has approved standards for van containers having cross sections of eight by eight feet and lengths of 10, 20, 30 and 40 feet. Stakem said standardization will open the way to complete interchangeability between rail, highway and sea transport.

The use of strontium 90 as a heat-power source of electricity for lighted buoys is being investigated by the Coast Guard. Investigations show that heat emitted by the decay of radioactive strontium 90 can actuate a thermocouple and

provide long-lasting power for an electric buoy. A buoy lighted by such a source could stay in service for many years. The Coast Guard is also considering replacing old lightships with fixed offshore structures. Helicopter platforms and facilities for a seven-man crew would be included in the offshore structures which should provide more efficient and reliable service.

A 10 percent rate increase for cargo service to Hawaii from the West Coast proposed by Matsuo Navigation Co., was suspended for four months by the Federal Maritime Board. The increase was suspended for the maximum term allowed by law in the middle of last month. An investigation into the proposed new increase was consolidated into an inquiry into a previous 12½ percent increase by Matsuo which has been in effect since September, 1959. A maritime examiner has upheld the 12½ percent rate hike, subject to Board review, and a separate hearing will be held on the new 10 percent increase.

The Panama Canal last month was forced to issue draft restrictions for larger ships for the first time since 1957. The limitations are issued when the level of Gatun Lake, in the center of the canal, falls to 84 feet. Unusually light rainfall during the annual four-month dry season caused the low water levels and the consequent draft restrictions. Ships of 90-foot beam or more were limited to a 35-foot, six-inch draft. Narrower ships were allowed six inches more.

THE CANADIAN SEAFARER



Latest Foreign Flag Cruise Ship



The latest addition to the foreign flag passenger fleet operating out of the Canadian and American West Coast is the \$42 million, 45,000-ton British flag P&O liner Canberra (above) shown being completed at a Northern Ireland shipyard. The 2,250 passenger liner, which will operate at 27½ knots between Britain, Australia, New Zealand and the West Coast, will begin service from London June 2 and will arrive on the West Coast sometime in July.

MAJOR SIU VICTORY

Canada To Bar British From Domestic Trades

OTTAWA—The Canadian government has undertaken action to aid the Canadian-flag shipping and shipbuilding industry, including announcing that it will institute measures to limit shipping in the domestic trade on the Great Lakes to Canadian-flag vessels.

The announcement in the House of Commons that Canada will move to ban British Commonwealth ships from the Great Lakes domestic trade is a victory for Canadian-flag shipping and the SIU of Canada. The Union has been pressing the Federal Government for such assistance for the maritime industry for a number of years.

The last SIUNA convention went on record calling for such action by the Canadian government as have previous SIUNA conventions on many occasions.

The banning of Commonwealth-flag vessels will be done through

the modification of the Commonwealth Merchant Shipping Agreement, which covers shipping among the member nations of the British-led group.

Trade Should Be Canadian

In revealing the government's action, Transportation Minister Leon Balcer said the move was being made "because the government believes . . . the domestic Canadian trade within the Great Lakes area was not in any sense contemplated as part of the reciprocal privileges when the Commonwealth Merchant Shipping Agreement originally came into force, and that this trade should be effectively reserved to Canadian-registered vessels."

Canadian, American and British shipowners have taken advantage of this loophole by registering vessels under the British flag or under the flags of British colonies such as Bermuda, hiring foreign crews and running their ships in Canadian domestic waters in direct competition with better-paying Canadian-flag ships.

In addition, the Ministry said that Canadian operators were transferring some of their Canadian Lakes ships to non-Canadian commonwealth registry, to save on labor and other costs.

Canadian seamen and the domestic shipping industry have been hard hit by these runaway tactics of some Canadian steamship operators.

NUS Pledge

Many of these runaway-flag ships are manned by British seamen. Their union, the National Union of Seamen, had pledged not to crew such vessels, but this promise to the SIU of Canada was never fulfilled.

The other aspect of the government program include paying a 35 percent subsidy toward approved construction costs of Canadian registered ships built in Canadian yards. This would enable Canadian-flag shippers to buy their vessels in Canada at competitive prices instead of going abroad where lower construction costs exist.

Fishing Boat Subsidy

Subsidies will also be paid for construction of fishing boats. Steel trawlers will receive a 50 percent subsidy while wooden trawlers over 45 feet in length will have their previous subsidy of \$165 a gross ton increased to \$250 a ton.

Ships now under construction are covered with the aid being applied only to the work still to be done. The ship subsidy will be applied at a higher rate of 40 percent between now and March 31, 1963 to get quicker results.

Two Immediate Effects

The government action will have two immediate effects on domestic shipping: transfer of Canadian-flag vessels to other Common-

wealth nations will halt and ships that had been transferred will return in order to be able to engage in the Great Lakes domestic trade.

Job opportunities for Canadian seamen will eventually increase as foreign-flag ships return to the Canadian-flag and sign on Canadian crews.

NUS Voices Concern Over Poor Contracts

LONDON—According to "The Seaman" official publication of the National Union of Seamen of Great Britain, the NUS is concerned with the possibility of another wildcat strike in protest against low pay and poor conditions.

"The Seaman" warned British shipowners not to pass off a cheap contract on the union.

"Shipowners no doubt will protest violently at these demands for higher pay," the unions quotes a British magazine as saying, but if "one of the toughest group of British employers can glimpse the light this time, they will come to terms quickly with Mr. Scott."

Scott, the magazine says, "knows that if trouble is to be averted . . . improvements have to be made." Then, stating that "a blind eye would play into the hands of troublemakers," the union's organ continues its quote from "Time and Tide" magazine:

"If the shipowners turn their blind eye to his signal they will play only into the hands of Mr. Neary (a leader of the wildcat strike)."

Finally, in a back-handed admission that there was justification to the strike, "The Seaman" ends with this quote from "Time and Tide":

"If the employers think that Jim Scott is going to give them the easy ride they have had from the NUS in the past few years, we fear they will be mistaken."

Canadian Seafarers, members of the SIU of Canada are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Canadian West Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.

Canadian National Beef Still Alive; Cuba Target Of \$1.5 Million Suit

HALIFAX—Court endorsement of a \$1.5 million suit against the Cuban government for breach of contract is the latest ripple in the Canadian National beef which began in 1957 when the SIU of Canada struck the company's fleet for more wages.

Flota Maritima Browning, a Cuban-American firm, sued the Castro government for

damages, charging breach of contract of a lease-purchase agreement made in 1958 between the company and the Cuban government of Fulgencio Batista, under which Browning would operate the ships for Cuba.

The seven ships involved in the court suit were sold to Cuba by the Canadian government in 1958 after being tied up almost a year by a strike against their owner, Canadian National Steamship, a subsidiary of the Government-owned Canadian National Railway. The sale was a government attempt at strikebreaking against the SIU of Canada's strike for wage increases.

Sovereign Immunity Claimed

The Castro government, opposing the suit, entered an application of sovereign immunity for the ships,

claiming the affair was outside the court's jurisdiction.

Rejecting the claim, the court said the ships were equipped to be passenger and cargo vessels, non-government functions which do not extend sovereign immunity to them.

As a result of the decision, the company can now attempt to seize the ships rusting in the Halifax harbor as payment for damages, if the court upholds their claim.

Strike Had Extensive Picketing

The original strike against Canadian National saw extensive picket action when the government attempted to transfer the ships to foreign registry. The picketing, which was extended against the Cuban government when it purchased the ships, has kept the vessels idle since the 1957 beef began.

Large Lakes Bulk Carrier Serving With SIU Fleet

MONTREAL—One of the largest Great Lakes bulk carriers ever built is now in service with the SIU of Canada-contracted Canada Steamship Lines.

After undergoing successful trials, the Whitefish Bay is now on the bulk-carrying trade for CSL on the Lakes and through the St. Lawrence Seaway to the St. Lawrence River and Gulf.

With a designed summer draft of 26 feet, 3½ inches, the 26,500 deadweight-ton ship is 730 feet long, has a 75-foot beam and a depth of 39 feet. The designed speed is 16¾ miles per hour.

The single-deck, welded steel vessel has 22 hatches served by six cargo holds. Propelling machinery is aft while guidance is done from a forward house in

which the officers and deck crew also live. Engine and steward crews are in the after house as are the crew mess and saloon.

Modern crew features include airconditioning for heating and ventilation, with individual room control. Crews are berthed in double cabins.

Emergency equipment includes two aluminum life boats on gravity-type davits mounted aft and two life rafts forward.

Electric cargo handling equipment, the latest steering and guidance gear and heavy duty turbine and steam and diesel generators are included in the equipment.

Ocean Ships Need Pilots On Seaway

WASHINGTON—Special Canadian or American pilots must be aboard all ocean-going ships using the St. Lawrence Seaway and other connecting Great Lakes channels, the State Department has announced.

This requirement, set up as a safety measure, was effected through an exchange of notes with Canada. Preparations for the system were started when the Seaway was opened last year.

Special pilots must be aboard all ocean vessels traveling along confined waterways in the Great Lakes such as the Seaway, according to the new regulations.

In the Lakes' open waters, no special pilot is needed if the ship's pilot has a masters rating, knows English for communications and has had recent experience on Great Lakes voyages.

SIU Canadian District Halls

FORT WILLIAM, Ont. . . . 400 Simpson St. Phone: 3-3221
 HALIFAX, N.S. . . . 128½ Hollis St. Phone: 3-8911
 MONTREAL . . . 634 St. James St. West. Victor 2-8161
 QUEBEC . . . 44 Sault-au-Matelot. LAfontaine 3-1509
 THOROLD, Ont. . . . 52 St. David St. Canal 7-5212
 TORONTO, Ont. . . . 272 King St. E. Empire 4-5719
 VANCOUVER, B.C. . . . 298 Main St.
 ST. JOHN, N.B. . . . 177 Prince William St. OX 2-5431



THE PACIFIC

Optical Plan Is Started By SIUNA Pacific Unions

SAN FRANCISCO—The SIU Pacific District's optical plan, whereby the members receive free eye examinations and eyeglasses, went into operation last month at all ports and branches with port agents in charge of the welfare program.

Details of the program include the following:

- Eligibility — a seaman must have 10 days of covered employment within the 365 days immediately preceding his application for the plan's benefits.

- Benefits—Complete eye examination every two years by a licensed eye doctor.

- If glasses are needed, a seaman will receive either single vi-

sion or bifocal glasses. One pair of glasses will be supplied each year:

- Standard type frames will be supplied, with no provision for substitution of other types of frames except where some physical deformity requires a special type of frame to be used.

- Contact lenses are not covered by the plan and they will not be furnished nor allowances made for their purchase.

Special Cases

Circumstances in which a special type of lense is required because of a previous eye operation or of a particular eye illness will be handled as special cases and approval must be received before any purchase can be made.

Port agents will be supplied with Medical Authorization forms and rubber stamps for use in operating the plan.

The stamp, indicating when an examination was authorized, will be placed in the seaman's book when a member fills out an Authorization for Medical Care form.

Bill Payment

When a bill for examination and glasses is submitted, it must be accompanied by the Medical Authorization form to be honored.

Welfare will inform each union's headquarters of those seamen who receive glasses so that the proper notation may be made on his record.

Unions Act On Wilson Food Beefs

SAN FRANCISCO—Sign-ons by members of all SIU Pacific District Unions on the American President Lines' President Wilson was delayed after the ship's last voyage as a result of the piling up of a number of food beefs.

The beefs were attributed to a chief steward with an attitude of "It's never been done before and I'm not going to do it now."

Adequate Food Menu

Members of all three unions objected to the lack of an adequate crew menu, and they demanded a greater variety of food, more fresh fruit and a rotation of juices.

The demands were presented directly to the chief steward who approves the menu made by the chef.

The steward department was also involved in a separate beef with the chief steward over disputed overtime for a penalty meal.

Early Breakfast Beef

The chief steward had ordered an early breakfast for some waiters and the third steward but had not turned a pantryman to as required by the contract. The crewmembers involved had to serve themselves. They did so but many did not submit overtime as required in the contract.

After direct intervention by the steward department delegate, the waiters took action to end the violation of the agreement.

A port committee was convoked after the beefs were presented to APL with the result that overtime was paid for the early breakfast and action was promised to provide greater variety in the crew menu.

YOUR UNION MEETINGS ARE IMPORTANT TO YOU. ATTEND THEM!



Pacific Port News

Alaska Tax Payment

SEATTLE — Returns must be filed on Alaska income tax by non-residents, the state has informed SIU Pacific District unions. They suggest payment be made by check with note indicating it is done under protest. SUP reports Tom "Lefty" Matthews, building custodian passed away March 7. Jerry Clements appointed to job.

Wilmington Active

WILMINGTON — San Diego shows interest in forming MTD Council. SUP welfare administrator visited in setting up optical plan. MC&S agent working on getting doctors for medical plan. Port's MTD working to have Custom House built in the harbor area rather than Los Angeles which is some 22 miles from harbor.

Ships Transit Hawaii

HONOLULU—Large number of ships in transit had SUP supply some men for A&G. One man, Ole Olson, was in hospital at end of month.

SF Gets New Dispatcher

SAN FRANCISCO — Elmiro "Chino" LaRue, MC&S delegate aboard APL's President Wilson, appointed temporary dispatcher.

Old Days On Alaska Run



Everyone turned out to watch the ships go north to Alaska. Above, part of the crowd saying bon voyage to the SS Yukon as it sailed in April, 1934, from Pier 51, then known as Pier 2, one of "The Alaska Docks."

Yesteryear Gone

Raze 'Alaska Dock' For Seattle Cafe

SEATTLE—Soon it will be just a memory . . .

The sounds of passengers waiting to sail to Alaska, the hustle, the bustle, all was relegated to a colorful, but departed, past last month as wreckers began razing Pier 51 in Seattle.

The pier, long known as Pier 2 and for 38 years the Stateside terminal of the Alaska Steamship Co., together with Pier 1 was known as "The Alaska Docks" when steam-

ships plied the frigid waters between the US and the icy land to the north.

From their heavily-timbered docks thousands of passengers and millions of tons of cargo were shipped north to Alaska in the golden years of steamship travel.

Oldtimers remember the honor roll of wooden ships berthed at the piers by Alaska Steamship in yesteryears—the Dirigo, the Dora, the Jefferson, Santa Clara and the Bering, to name just the mainstays of a fleet that numbered over 15 ships.

Soon the memory of the journey north will be replaced by an imitation setting of a balmy South Sea Island as the pier is renovated as an elaborate restaurant, the Polynesia.

The move is part of a conversion of sections of the Seattle waterfront from a shipping center into a complex of harbor attractions—hotels, shops, restaurants—and will eventually encompass more than ten acres of waterfront sites.

Gov't Okays Ship Travel By Military

WASHINGTON — A bill providing for \$2.5 million for use by the Defense Department to send its personnel on commercial American-flag passenger ships was signed into law by President Kennedy.

The measure, strongly supported by the SIU Pacific District, covers the period through the end of June, 1961. It reverses a Defense Department report of September, 1960, which stated the agency would discontinue using ships after the present fiscal year. The report also said that some \$80 million was found for use for commercial air transportation.

Bill Aids 2 SIU Companies

The bill would materially aid two SIU Pacific District-contracted companies, American President Lines and Matson Navigation Co. Matson has already announced that it has made available more than 3,000 berths for use by the Defense Department.

The importance of such aid to steamship companies is shown by the fact that in 1959, while less than three percent of military personnel was transported in commercial American-flag vessels, this small amount transported accounted for 10 percent of the gross passenger income of the companies involved.

Government Benefits

The benefit of sea transportation to the Government is evident from a report in the Scripps-Howard newspapers which stated that \$50 million was allocated for berths on commercial airlines of which only 60 percent was actually utilized. On ships, 100 percent of the space contracted for was used and neither APL or Matson has ever defaulted in their contract to provide berths for military personnel.

On the Government-operated Military Sea Transport, 80,000 berths in one year were not utilized and MSTs vessels sometimes carry only 10 percent of their capacity. Commercial operators and seamen's unions have long argued that MSTs vessel activity be discontinued in this area.

Pacific District Shipping

Port	SUP 3/6 to 4/3	MFOW 4/1 to 4/30	MC&S 4/6 to 5/4	Total
San Fran.	631	197	398	1,226
Seattle	115	87	43	245
Portland	129	83	41	253
Wilmington	386	(no hall)	109	495
New York	115	22	40	177
New Orleans	37	(no hall)	0	37
Honolulu	19	31	19	69
San Pedro	(no hall)	66	(no hall)	66
Total	1,432	486	650	2,568

Mormacglen Trial Run

SAN PEDRO — Trial run crew for SS Mormacglen will be shipped shortly, MFOW reports. Catalina will start regular run at end of month. Union attorneys aided Greek seamen from ship abandoned on rocks in getting increase in money while waiting to be sent home.

Portland Sponsors Team

PORTLAND — MFOW is again sponsoring a Babe Ruth League team. Transfer of Matson C-3s to Australia run presented much work for MC&S. Shipping picked up for SUP which also urges members to subscribe to unionized "Portland Reporter."



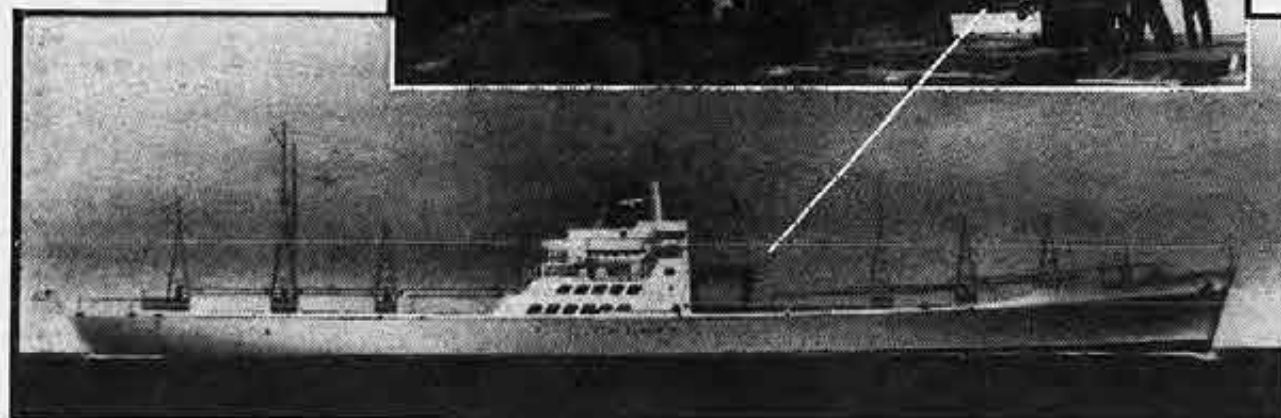
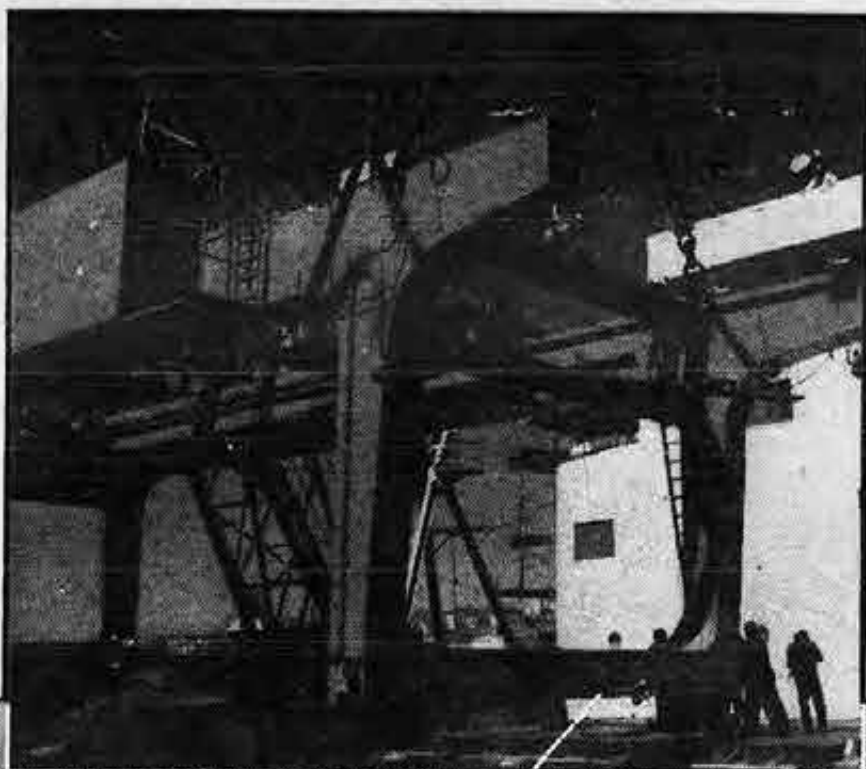
West Coast Sailors



COAST SEAFARER

Put It Down Gently, It Weighs 80 Tons

Artist's conception of the new American President Lines' SS President Lincoln (below), shows where the 80-ton gantry crane being installed (left) will be located above the No. 4 cargo hold. The crane will move containerized cargo from the dock to the hold in 2½ minutes. Aiding the operation will be a boom trolley and special spreader extending 16 feet over the dock.



Newest Pacific District Ship

APL's Lincoln To Start Run

SAN FRANCISCO—With the installation of an 80-ton gantry crane to handle containerized cargo and final trimming finished, the American President Lines' SS President Lincoln, newest SIU Pacific District contracted ship, is scheduled to sail on her maiden voyage to the Far East on Memorial Day, a week after delivery to APL here.

Another APL vessel, the SS President Tyler, sistership to the completed 23,000-ton Sea Racer cargoliner, is undergoing completion work and final testing at the Bethlehem Steel Company's San Francisco shipyard and is expected to be delivered to APL within four months.

The two ships will offer containerized service to shippers between the US and Asian ports, as well as regular cargo facilities and passenger service. At first service will be between the West Coast and Asian ports, with East Coast service to follow later.

80 Ton Gantry Crane

To handle the eight by eight by 20-foot containers used by APL, the 80-ton gantry crane was installed above the No. 4 cargo hold which holds 126 containers in a vertical stack six containers high. APL purchased 420 containers for \$1,250,000 for use on the two vessels. A second hatch is also available for container service.

The gantry crane, which is 25 feet tall, 76 feet wide and 35 feet long, has a capacity of 25 tons and has the unique feature of a "flying control room" mounted on the crane itself, with all control operations housed in waterproof, aluminum cubicles.

Accommodations For 12

The ships have air-conditioned passenger accommodations for 12 in addition to room for a total of

693,000 cubic feet of cargo space.

Sea Racer cargoliner is improved Mariner type ships, powered by 17,500 horsepower single screw geared turbines, with a cruising speed of 20 knots. Displacement

22,640 tons, the ships are 563 feet long with 76-foot beams.

The two vessels are part of a \$32 million APL construction program to modernize the company's fleet.

'Hope' Seamen Make Donation To MFO's Matthews Fund

SAN FRANCISCO—Contributions keep rolling into the Marine Firemen, Oilers, Wipers and Watertenders' Sam Matthews Fund with possibly the "farthest out" donation being made by crewmembers of the SS Hope, now in Indonesia, who said they wouldn't be able to send in the money, about \$150 to \$200, "until we get to Singapore in June."

The fund was set up to aid Matthews who has been paralyzed from the waist down for over a year after being mugged in New York City.

Old Timers Contribute

In addition to contributions from active members of the MFO and other SIU Pacific District Unions, donations have been received from old-time members who have retired and are living on union pensions. While the source of income for these members is limited, they have all made generous contributions.

Matthews, now in the San Francisco Public Health Hospital, was recently visited by his family who

live in Honolulu. The trip to the mainland by his wife and four of his seven children was made possible by contributions to the fund.

After visiting her husband, Mrs. Matthews thanked the contributors to the fund. "It was a wonderful thing for you to do," she said. "The children had not seen their father for two years and their visit with him was a terrific boost for their morale and to Sam's also. Words cannot express our appreciation to the members who contributed, many of whom we do not know personally. The MFO is a great organization with a real spirit of brotherhood."

Matthews Fund money is being used to pay for therapy which, doctors say, will enable Matthews to regain the use of his legs.

Fund monies also aid in the support of his family.

SUP Continues Fight On MSTs Job Issue

SAN FRANCISCO—The Sailors Union of the Pacific said it will continue efforts to have the Military Sea Transport Service change its policy of using Japanese crewmen on cargo ships in the Pacific after learning that Secretary of Defense Robert McNamara said he was not opposed to the present MSTs policy.

The SUP and the Masters, Mates & Pilots had asked McNamara to investigate MSTs operation of 17 cargo ships in the Pacific which fly the American flag but are crewed by 750 Japanese nationals.

McNamara was quoted in the "San Francisco News-Call Bulletin" as defending the practice of having the vessels operated by a Japanese firm under a MSTs contract.

Favors Using 'Indigenous' Persons

According to the report, McNamara stated that the Department of Defense favors using persons "indigenous" to the area in which our foreign bases are located where such skills are available.

As reasons for this, McNamara said, such a policy "makes our presence more palatable to the host countries, fosters a limitation of dollar expenditures aboard and permits logistical support to our operating military forces not otherwise obtainable."

The Sailors Union has pointed out that such foreign operation of military ships only takes money out of the domestic economy without returning any comparable gain.

It was also pointed out that American merchant seamen were able to supply logistical support to American military forces during war time.

'Ill Suited' For American Crews

McNamara also said the ships had been modified for Japanese crews and were "ill suited" for American crews. There was no elaboration on this statement.

McNamara's arguments are similar to those previously advanced by MSTs. It is believed that McNamara contacted MSTs when he promised to investigate the operating policy of the service following the SUP-MM&P request.

The two unions has protested MSTs method of crewing the vessels, stating that foreign personnel should not man American-flag

ships, especially when many American seamen are on the beach.

Understandable Years Ago

The Unions said that MSTs' action was understandable years ago when it was necessary to bolster the Japanese economy. But this situation has changed in recent years. At present there is a shortage of Japanese seamen and that nation's economy is booming.

Foreign operation of the ships has taken about \$85 million out of the American economy in recent years, with the yearly operation estimated to be \$8 million for Japanese crew and expense.

MCS Calls 1st Planning Conference

SAN FRANCISCO—The first Marine, Cooks and Stewards Union Planning Conference, to be held here June 15-18, was officially launched last month with the mailing of the conference call to all ships and branches of the union.

Coupled with the announcement of the mailing, MC&S Assistant Secretary-Treasurer James Willoughby, conference coordinator, reported that committees on arrangements, rules, program and reception have been set up and others will be formed after the conference begins.

The mailing consisted of an overprinting of the conference call and small stickers. Conference posters will be placed aboard ships by patrolmen when vessels reach port.

SIU Pacific District Halls

SUP

HONOLULU..... Pier 8, Room 208
Phone 5-6077
NEW ORLEANS..... 523 Bienville St.
Phone 5-7428
NEW YORK..... 675 4th Ave., Brooklyn
HYacinth 9-6603
PORTLAND..... 211 SW Clay St.
Capitol 3-4326
SAN FRANCISCO..... 450 Harrison St.
Douglas 2-8303
SEATTLE..... 2505 1st Ave.
Main 2-0250
WILMINGTON..... 505 Marine Ave.
Terminal 5-6617

MC&S

HONOLULU..... Room 206, Pier 8
Phone 5-1714
NEW ORLEANS..... 523 Bienville St.
Phone 5-7428
NEW YORK..... 675 4th Ave., Brooklyn
HYacinth 9-6600
PORTLAND..... 211 SW Clay St.
Capitol 7-3222
SAN FRANCISCO..... 350 Fremont St.
EXbrook 7-5900
SEATTLE..... 2505 1st Ave.
Main 3-0058
WILMINGTON..... 602 Broad Ave.
Terminal 4-8538

MFO

HONOLULU..... 56 North Nimitz Highway
Phone 5-6077
NEW YORK..... 130 Greenwich St.
Cortland 7-7094
PORTLAND..... 522 NW Everett St.
Capitol 3-7297-8
SAN FRANCISCO..... 250 Second St.
Douglas 2-4592
SAN PEDRO..... 295 West 7th St.
Terminal 3-4485
SEATTLE..... 2333 Western Ave.
Main 2-6326

Staff Officers Repay MCS

SAN FRANCISCO—The Marine Staff Officers, Office and Allied Personnel Union presented a check for \$3,000 to the Marine Cooks and Stewards union at last month's headquarter's meeting as partial payment for money borrowed for organizing purposes.

MSOAP, which has a direct charter from the Seafarer International Union of North America, embarked on an extensive organizing campaign three years ago and received support from the MC&S.

The union's efforts, which have extended from Nome, Alaska to the Mexican border, have brought longshoremen, fishermen, fish cannery workers, pursers and office personnel under the SIU banner.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Meat: The Center Of The Menu

It's estimated that one-third of all the money spent in the United States for food is used for the purpose of meat. It is also a fact that Americans consume more meat than any other nation in the world, not only for its flavor and "stick-to-the-ribs" quality, but for its health-building proteins, calories, vitamins and minerals. Needless to say, a rugged life at sea makes meat an important item of shipboard feeding.

Meat is the center of the menu—the article of diet around which most meals are planned, prepared and served. Good meat therefore deserves good care and preparation so that none of its taste and nutritive value is lost.

Most of the meat used for shipboard feeding is fabricated into standard packaged and frozen cuts. Most of the bones, excess fat, gristle and tendons have been removed according to specifications as to grade and weight. This eliminates excess weight plus routine butchering and is both a storage-saver and time-saver for the galley crew.

The US Department of Agriculture has set up for the packing houses engaged in interstate-trade specific standards and regulations regarding the type and conditions of animals slaughtered and the care given the meat afterward. All meat destined for interstate trade must be inspected by US Government inspectors and meet stipulated standards before it can be sold. This also applies to meat for consumption on American ships.

The Government has similarly established grades for the meats most commonly used. These grades are determined by conformation, finish and quality, which include such characteristics of the meat as tenderness, flavor, amount of fat, juiciness and color.

Variations from grade to grade can be considerable. Only a year ago, SIU companies began storing "US Good" grade steaks instead of the commercial grade in food service on SIU vessels through efforts of the Food and Ship Sanitation Program.

Meat can spoil and its eating qualities are reduced if it is improperly or carelessly stored or is subject to sharp temperature changes. It is a costly, perishable product and should be placed under refrigeration as soon as it is brought aboard ship.

All meats keep best when frozen at zero degrees or below. They will keep as long as a year at this temperature. At higher temperatures the exterior of the meat may look and feel frozen, but deteriorating changes occur at rapid speed. Higher than zero temperatures result in rancidity and cause meat to lose color, juiciness and flavor.

For example: At 10° F. pork starts going rancid in three or four months; beef, lamb or veal in four or five months. Quality loss occurs faster and faster as the temperature rises.

Another important thing to remember is that temperature damage is not visible or tastable in its early stages. Held for only a day at 20° F., a product is not likely to show evidence of damage particularly if it has been kept in its original packaging. Nonetheless, changes that eventually result in visible and tastable damage have begun and the damage, once done, can't be undone.

Today most of the meats aboard ship are received in fabricated form as individual cuts (strip loins, sirloin butts, rounds, etc.) in separate packages. Individual cuts are better for many reasons. They keep better, take up less space in the freezer, are easier to store, more sanitary, less trouble to prepare for cooking and only the items to be served need be defrosted.

One of the best protections for meat is proper packaging to prevent the product from being exposed to air. Exposure causes the meat to turn rancid faster and become tough. It allows "drying up" or desiccation to occur at a more rapid rate.

Never soak meat in water as a means of thawing. Thaw as slowly as possible and do it in the thaw room or any other chilled place. Meat, especially the larger cuts, should not be thawed at room temperature. If meat is thawed at room temperatures, such as in the galley, the surface will begin to spoil before the meat is thawed at the center. Further, the meat juices, formed into ice crystals when the meat was initially frozen, will drip away from the frozen meat and be completely lost.

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

ICC Reports Declining Domestic Ship Revenues

WASHINGTON—Figures issued by the Interstate Commerce Commission on revenues of the coastwise and intercoastal trade for 1960 bear out the gloomy picture of the industry beset by railroad rate-cutting.

With the exception of the SIU-contracted Calmar Steamship Company, which is in a special situation because of its haulage of Bethlehem Steel cargoes, companies in the trade had little to cheer about and some of them ran far below the previous year's figures.

Intercoastal Hit Hard

The hardest hit segment of the trade was in the intercoastal area, where revenues were way down for Luckenbach (which has since quit the trade altogether) and were also down for offshore companies run-

ning an intercoastal leg such as States Marine and Isbrandtsen. Calmar showed the biggest plus figure, but only because its 1959 revenues had been sharply affected by the steel strike.

On the East-Coast coastwise service, Seatrain showed a revenue increase, while Sea-Land had a sizable drop-off during the year.

Most of the Lakes operators showed modest improvements over 1959, but here too, their 1959 figures were adversely affected by the steel tie-up.

The revenue figures issued by ICC are gross revenues and do not reflect actual profit or loss.

Seamen Win On Minimum Pay; New Law Applies To Maritime

WASHINGTON—American merchant seamen are now covered by the Federal minimum wage law as a result of an SIU-backed amendment passed by Congress last month. Consequently, non-union seamen employed in many harbor and inland waters operations will be receiving at least \$1 an hour for the first time.

The new minimum wage law still exempts seamen from the overtime provisions of the legislation. Eventually, it will bring all seamen as well as other covered workers, up to a \$1.25 an hour minimum in a step-by-step procedure over a four-year period.

Restored In Senate

The victory on the minimum wage issue came after the House of Representatives had originally knocked out coverage for seamen. Such coverage was restored in the Senate and subsequently, both the House and the Senate adopted the Senate version of the bill, following some elaborate maneuvering by Administration forces.

In their fight for minimum wages for seamen, the SIU and other MTD-affiliated maritime unions pointed out that while existing union contracts call for wages well above the \$1 an hour mini-

mum, too many seamen on small boats were being paid less than the minimum because they were working anywhere from 60 to 80 hours a week for \$200 to \$300 a month in many instances. Among such groups are the deck scow captains in New York Harbor whose earnings are considerably below \$1 an hour.

Shipowner groups had opposed the law, even though the overtime provisions were dropped so as to exempt them from having to pay Union seamen time and one-half for overtime. Originally, the shipowners had declared that the law was acceptable to them were it not for the overtime provisions, but when these were dropped, the American Merchant Marine Institute went on record against the legislation anyway.

Even without the overtime provisions, the new law will still provide considerable improvement for many non-union seamen and boat-

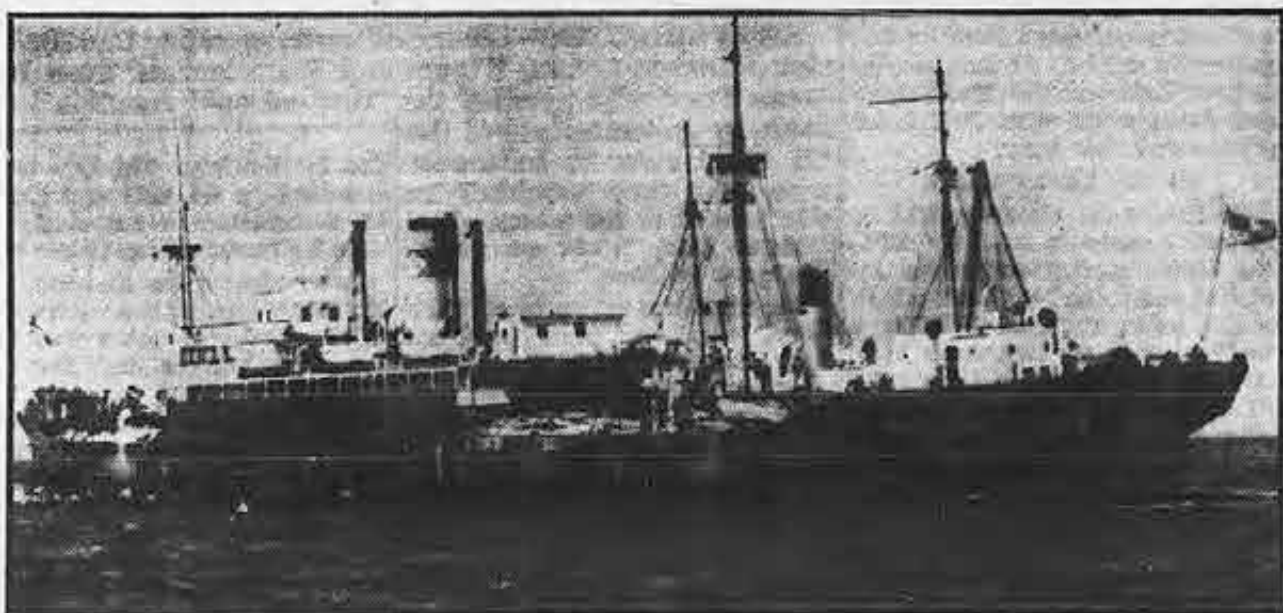
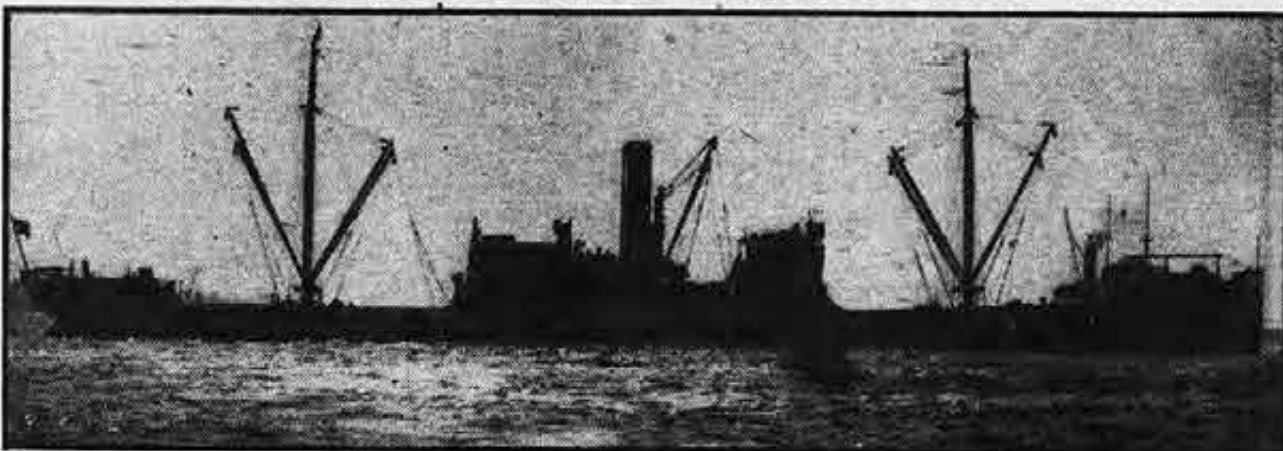
men, and also minimize the impact of low wage operations on competing, union-organized groups.

High Court Bars 16-Cent Scale

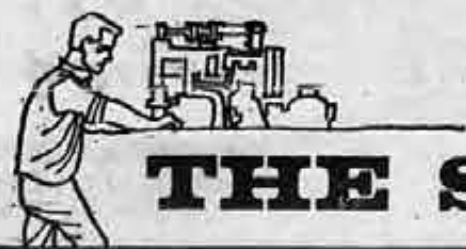
WASHINGTON—A recent Supreme Court decision held that a knitting "cooperative" in the State of Maine was in violation of the Federal Wage and Hour law. The "cooperative" was paying housewives 16 to 23 cents an hour for knitting infants' wear.

In its ruling the Supreme Court declared that the Whittaker House Cooperative, Inc., of Troy, Maine, was not a true cooperative at all, but had been set up for the purpose of evading Federal wage standards.

Only Old-Time Seafarers Will Remember These



Three former SIU-manned ships of Pre-World War II vintage are (top to bottom) the Margaret (Bull), a Hog Islander, the Major Wheeler (Bull) which the oldtimers call a "laker" even though it was a salt-water ship, and the Azalea City (Waterman) a Merchant type ship built in the Merchant Shipyard in Pa. All three were built during or right after World War I and were reported missing and presumed lost as a result of enemy action during World War II. (Photos courtesy US Naval Institute Proceedings, Annapolis, Md.)



THE SIU INDUSTRIAL WORKER

Jay-Kay Workers Approve Proposed Contract Terms

After workers at the Jay-Kay company had unanimously authorized strike action in a special meeting on Thursday evening, May 11, a tentative agreement was reached with the employers which would provide a general wage increase for all hands, plus other contract improvements.

The proposed contract won overwhelming approval from the subsequent special meeting of the plant's workers on Monday, May 15. Meetings are continuing between the Union and the company in an effort to put the proposed agreement into final form.

Immediate Raise

The two-year agreement calls for an immediate wage increase, across-the-board for all departments, reclassification of jobs in the 20 departments at the company's two plants which will result in appropriate minimum scales, plus seniority protection, welfare coverage and further improvement during the life of the contract.

Numerous negotiation meetings had been held with the employers since the UIW was certified as collective bargaining representative in February. Negotiations on the Union side had been carried out by a committee consisting of UIW representatives and rank-and-file employees from various company departments.

Two-Year Fight

Completion of the contract would wind up a fight of nearly two years' duration to bring the benefits of genuine union representation to Jay-Kay employees. Previously, the plant had been represented by an "independent" outfit, known as Amalgamated Local 355 which functioned largely as a paper local.

The organizing campaign was

climaxed by an election in October, 1960, which the UIW won handily by a margin of nearly two to one. UIW certification was delayed until January because of legal maneuvers by the defeated "independent" outfit.

Worst Conditions

Under this "independent" union, the employees had worked under the most intolerable working conditions worse than those prior to the great union organizing campaign of the 1930's. This was so because the "independent" union did nothing, would do nothing, and could do nothing.

Under the "independent" union, employees were hired at \$1 an hour and advanced to \$1.15. The company would lay them off for a month or so and then rehire them at \$1 an hour. This the "independent" union allowed.

There were many other abuses also, which made the rehiring gimmick look small by comparison.

The change brought about by the UIW was summed up by one veteran employee, who, after the contract approval, when over 100 copies of the agreement were immediately passed out, said: "At last we know what a contract looks like."

Another employee said he had worked seven years at the plant and had never seen a contract.

The contract settlement was preceded by three months of bitter negotiations during which the Union and the negotiating committee had to fight for a contract, clause by clause.

Status Quo Offer

After three months, all the employers would offer was a one-year status quo contract—that is, the same contract they had with the "independent" union.

The employers also said that they would talk about money "later"—if they made any in the meantime.

At the special meeting May 11, the employees voted unanimously for strike action—even those who had voted against the UIW in the NLRB election.

The company actually believed that these people, whom they had kicked around, browbeaten and fired at the slightest pretext would never vote for a strike.

Fight For Rights

The employers didn't realize that once the employees' fear was lifted as a result of the UIW election victory, and once it had been proved that the employees had a strong union to support them, they would stand up and fight for the rights denied to them for many years.

As another employee put it: "This shows the Jay-Kay employees are solidly behind their union, 100 percent."

At the peak of the season, employment in the Jay-Kay Corporation's New York City plants is in the vicinity of 700 workers. The firm, which operates plants in Long Island City and The Bronx, manufactures a variety of equipment, most of it for household use.

At The UIW Bargaining Table



At bargaining table discussing demands for a new two-year agreement at UIW-contracted Eastern Automotive Co., of the Bronx, are UIW National Director Steve Cardullo (far right) and UIW organizer Ralph Quinonez. At left are management representatives.

UIW Welfare Plan Expanded

NEW YORK—Increases in maximum allowances including hospital room and board and broader coverage of other hospitalization benefits, were approved for UIW members by the trustees of the Union's welfare plan, who met at headquarters here earlier this month.

The trustees voted to raise the maximum hospital benefits to \$300 from \$240, and also upped the in-hospital room and board allowance to \$15 a day from the former \$12 a day, effective the first of this month. In addition, the group approved placing the following cases under regular hospitalization benefits: Caesarean section, ectopic pregnancy, and miscarriages. The latter were formerly covered by the regular UIW maternity benefit allowances.

In the case of normal childbirths, the trustees agreed to increase the allowance to \$80 from \$62.50. The trustees also approved benefit coverage of newborn babies which may require special medication or surgery.

During the month of April, a total of \$7,383.03 was paid to UIW

members by the United Industrial Workers Welfare Plan, according to Plan officials.

The highest welfare payment for the month went to Pablo Cruz of Porter-Mathews Co., who received a check in the amount of \$702.70. Other large benefit payments went to: Charles Schaffner of F. M. Stevenson, \$564.00; Joseph Znaniec, F. M. Stevenson, \$552.00; Camillo Fioravanti, Wilson Marine Terminal, \$466.90; Edward Tochman, C & S Canvas and Rope, \$336.00, and Phillip Chiappisi, Standard Building Displays, \$280.15.

UIW Members End Voting On Convention Delegates

NEW YORK—Members of the United Industrial Workers Union have completed voting for delegates to the UIW's first convention, and are now awaiting the report of their tallying committee.

The results of the election will be reported to all ports maintaining offices, in addition to all candidates appearing on the ballot.

17 Vie For Posts

According to the UIW constitution, eight delegates to the convention will be elected. A total of 17 members placed their names in nomination and were listed on the ballot. They were:

Basil Booker, David Brecher, Joseph Campolei, John J. Dwyer, John Holiday, Warren Leader, Sal Maccarone, Ysmal Paz, Gennaro Primiano, Ralph Quinonez, Louis A. Ruggiano, Price C. Spivey, Charles S. Spruell, Frederick Stewart, Matty A. Stucchio, Joseph Walsh and Odell Watts.

Ballots Mailed To Members

A mail ballot, together with a letter of instruction, was sent to each UIW member at his last known address, and the members were instructed to return marked ballots to a designated post

office box by not later than May 12.

The UIW convention is scheduled to open May 24 at headquarters in Brooklyn. Among the items expected to be discussed are plans for broadening organizing activities in many areas where unorganized industrial workers are receiving sub-standard treatment and low pay.

The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.

UIW Signs Up Phila. Company

PHILADELPHIA—The United Industrial Workers Union has signed a new two-year contract with the Philadelphia Dressed Beef Company which grants the firm's employees increased fringe benefits, including health and welfare gains.

The contract, which went into effect earlier this month, will cover some 20 UIW employees when the firm reaches its peak season, according to UIW National Director Steve Cardullo. Philadelphia Dressed Beef primarily deals with the wholesale processing of hides.

Cardullo also announced that Jack Miller, area UIW director, was recuperating from a recent operation which not only kept him away from his regular duties, but also from attending the SIUNA convention in Puerto Rico. Miller, who had been elected a UIW delegate by the membership, is expected back on the job in a few weeks. Cardullo added that Bro. Miller wished to thank all those who sent cards and flowers during his hospital confinement.

These Are Your Union Meetings—Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every UIW member and his family.

What's more, these meetings provide every UIW member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

NEW YORK—Tuesday, June 6, at 6 PM, SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE—Wednesday, June 7, at 7:30 PM, SIU Hall, 1216 E. Baltimore St.

SUNBURY—Sunday, June 11, at 2 PM, Friendship Fire Company.

PHILADELPHIA—Tuesday, June 13, at 7:30 PM, SIU Hall, 2604 S. 4th Street.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$6,400 in maternity benefits and a maturity value of \$800 in bonds:

Maurice Gaines, born March 4, 1961, to Seafarer and Mrs. Ellis Gaines, Mobile, Alabama.

Mary Savole, born February 28, 1961, to Seafarer and Mrs. Irvin Savole, Cut Off, Louisiana.

Ciara Spiers, born March 15, 1961, to Seafarer and Mrs. Token Spiers, Columbia, Mississippi.

Irene Sears, born March 24, 1961, to Seafarer and Mrs. Lyn Sears, Brooklyn, New York.

Tadashi Diaz, born March 27, 1961, to Seafarer and Mrs. Juan C. Diaz, Santurce, Puerto Rico.

Charlene Long, born March 21, 1961, to Seafarer and Mrs. Charles Long, Prichard, Alabama.

Gilbert Gonzales, born March 29, 1961, to Seafarer and Mrs. Gilbert Gonzales, Galveston, Texas.

Daniel Kennedy, born March 22, 1961, to Seafarer and Mrs. Aubry Kennedy, Jay, Florida.

Carolyn Reed, born March 20, 1961, to Seafarer and Mrs. Hardy Reed, Galveston, Texas.

Kevin Lewing, born April 2, 1961, to Seafarer and Mrs. Otis Lewing, Florien, Louisiana.

Karen Pedraza, born February 24, 1961, to Seafarer and Mrs. H. B. Pedraza, Texas City, Texas.

Estelle Rabaria, born March 17, 1961, to Seafarer and Mrs. Teodoro Rabaria, San Francisco, California.

Louise Romero, born April 9, 1961, to Seafarer and Mrs. Antonio Romero, Brooklyn, New York.

Karl Evert Johansson, born February 22, 1961, to Seafarer and Mrs. Sven-Olaf Johansson, New Orleans, Louisiana.

Robert Bridges, Jr., born April 5, 1961, to Seafarer and Mrs. Robert Bridges, Galveston, Texas.

Dennis Peterson, born March 16, 1961, to Seafarer and Mrs. Kenneth Peterson, La Grange, Georgia.

Kevin Vega, born March 16, 1961, to Seafarer and Mrs. Woodrow Vega, Cut Off, Louisiana.

Sharon Gurney, born April 14, 1961, to Seafarer and Mrs. Antonio Gurney, Baltimore, Maryland.

Cynthia Miniz, born April 20, 1961, to Seafarer and Mrs. Joaquin Miniz, Brooklyn, New York.

Daniel Hartley, born December 30, 1960, to Seafarer and Mrs.

Lewis Hartley, Mobile, Alabama.

Edward W. Hall, born March 14, 1961, to Seafarer and Mrs. Roger Hall, Jackson Heights, New York.

John Ward, born March 28, 1961, to Seafarer and Mrs. John Ward, Clinton, Mississippi.

Donald Floyes, born February 10, 1961, to Seafarer and Mrs. Robert Floyes, Mobile, Alabama.

William Baker, born March 12, 1961, to Seafarer and Mrs. Edgar Baker, New Orleans, Louisiana.

Marcell Thomas, born March 30, 1961, to Seafarer and Mrs. Warren Thomas, Baltimore, Maryland.

Joyce Platt, born March 27, 1961, to Seafarer and Mrs. Elijah C. Platt, New Orleans, Louisiana.

Kenneth Bewley, born November 8, 1960, to Seafarer and Mrs. Thomas Bewley, Seattle, Washington.

Rebecca Sanchez, born March 18, 1961, to Seafarer and Mrs. Thomas Sanchez, Chickasaw, Alabama.

Gordon Gaskill, born March 31, 1961, to Seafarer and Mrs. Floyd Gaskill, Sea Level, North Carolina.

Blair Rowell, born March 31, 1961, to Seafarer and Mrs. Frank Rowell, Dickinson, Texas.

Amy Denny, born April 6, 1961, to Seafarer and Mrs. Hershel Denny, Bluefield, West Virginia.

Michael DeSouza, born April 12, 1961, to Seafarer and Mrs. Celestino DeSouza, Brooklyn, New York.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$44,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

George J. Balaskos, 45: Brother Balaskos passed away from a lung ailment at the USPHS Hospital, Norfolk, Va., on March 1, 1961. He had sailed in the SIU steward department since 1951. Surviving is his sister, Mary Helen Balaskos, of Norfolk. Burial was at Forest Lawn Cemetery in Norfolk. Total benefit: \$4,000.



Fernand Bertalo, 57: Brother Bertalo died at the USPHS Hospital, Baltimore, Md., on March 20, 1961, due to a heart ailment. He had shipped as an engineer on SIU tugs since 1957. Surviving is his widow, Mrs. Antoinette Bertalo, of Baltimore. Holy Cross Cemetery, Baltimore, was the place of interment. Total benefit: \$4,000.



Louis R. Ross, 33: A heart ailment caused the passing of Brother Ross at St. Joseph's Hospital, Houston, Texas, on March 16, 1961. He had been shipping in the deck department on SIU tugs since 1957. Surviving is his widow, Mrs. Shirley Ann Ross, of Houston. Burial was at Rosewood Memorial Park, Houston. Total benefit: \$4,000.



Lawrence J. Sheehan, 64: Brother Sheehan died of arteriosclerosis on May 27, 1960, at the USPHS Hospital, Staten Island, New York. He had been shipping SIU since 1940 in the steward department. His survivors are Caroline McGrath, Walter Hand and William O'Connor, all of Brooklyn, NY. Burial was at Pine Lawn Cemetery, NY. Total benefit: \$4,000.



Oswald M. Ergle, 70: A lung condition was the cause of death to Brother Ergle on April 9, 1961, at the USPHS Hospital, Baltimore, Md. He had sailed in the SIU steward department since 1946, and is survived by Dolores T. Winebrenner of Baltimore. Woodlawn Cemetery, Baltimore, was the place of burial. Total benefit: \$4,000.



Michal Michalik, 45: Brother Michalik died of broncho-pneumonia in San Francisco, Calif., on March 14, 1961. He had sailed in the SIU steward department since 1952, and is survived by Paul L. Marty of San Francisco. Holy Cross Cemetery in San Francisco was the place of burial. Total benefit: \$4,000.



Walter G. Browning, 34: A lung condition was the cause of death to Brother Browning on March 17, 1961 at Greenville, North Carolina. He had shipped in the SIU deck department since 1946. Surviving is his mother, Mrs. Flossie Browning, of Richmond, Va. Interment was at Richmond. Total benefit: \$4,000.



William M. Scott, 60: A heart ailment was the cause of death to Brother Scott on January 17, 1961 at Mobile, Ala. He had been a member of the SIU steward department since 1941, and is survived by his widow, Mrs. Frankie Scott, and a son, Cornelius, both of Mobile. Interment was at Oaklawn Cemetery in Mobile. Total benefit: \$4,000.



Cecil E. Williams, 36: A heart condition caused the passing of Brother Williams on October 2, 1960, while aboard the SS Montego Sea at New Orleans, La. He had sailed in the SIU engine department since 1945. His mother, Mrs. Rosa E. Williams, of Richmond, Va., survives. Burial was in Richmond. Total benefit: \$4,000.



Seafarer's Last Rites In Pakistan



Solemn services were held for Seafarer Turner T. Parker at Chittagong, East Pakistan, following his death at a local hospital last Christmas Day. Parker, 56, had suffered a stroke aboard the Coeur D'Alene Victory two days out of port. Shipmates and friends gathered at the Protestant Cemetery included (standing, from left): Seafarers Eldemire, McGee, Malhabour, George, Roditis, Bunco, White, Casey, Amelinck, Correll, the local Reverend who officiated, Seafarer Downey and local residents. In front, 2nd mate Todd, chief engineer O'Donnell, Capt. J. E. Rothrock, Seafarer Kolonas, 1st engineer Jolley and 3rd mate Fitzell. Bunco, who was ship's delegate, submitted the photo.

Nick Glosue, 76: Brother Glosue passed away from a lung ailment on February 21, 1961 at St. Joseph's Hospital, Tampa, Fla. He began sailing SIU in the deck department in 1940 and had been receiving special disability benefits since 1954. His widow, Mrs. Carmelina Glosue, of Tampa, survives. Myrtle Hill Cemetery, Tampa, was the place of interment. Total benefit: \$4,000.



Maurice Kopenhagen, 57: Brother Kopenhagen died of a heart condition on March 11, 1961, at Metropolitan Hospital, New York, NY. He began shipping with the SIU steward department in 1941 and had been receiving special disability benefits since 1960. His sister, Irene K. Anderson, of Bronx, NY, survives. Burial was at Montefiore Cemetery in the Bronx. Total benefit: \$4,000.



MONTGO SUM (Standard Marine), March 5—Chairman, S. J. Alpeda; Secretary, L. W. Pepper. 850 draw for Yokohama. Charles Stanina was elected as new ship's delegate. No beefs reported. Motion made to have a delegation send letter to headquarters regarding ship's safety. Food menus and service excellent. Crew very cooperative in all respects. Vote of thanks to all delegates and steward department for a job well done. Repair list to be given to patrolman at port of payoff. Discussion about master and mate doing sailor's work on deck.

PENN MARINER (Penn Shipping), March 5—Chairman, Wm. H. Thompson; Secretary, A. Tremmer. Ship's delegate reported everything is going

clean as per new cleaning schedule posted, and to include the Library and the slop sink room. Some crew repairs still not completed, but being worked on at intervals. Suggestion that crew donate \$1 toward ship's fund as a few items have been purchased for the benefit of the whole crew. Department delegates reported no beefs. Motion made that all SIU-contracted companies (such as this company) follow the SIU agreement. Suggestion that passageway on main deck be blocked off so that Koreans will not be all over the place. This to be taken up with the captain.

ROBIN HOOD (Moore-McCormack), March 12—Chairman, C. Terry; Secretary, R. Sedowski. Ship's delegate reports that two men missed the ship—one man rejoined. Everything running smoothly. \$14 in ship's fund. No beefs in deck and steward departments. Several hours disputed OT in engine department. Discussion on poor mail service. To see patrolman regarding ship's purser on the draw, and slop chest situation. Purser tends to put out the draw and open slopchest at his convenience only, without notice. Crew complains about purser every trip. This has been brought to patrolman's attention but no action has been taken.

TWIN FALLS VICTORY (Suwannee), Feb. 27—Chairman, J. Naylor; Secretary, A. Phillips. Ship's delegate reported bosun missed ship at Port Canaveral. Engine delegate reported that his department is to get report on new contract to apply to operation of this vessel. John Cantrell elected new ship's delegate. Motion for amendment to constitution that assessments come due at end of first quarter. Crew request all paychecks to be inspected to see if too much income tax is being withheld. Request company to add men to all departments to maintain ship as is presently expected. Comprehensive report to follow. Request that wash basin be installed in chief cook's quarters. Vote of thanks to steward department. Vote of thanks to outgoing ship's delegate.

THE CABINS (Texas City Ref.), March 23—Chairman, J. Mathews; Secretary, M. K. Pierce. Vote of thanks to ship's delegate who was taken to hospital in Boston. John Williams was elected new ship's delegate. \$14.72 in ship's fund. Motion that ship's fund be built up some at payoff. Ship's delegate to handle fund. Everything running smoothly and no beefs were reported.

NATALIE (Maritime Overseas), March 26—Chairman, W. Ferrandiz; Secretary, R. E. Hommel. No ship's delegate at present time. One to be elected. C. A. Ballamy elected as ship's delegate. No beefs reported by delegates. Vote of thanks to steward department for good food and service.

NATALIE (Maritime Overseas), March 19—Chairman, R. DeVirgilio; Secretary, R. Ripley. Ship's delegate requested to step down in favor of another man. J. N. McLaren elected new ship's delegate. Some disputed OT in deck department to be taken up with patrolman at payoff. Vote of thanks to steward department for good job. Laundry room needs better attention—man responsible for the job will see to it.

SEATRAN GEORGIA (Seatrains), March 26—Chairman, John Cole; Secretary, Frank Flanagan. Incident concerning man in deck department was phoned to headquarters last trip. Will be settled by patrolman at payoff. Deck engineer claims not his job to repair lockers but is job of the hawser who should do this work. At last safety meeting the captain asked men to use gangway rather than longshoremen's ladder when going ashore in Belle Chasse. \$8 in ship's fund. Some disputed OT in deck department.

TOPA TOPA (Waterman), March 19—Chairman, Harvey L. Graham; Secretary, Frank L. Bartlett. Ship's delegate reported everything running smoothly. Engine delegate reported some disputed OT. Fight aboard ship in Antwerp causing one man to be hospitalized. One man asked to be removed from ship. Union contract being violated by 1st Asst. engineer. Will explain to boarding patrolman. Some disputed OT in steward department. Suggestion made that ship's delegate see captain about lifting logs. Also for all members to help keep crew pantry clean, and to flush toilets after use.

ROBIN GOODFELLOW (Moore-McCormack), March 12—Chairman, Jack Smith; Secretary, Jack Sweeney. \$18.35 in ship's fund. No beefs reported in deck department, and steward department. Few minor beefs in engine department to be taken up with patrolman.

STEEL ARCHITECT (Isthmian), March 16—Chairman, V. Suska; Secretary, J. Ormond. Ship's delegate reported that three men went to the hospital in Colombo. Ship will arrive in New York April 7. Discussion about passageways which need to be sougeed and painted. Coolie labor taking OT. Decks need to be washed down more often. Meeting between steward delegate and patrolman is suggested when ship pays off. Discussion about mounting TV set. Patrolman to check medicine chest. Passageways and heads should be painted soon. Launch service not good enough.

STEEL DESIGNER (Isthmian), March 9—Chairman, Daniel Butts; Secretary, N. Mutin. No reply received regarding petition sent in concerning black gang foci's. \$10.50 in ship's fund. No beefs reported by delegates. Delegates of see patrolman regarding ship's being fumigated. Discussion on slopchest. Vote of thanks to steward department.

DIGEST of SIU SHIP MEETINGS

along very good. Requested resignation. Vance A. Reid was re-elected and given a vote of thanks for a job well done. Department delegates reported no beefs. Request to cut steam off radiators. Steward to make a cleaning schedule for the wash room. The BR will take care of the recreation room. The steward department was given a vote of thanks for the good job they are doing.

EAGLE VOYAGER (Sea Transport), March 25—Chairman, J. Doyle; Secretary, S. U. Johnson. Decided by crew to sign the 30-day extension to the shipping articles. Definite understanding not obtained from headquarters on bonus for signing extension. Captain refused to have the US consul brought down from Foukuoka, Japan for the signing of the extension. Two men hired in Japan as replacements. Very little repairs were taken care of in shipyard. Ship's storerooms were to be fumigated. New washing machine needed along with mattresses for all.

MANKATO VICTORY (Victory Carriers), April 2—Chairman, C. Gibbs; Secretary, J. Mesham. Ship's delegate reported few hours' disputed OT to be taken up with patrolman. No other beefs reported. All running smoothly.

WASTINGS (Waterman), March 26—Chairman, George F. Clarke; Secretary, John E. Wells. Ship's delegate reported some disputed OT. Two men logged. One man missed ship in Rieka, rejoined in Naples. Ship's delegate to call headquarters regarding men getting off in New York. Safety meeting expected to be held March 27. Delegate to turn in suggestions regarding safety. Water cooler in engine room not working. Need more water pressure on toilet. Men asked to keep toilets clean. Catwalk to be built on both sides of ship when deck cargo is carried. This has been a good trip with the minimum of beefs due to able delegates and good crew.

DEL MUNDO (Mississippi), March 15—Chairman, Jack Chastain; Secretary, L. J. Harvey. Before resigning, ship's delegate requested all members to sign official SIU ship's crew list. Theodore Marullo, elected new ship's delegate. No beefs reported by department delegates. Crew requested to bring coffee cups back to pantry. Also to fill washing machine with water up to water mark, and not overload.

PENN TRADER (Penn Shipping Corp.), March 26—Chairman, J. Zieris; Secretary, S. Rothschild. No beefs reported by department delegates. Harold Arlinghaus elected new ship's delegate.

AMES VICTORY (Victory Carriers), March 25—Chairman, Jack Stouch; Secretary, Kaznowsky. Ship's delegate reported that he saw captain regarding the money draw situation in the future foreign ports. Reported an injured crewmember. No beefs reported by department delegates. Crew requested to see captain about being relieved in order to rotate delegate's position. Schemm elected new ship's delegate. An arrearable hand vote taken regarding the type of money draws in the future foreign ports.

SAMPAN HITCH (Suwannee), March 26—Chairman, J. F. Wunderlich; Secretary, A. Bell. Ship's delegate reported all rooms will be painted. No one to go inside without consent of ship's delegate. One man went to hospital in Puerto Rico but returned to ship OK. One man broke his ankle and was paid off. \$7.30 in ship's fund. Minor beefs in deck department. Washing machine needs to be repaired or replaced. On March 28 on board ship a meeting was held and it was recommended that crew write to ask about sending a ship's library as there is none on board. Also need OT sheets.

JEFFERSON CITY VICTORY (Victory Carriers), March 7—Chairman, S. E. Walsh; Secretary, C. J. Oliver. One man failed to join ship in New York. One man failed to join ship in Philadelphia. One man left ship due to his mother being in hospital. Left gear aboard ship. Want more LOG to distribute. \$7.52 in ship's fund. No beefs reported. Suggestion that valve on fire hose be cleaned. Grating around washing machine is dangerous and should be replaced.

OCEAN DINNY (Maritime Overseas), March 1—Chairman, F. Baron; Secretary, Paul L. Whitlow. Ship's delegate reported laundry is finished and to be kept

India's Unions Make Progress, Montego Sky Seafarer Finds

(The following article was submitted to the LOG by Seafarer William Calefato.)



Four boys used as strikebreakers in India, and their contractor, rest against wall (above, left) while delegates of striking chippers, painters and scrapers union (right) pose for Seafarer William Calefato.

India is a relatively new nation, and its unions aren't much older. While the unions are similar to others the world over, the unions also symbolize the future for India. Just like the nation, the unions are in ferment, working to improve themselves against all kinds of difficulties.

A case in point occurred when the Montego Sky (Tiger Shipping) was in Calcutta and a strike was called by members of the chippers, painters and scrapers union working on the ship.

The beef was against the central government for more work and more pay. The strikers also protested against the method of payment to workers by which the employers give the job agents about 10 rupees (\$2) for each man, but the agents pay only two rupees to each man.

Scabs Are Common

While strikes in India are very serious affairs, scabs take them lightly as the incident on the Montego Sky showed. The scab employer, an ambitious contractor, brought four kids into the engine room and reported to the second engineer that they were ready to paint. Nobody knew who hired the new contractor. But he said that made little difference; all he wanted was something to eat for the kids and three rupees for himself—and the group would go to work.

The contractor knew there was a strike on, but that fact was unimportant. While he talked, the youngsters stripped to their under-



The new industrialized India is slowly being built as the scene (above) shot along the Hooghly River, one of India's important waterways, shows.

wear and then climbed all over a boiler, splattering aluminum paint. Above decks, the strike was still on in full force.

(While we didn't know who hired the group, we later learned that one of the absent engineers was unaware of the strike and hired them the day before. In the excitement the contractor forgot to explain this.)

Everyone should have known that the waterfront grapevine would carry the news of the strikebreakers to the union, because in a short while the Indian unionists, in the best of native dress and manners, presented themselves to the second engineer and the contractor, and wanted to see the anti-union workers.

Youngsters Hidden

At first the kids couldn't be found. There were fresh paint and brushes on the boilers, but no painters. A more thorough search disclosed that the four youngsters, at a signal from the contractor, had hidden themselves in the bilges and shaftalley. How they got down there so fast was their secret. In India, acrobats and magicians of various kinds are somewhat common.

After the round-up, an unscheduled meeting was held right on the floor plates. To an uninformed bystander this could have sounded like a group of auctioneers trying to outbid each other. But the significance and the principle was the same as in any SIU strike.

The argument on the floor was an omen of the greatest struggle of India herself. The small union wanted, among other things, unity. And in the enthusiasm of the unionists who surrounded the contractor, everyone could see the strength and determination of India that will eventually make that nation great.

Police were on the scene now

and they stood with local watchmen on the grating until the small gang was ushered out. The kids, along with their erring employer, were a little dismal as they walked down the gangway with the unionists.

Where they went was anyone's guess. But the right one could be that the little gang was due for some indoctrination.

As for India—she has untold millions of unemployed. Prominent businessmen and the government are convinced that these people will get their chance in the new industries that are being built. From a ship the sights are evident of a growing industrial nation. Everywhere one can see shoe factories, jute mills, shipyards and many more kinds of factories being built or operating.

Begging Will Go

As I discussed this with one storekeeper, the man said, with a smile full of dignity, "India, like all other nations, came from the dust. It fell under exploitation but it is now rising again. True, there are a 100 million beggars. But the culture is changing so that the begging will be gone in a few years and the people will again win over their hardships."

He didn't have to add: just like the painters union won.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.



Seafarers' Own 'Foreign Aid' As Effective As US Variety

(The following article was submitted to the LOG by Seafarer J. L. Gomez.)

Vast amounts of publicity are being given to the foreign aid program which our Government is sponsoring in many foreign nations. Far less well known, but just as important, is the personal aid program American merchant seamen have been pursuing since World War II, and even previous to the war.

Of course, the American seamen is a part of the Government assistance program, both by paying taxes to finance the program and manning the ships that transport the aid cargoes. In addition to his vital contribution to the national aid effort, the average seaman is also engaged in a personal aid endeavor that is supported by all seafarers regardless of union—an aid program that is completely unorganized and wholly voluntary, and one that rarely, if ever, makes the front pages of any newspaper.

Most Seafarers Contribute

In spite of the fact that our efforts are completely voluntary, it is hard to find a seaman who has not made his contribution—money, clothing, books, tools, etc.—to the program.

It may be wrong to classify our efforts as a "program." But our efforts have been successful on a local level, where they have contributed directly to the betterment of the people involved.

Through our efforts—and it is more than just charity, is a direct concern for the welfare of the many less fortunate people we come in contact with in our travels throughout the world—children are able to attend school, families are grateful for the medical bills we have paid, and poor peasants and city dwellers praise America for the food we have provided.

Our men are not called upon to make any donation. We choose the people we want to help. We have no rules as to how much we should give to a man or his family. Yet there are many orphanages and schools that exist through the generosity of the American seamen.

Thousands Of Dollars Involved

Roughly speaking, many hundreds of thousands of dollars have gone into this program each year.

We consider this nothing as compared to the people who have learned to know and become friends with the United States through us.

Of course we are proud of what we have done and are doing. Each of us may have some secret, selfish reason for what we do. But there are also practical reasons.

Many people think that the Government aid program reaches the people for whom it is intended. For the most part this is true. The food, materials and equipment are helping to eliminate starvation and hardship in many under-developed countries.

Program Used Against US

At the same time, because many of us make these countries our steady run, we know that in many places the materials and equipment have been used to our disadvantage.

We know where large quantities of grain have had to be shoveled into the sea because the facilities to handle such large shipments were inadequate and storage space was not available.

We know where to find food products labeled "not to be sold" being sold. We know where large shipments of rice and wheat have been delivered into the black market, thereby adding to the hardships of the people for whom the food was originally intended.

The agencies responsible for the delivery and distribution of the aid must have some knowledge of what is happening. It is unfortunate to note that these agencies were not held in high regard among the natives who are to receive the aid. In fact, the reputation of some agencies only detracts from the good impression and good work that our Government is trying to do.

Our efforts are a small attempt to counteract the injury that is being done to our nation. Seamen

realize that every time we step ashore in a foreign country we become ambassadors for the US. We willingly accept this challenge.

Sharing the material bounty of America is a small answer to the challenge. The knowledge of the good that we are doing, the happy faces, the joyful people all are small rewards for our efforts. After seeing how much our efforts mean, the most hard-bitten seaman succumbs and he, too, becomes involved in our program.

There is no single answer as to why any seaman gives to our program. But the final answer may lie in the fact that to do so is in the tradition of the sea, a tradition that involves aiding those in need of aid.

Sailor Rags

by E. Reyes



Sailor Rags visits the new New Orleans hall.

MT. VERNON (Victory Carriers), Feb. 17—Chairman, Charles Lee; Secretary, J. Coyle. Ship's delegate reports one man missed ship in New Jersey. One man was hospitalized in Curacao. Three replacements in Honolulu. No beefs reported.

SEATRAN NEW YORK (Seatrains), Feb. 19—Chairman, Charles Lee; Secretary, Fred R. Ryder. No beefs reported. One man missed ship in New Orleans. Crew requested to be more tidy in quarters.

ORION COMET (Orion), Feb. 12—Chairman, E. L. Roberts; Secretary, C. V. Berg. Ship's delegate reported that BR steward missed ship in Sasebo, Japan, on February 3rd. J. Nicholson paid off on a medical on the same date. Two men who missed the ship on the previous trip rejoined the vessel before sailing. No ship's fund. Members asked to chip in to cover cost of postage for letters to headquarters. Several hours disputed OT in deck and steward departments. Mate continually doing sailor's work on deck, trying to save the company money. Ship's delegate asked to write headquarters regarding store and other things put off by the captain.

EMILIA (Bull), Feb. 26—Chairman, Michael Enders; Secretary, Ned Romney. Ship's delegate reported everything running smoothly. Nine crewmembers appeared in a 20th Century-Fox production being filmed at Kyoto, Japan. Letter sent to LOG on story. \$55.75 in ship's fund. Michael Enders elected ship's delegate. Steward reported that he is short on linen changes and requests that the crewmembers turn in soiled linen promptly.

MARGARET BROWN (Bloomfield), Mar. 5—Chairman, Canales; Secretary, Makin. Ship's delegate reported no beefs. Repairs were turned in. Safety meeting was held. Motion to have deck meeting with the patrolman regarding no hot bread served. Motion that the negotiating committee be requested to insert a clause in the agreement covering a 25 percent bonus while loading or unloading lamp

black on any ship. Also, there should be a telephone on all ships while in any port so as to permit a crewmember to call to see what time his ship is going to leave.

PENN TRANSPORTER (Penn Navigation), March 5—Chairman, William Anderson; Secretary, Keith Cole. Some disputed OT in all departments. 8-12 oiler to see patrolman regarding black gang delegate being drunk and missing watch. Request that all wages and OT be paid at payoff and not to be carried over to next voyage. No signing off until all OT is settled and all monies due collected. All departments and two ship's delegates thanked for good jobs they have done. Vote of thanks to steward department.

DIGEST of SIU SHIP MEETINGS

partment. Union headquarters to be alerted on lack of any kind of safety program aboard this vessel. Crew and officers received letter of appreciation from deceased 3rd mate's wife and children, thanking them for floral wreath and donation of \$130.

ALCOA PEGASUS (Alcoa), March 5—Chairman, Robert B. Barnes; Secretary, Carl W. White. Ship's delegate reported that everything was running smoothly. Repair lists have been turned in before reaching the east coast. \$5.10 in ship's fund. There was a general discussion regarding letter sent to headquarters about the mail not being delivered to ship. It was requested that the company be contacted regarding putting luggage racks over all single bunks in fore'sles, and to have all personal lockers in

fore'sles repaired and painted. Crew to keep pantry clean at all time. Crew suggested that the Coast Guard inspect chart room deck for structural defect. Twelve to four engine department fore'sle relocated, was another suggestion. Vote of thanks to steward department.

DEL ALBA (Mississippi), Mar. 12—Chairman, E. Butch Wright; Secretary, G. Troclair. No beefs reported. All running smoothly. 32 in ship's fund. Motion made to have negotiating committee put clause in contract to eliminate carrying Kroo boys on Africa coast as this causes much dissension among the ship's crew. Will see Union official to see what can be done about roaches aboard ship. Washing machine in bad shape. No can opener in pantry for night use. Vote of thanks to the baker for a job well done.

PETROCHEM (Valentine Chemical), March 6—Chairman, K. Matgimios; Secretary, A. Z. Oheza. \$11.21 in ship's fund. No beefs were reported. Motion made to elect new ship's delegate. Motion to see captain and see if he would authorize the building of wooden benches for crew's use on deck back aft. Vote of thanks to steward department for work well done. Suggestion made that negotiations be opened for a 10 percent increase in wages and overtime, as well as fringed benefits.

DANNY BOY (Kulukundis), March 5—Chairman, L. P. Hagmann; Secretary, F. Donovan. Ship's delegate reported that new chairs and mattresses were ordered. Motion made to consult patrolman regarding beef on subsistence. Motion made to get some prompt action on the building of new hall in Houston.

MARORE (Marven), March 5—Chairman, John Miller; Secretary, Frank Albore. Ship's delegate reported two men hospitalized. No disputed OT. Discussion on men being able to pay off. Have patrolman meet ship in Pedro.

ATLAS (Cargo & Tankship), March 11—Chairman, Carl Johnson; Secre-

tary, Ange Panagopoulos. Ship's delegate reported that three men in the deck department are missing watches and one man missed the ship. Repair list turned over to captain. No beefs were reported. Ship's delegate to see chief engineer regarding cold water in showers.

STEEL WORKER (Isthmian), Feb. 26—Chairman, Wm. O'Brien; Secretary, W. M. Hand. Ship's delegate reported that the two day's loading was ok'd and two days for chipping in Kandia, India, is disputed. Everything else is OK. Motion was made to have the Union pay transportation to men shipped from one port to do job in another port. Water faucet for coolies should be moved away from crew quarters. Vote of thanks to carpenter and steward for seeing that crew have fine movie program. Also vote of thanks to steward department for good meals and service. Vote of thanks to steward for good menus and for being especially accommodating to crew.

IBERVILLE (Waterman), Feb. 26—Chairman, Phillip F. Ackroyd; Secretary, Wm. R. Cameron. Ship's delegate requested repair list be turned in. \$3.60 in ship's fund. Messroom chairs need repairing. Movie projector to be stenciled. William Cameron to go with officer to select movie film for out-going voyage. No beefs reported.

MANKATO VICTORY (Victory Carriers), Feb. 12—Chairman, Fred L. Travis; Secretary, Paul S. Howe. No beefs reported. Elected ship's delegate from deck department. Old books to be turned in to American Merchant Marine Library, Honolulu. All salads to be seasoned by individuals.

DEL MUNDO (Delta Line), March 5—Chairman, Robert Banister; Secretary, Louis J. Fernandez. Ship's delegate reported no beefs. Repair lists turned in to captain. One man in the Steward department in hospital in Buenos Aires. Vote of thanks for the good work of the Steward department. Jan. 6—Chairman, Robert Banister; Secretary, Louis J. Fernandez. Ship's

delegate reported no beefs. Washing machine repaired. Steward department quarters to be painted this trip. Robert Banister elected new ship's delegate. Crew asked to keep the pantry clean of trash and return all used cups to the pantry. Vote of thanks to steward dept. on an excellent Christmas and New Year's Dinner.

STEEL DESIGNER (Isthmian), April 1—Chairman, Gene Flowers; Secretary, N. Martin. Ship's delegate reported one man was fired for performing. Lockers for deck department were not taken care of. \$15.63 in ship's fund. Department delegates reported no beefs. Ship's delegate resigned. New ship's delegate elected, Gene Flowers. Black gang fore'sles to be reconverted in Frisco shipyard. Discussion on draws in foreign ports. Request cooperation of all members to take care of washing machine. Vote of thanks to former ship's delegate.

MT. EVANS (Cargo & Tankship), March 26—Chairman, F. B. Neely; Secretary, H. F. Henry. Ship's delegate reported no beefs. Discussion about better assortment of condiments.

ALCOA RUNNER (Alcoa), March 29—Chairman, E. A. Wright; Secretary, W. R. Stone. Ship's delegate reported that most of the repairs have been made and most painting has been done. More repairs to be made when material obtained for making repairs is received. Will see patrolman about getting new washing machine. Department delegates reported no beefs. Discussion on the installation of screen doors in galley and crew messroom.

MASSMAR (Calmar), March 19—Chairman, B. Hirsch; Secretary, M. E. Greenwald. No beefs reported. Ernest W. Johnson elected new ship's delegate. All running smoothly.

ALICE BROWN (Bloomfield), March 12—Chairman, J. W. Alfstaff; Secretary, Charles F. McDowell. \$19.10 in ship's fund. No beefs reported. Discussion on each department taking 40m cleaning recreation room. Discussion on safety.

FROM THE SHIPS AT SEA

Varied subjects were discussed by crews at sea last month. They ranged from the problem of unauthorized personnel coming aboard ship in foreign ports to possible areas of contract negotiations.

The problem of unauthorized persons coming aboard ship in foreign ports is heightened by the fact that past experience has shown that when these persons leave they occasionally walk off with personal possessions of seamen.

The Steel Seafarer (Isthmian) has called on company officials to take action to keep unauthorized persons out of the crew areas while the ship is in foreign ports. Sailing along the African coast, the Robin Hood (Robin) urged all hands to cooperate to keep non-crewmen out of the midship house because of the sanitary reasons involved and to put a stop to pilfer-

ing of crew's personal belongings. On the Penn Explorer (Penntrans) traveling in the Middle East, everyone was asked to keep all doors locked to keep Egyptians out of the deck house.

Contract Chances

With contract time near, crews are starting to discuss possible areas of negotiations. Morning Light (Waterman) voted to send a letter to headquarters suggesting that the new contract incorporate a provision that companies pay crews for the actual number of days worked instead of a 30-day month. Beauregard (Sea-Land) wants all port time in the continental limits of the US as time off or have the company pay OT.

A motion to change the pay rate from OT to time and a half for painting offices' quarters was approved aboard the Orion Comet (Orion). Alcoa Pegasus (Alcoa) is looking for improvements on welfare and retirement.

Margaret Brown (Bloomfield) wants clarification of the following: Is deck maintenance required to take temperatures in cargo holds each morning? Is this a regular routine duty or is it the duty of the chief mate? Is OT involved for the deck maintenance, and is he required to take readings seven days a week? Crew also notes that deck watchstanders are required to turn blowers on and off in cargo holds and, as blowers are in the resistor house, it may be considered hazardous for anyone not familiar with electrical work and equipment.

Crews are also concerned with proper attire. On the Producer (Marine Carriers Corp) it was moved to have proper clothes worn in the messroom. Steel Artisan (Isthmian) specifically required crewmembers to wear full shirts, not T-shirts, for meal time in the dining room.

New Orleans Hall: Comfort, Beauty

To the Editor:

Just a few lines to say hello again and let you know that I am aboard the Del Sud (one of the Delta Line "Glamour Wagons") after shipping out of the new New Orleans hall.

Words cannot describe the beauty and all-around comfort that our hall in New Orleans

ing all the arrangements for me. I realize, of course, that kind and considerate treatment is typical of the SIU and it is a good feeling to have a friend when help is needed.

Again, my heartfelt thanks to all of you.

Mrs. Mary Driscoll

PS I enjoy reading the LOG from cover to cover.

~ ~ ~

Expresses Thanks For Flowers

To the Editor:

I wish to express my thanks to the members of the SIU for the lovely floral offering sent upon the death of my dear husband, Ben Stewart.

Mr. Buck Stephens was so helpful to me; I wish him to know how much I appreciate the time and effort he spent on my behalf.

The kind letter received from the Union was a consolation to me. The check enclosed from the SIU Welfare Plan will be of much help to me.

I hope to continue receiving the SEAFARERS LOG so I can keep up with the progress of the Union and the many friends made through the years while my husband was a Seafarer.

Mildred Stewart

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Calls For New Lifeboat Design

To the Editor:

The latest sea accident in which a Liberty-type ship broke in half off the coast of Maine and the skipper kept his crew on board, the damaged ship as long as possible claiming that the lifeboats were not seaworthy to battle 15-foot swells, shows that improvements in lifeboat design are needed.

It is time to provide the American merchant marine with a lifeboat that not only can resist bad weather but also remain waterproof after being overturned. Such a lifeboat should also be supplied with oxygen tanks as part of its emergency equipment in case the boat has to be sealed for survival purposes.

Such sealing would be necessary in case of atomic attack at sea as a protection against radiation until the danger is past. In addition, a fireproof, sealed lifeboat would provide emergency protection in case of a fire at sea when the boat has been trapped.

The boat-lowering system should be changed to provide for lowering from within the lifeboat so sailors will not be exposed to added danger by being required to remain on deck to lower away.

It is my belief that a fleet provided with such advancements will run without competition in the passenger trade due to its safety advantages and will provide unequalled protection for seafarers in the cargo trade.

Julio Evans

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.

has; one must personally visit it to realize that this hall was built for the comfort and convenience of the rank and file and their families. It is a real tribute to the maritime and trade movement and will continually show the SIU always leads the way.

I hope I am in New Orleans for the grand opening which, they say, will be in April. We are due back in on the 19th. Just a suggestion from the crew: how about open house on the 22nd? It is a perfect day: Sunday. We have the best baker in the Gulf aboard to bake a cake replica of the hall.

Vic Miorana

~ ~ ~

Thanks Union For Condolences

To the Editor:

I received the Welfare Plan's benefit check together with Union letter and I wish to extend my thanks.

I would also like to thank the Union for its letter of condolence.

I would like to thank the Union on behalf of the Hawood family for its condolence.

Mrs. Carol Root

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Welfare Plan Help Is Appreciated

To the Editor:

These few lines are in grateful appreciation to the SIU for the substantial assistance I received through the Union's Welfare Plan.

In January, I was obliged to enter the hospital for serious abdominal surgery. I telephoned the Welfare Plan office and was assured that everything would be taken care of under the family Hospital Plan.

The kind and courteous treatment shown me by the people at the Welfare Plan office made a deep impression on me.

I am especially grateful to Mr. Patterson and his staff for the prompt attention and for mak-

Sword Knot Seamen's Theme: 'Monopoly' Between Missiles

The cries could be heard in the clear night as the ship rested at anchor somewhere in the South Atlantic:

"Two yellows for a blue!"
"No I won't—I'm getting cheated!"

It wasn't mayhem. It was just a "fierce and shrewd" game of "Monopoly" being played on the Sword Knot (Suwannee) while the ship was on a record 95-day down range missile run.

According to the report to the LOG, "Monopoly" was the chief form of relaxation for the 23-man SIU crew of the knot-type ship, one of 11 used by Suwannee on the missile patrol extending from Trinidad to the Ascension Islands.

Ushering In Space Age

The job, an important part of the efforts that are ushering in the space age, is not all play. While the vessels carry no cargo, the men are continually involved in day-to-day maintenance and operation work to insure the fleet's operating at peak efficiency.

The ships serve as mobile missile-tracking and recovery stations for the earth satellites, moon shots and military guided missile and ballistic missile tests conducted by the Government.

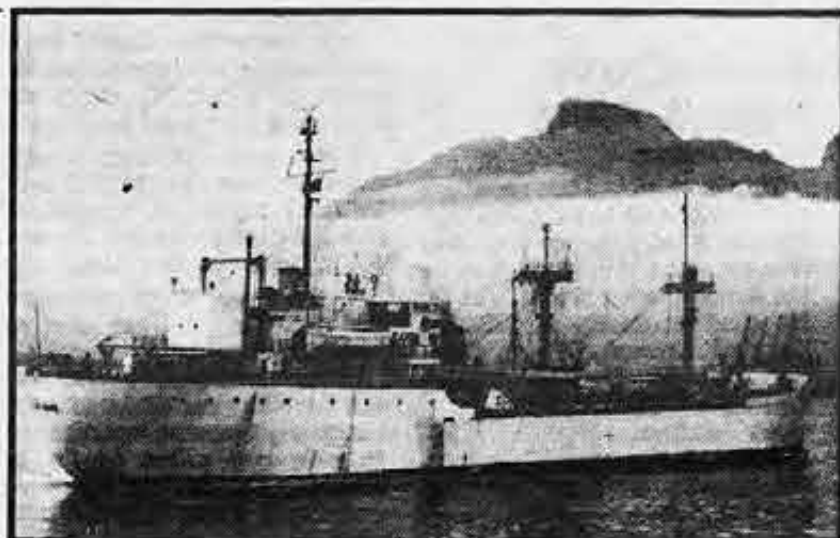
Because of the nature of the work, the company-union agreement covers such unusual areas as assignment of telemetry space, manning of recovery boats and recovery watch.

Based In Trinidad, Recife

The ships are based in Trinidad and Recife, Brazil. Their passengers are the technicians who operate the radar tracking gear and the frogmen who salvage nose cones and recording gear.

While the ships are away from port for long periods, the Sword Knot's 95 days at sea was a record for which the captain complimented the entire crew.

During the voyage, chief steward Frank Napoli and AB Henry Mur-



At the end of a run a missile ship rests quietly in harbor waiting for another call to go down range and recover a test shot.

ranka caught over 1,000 pounds of dolphin and other varieties of fish to keep the ship well supplied with seafood.

1,000 Pound Ray Got Away

Ship's delegate Leonard G. Kropp reported that Napoli's only "disappointment" was losing a manta ray, estimated weight 1,000 pounds, that he had speared single-handed from the fantail.

No beefs were reported on the voyage. Because there are few places where the ship's fund can be used, the crew voted to "temporarily discontinue" collecting money for it, as the present \$47.50 "is adequate."

On the shark front, wiper Frank Hickox and BR Roy Elford caught a fair catch of four makos and three white tips, Kropp reported.

"Monopoly" continued for most of the trip, with engine department delegate Peter McDonald claiming the game gave him high blood pressure. It "finally broke up under heated, friendly trading discussions."

Red Carpet Out For Players

Kropp says the red carpet is out for any Seafarer who enjoys a game of "skill and possesses real estate such as Park Place and Boardwalk."

It has been suggested that the crew discuss the possibility of using some of the computers that are employed in the tracking operation in planning their trading moves. The scientists aboard ship should be glad to oblige—maybe they can get into the game that way.

Third Mate Saves AB's Life; Treatment Stops Gangrene

Month-long patient care by the third mate of the Montego Sky saved the life of John Statchen, AB, while the ship was returning to Portland from Singapore. The mate, V. E. Sprague, treated Seafarer

Statchen's gashed right hand index finger, checking the advance of blood poisoning and preventing gangrene which could have resulted in an amputation or even death.

Statchen is now being treated at a hospital in Portland. At first a doctor said the finger would have to come off, but later consultations resulted in the decision that it could be saved.

Doctors: 'Mate Did Good Job'

Statchen reported the doctors as saying the mate "did a damned good job and if it wasn't for him I would be dead now."

The finger was gashed while Statchen was cleaning a rose box in a hold. Though the wound was dressed immediately, a day or so later the pain increased and infec-

tion became prevalent, with the symptoms pointing to gangrene.

Radio messages were exchanged with Singapore and Sprague assumed responsibility for carrying out the treatment of lancing, soaking and penicillin.

Looked Like 'Chewed Frankfurter'

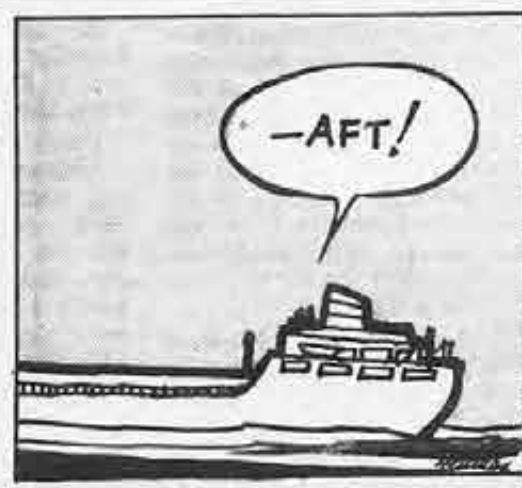
The infected finger was described in a report to the LOG as looking like "a chewed frankfurter with ketchup, mustard and relish all over it."

A slow trip to Portland, caused by the fact that the ship was empty and could not make good time, added to the danger of gangrene, while storm conditions prevented Statchen from being transferred to another ship or to Midway Island, the nearest land, for more thorough hospital treatment.

No Fish Story



When (l. to r) Stanley Zebrowski, wiper; George Stanley, bosun; Pete Mena, AB; and Frank Wherrity, AB, tell of the 28-pound dolphin they caught while on the Losmar, it isn't a fish story, as Tom Ulisse's pix shows.



Praises LOG's Medical Column

To the Editor:

I have found the medical articles in the SEAFARERS LOG very interesting. Is it possible to have an issue on arthritis?

James W. Reed

Ex-Seafarer Passes Away

To the Editor:

This is to advise the members of the SIU who knew him about the death of my brother, Abe Gamzon, who was a member of the Union during World War II. He died tragically at Hillside Hospital, Queens, NY, on October 25, 1960. He left a wife, Louise; a widowed mother, Mrs. Mollie Gamzon; a brother, two sisters and many friends who loved him. He would have been 34 years old on May 24, 1961.



Gamzon

Abe was attending Hofstra College and had made the Dean's List as an honor student. He had hoped to become a teacher, attended Mannes School of Music in New York and excelled at playing the recorder and flute. He also played the mandolin and danced at folk dance groups.

The enclosed picture was taken about 1946, right after the time he was with the merchant marine. He later was in the Army, and was honorably discharged after serving as a military policeman.

I'm sure his buddies aboard ship will remember him kindly. He was a gentle and good soul. May he rest in peace.

Mrs. Sarah Kaplan

(Ed. note: Brother Gamzon sailed with the SIU in the deck department after joining in New York on March 10, 1945. He shipped primarily with Robt Line. Our condolences to his family and friends.)

Workers' Tax Relief Needed

To the Editor:

Now that income tax time is here again, I found the LOG of February most helpful in making out my income tax return. However, I note that each year the Internal Revenue Service has taken away something from the workers in favor of big business interests at the expense of the workers.

In view of the fact that the workers, who pay 90 percent of the income tax in the US, do not have depletion allowance tax loopholes like the oil trusts who have a 27 percent tax dodge—and I note that the big oil companies who enjoy this tax dodge have most of their ships under runaway Panlibhono flags—and in view of the rising cost of living and rising taxation, which are both outstepping wage increases, I think it is time for labor to demand a \$1,200 tax exemption per person from the Government. Like everything that labor receives, we will have to put up a big fight for it.

I do not feel obligated to have my income tax money spent by the State Department to buy all of the big shots in Venezuela a \$10,000 automobile and all of

the pocket money they can spend in order to keep the oil trusts in business.

Alan Kenneth Green
Radio Officer

SIU Impresses British Seaman

To the Editor:

It is some time since I wrote and thanked you for mailing the copies of the LOG, which my mates and I enjoyed very much.

I am now enclosing a copy of our union magazine, [Ed note: National Union of Seamen of Great Britain] thought some of the articles would interest you.

I gave up deep sea work last October, and am now on coastal ships.

After reading about the various benefits your Union gives to members, I cannot but compare it with our union (really no comparison). Let me quote an experience I had back in 1955.

I had to go into a hospital for an operation and was off duty nearly a year. I notified my union each week with a hospital certificate, saying I was unfit for duty.

The union excused my union dues for this period. But did I get any sick pay? Not a cent.

The only money I received was from state insurance. This was two pounds, 10 shillings a

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.

week. (Ed note: \$7 a week.)

When I was fit again, I got another ship and, on reporting to the union, was offered two weeks at their convalescent home. This I declined and returned to sea.

All the time I have been in this union I have kept up my dues, even when I was out of employment. So you see, when you read our magazine you will no doubt discern a certain amount of "bull" in it.

Even a temporary seaman, that is one who works on river pleasure steamers from May until the end of September, has to belong to the union, knowing he may not get on a regular run afterward.

Well I think this will give you some idea of our union. Many thanks again for the SEAFARER'S LOG. It is good to know that there is a union with strength.

S. Powell

Maritime Unions Unity Praised

To the Editor:

Having sailed SIU ships steadily for 13 years, I recently took a job ashore to see how the other half lives.

I am presently employed in a position where several unions and crafts must work together on the same job, and after seeing the jurisdictional disputes etc., that arise from such a situation I can appreciate all the more the close cooperation the SIU has maintained with the MM&P, MEBA etc., throughout the years I sailed.

I read in one of the latest is-

ues of the LOG of a proposed joint negotiating board of all maritime unions. This seems to me to be another great step forward.

One must see to believe some of the ridiculous disputes that can arise because labor unions cannot or will not work closely with each other.

Daniel C. Robinson

Welcomes Words Of Sympathy

To the Editor:

My special thanks for the most comforting words of sympathy received from the Union during my bereavement. Our loss is very hard to take.

I received the benefit check and appreciate the prompt efficiency of the Welfare Plan. It has made the burden easier on all of us.

Mrs. Ann Sumaki

Not Impressed By ST Louisiana

To the Editor:

I am about to leave the pride of the Seatrains fleet, the Louisiana. Boys, believe me, she is some feeder. Ask the sea gulls. These sea gulls followed us from Edgewater to Texas City and back. You can't fool a gull. They are the best fed on the coast.

We have no recreation room. Everything takes place in the mess hall: the mess boy cuts off the TV so he can take orders while the others want to see or hear the news.

Boys, its one happy family. And believe me some fellows have been on here for four or five years.

The first engineer is a prince. No chipping overhead unless its 8 AM. It could be sooner, but that would be overtime.

Well, as Red Campbell used to say: Back to the Delta Lines for me. Here is where the one year vacation rule would go over big.

Thomas Daniel Garrity

Wants Same Day Payoff

To the Editor:

I feel when ships arrive in their final port of discharge in the early hours of the day it should be compulsory for the ships to pay off the same day. And if the time of arriving is late the ships should pay off the following day, not two or three days later. Also if we are not paid off prior to noon we should be paid for the day of payoff instead of through the previous day.

At payoff the boarding patrolman should bring vacation pay applications with him so the crewmembers desiring to do so will be able to apply for their vacation pay. This would be very helpful to and appreciated by the members not quitting the ship. By the time the ships get to engagement ports there would be time for the checks to be processed. And after getting to our ports we'd only have several days to wait instead of a week.

Evis J. Thibadeaux, Jr.

Thanks Crew For Flowers

To the Editor:

My son John Sutcliffe is a crewmember of the Emilia. We wish to express our thanks and appreciation to the crew and to the SIU for the flowers sent on the death of my husband, Edward Sutcliffe.

Mrs. Edward Sutcliffe

The Sullivan Boys



The Sullivan boys stopped in at headquarters after getting a checkup at the medical center to say hello. They are (l. to r.), Eugene, Daniel and John Jr.. John Sullivan, Sr., is a member of the engine department.

LOG-A-RHYTHM:

The Black Prince

By Carl Max McDaniel

In the velvet stillness of the night
I am awakened by a dazzling light,
Standing before me in a robe so bright

The Black Prince, in all his majesty and might.

The Black Prince spoke, in a voice so great

I trembled with fright, wondered at my fate,

"I come for your soul," the Black Prince said.

I shuddered with horror, at words so dread.

"I will not go," in defiance, I replied

"I'm among the living, I have not died."

The Devil looked at me, his visage quiet dark

"There's no mistake, against your name is a mark."

"So come, let us journey to the regions below

Forsake light and life, surrender your soul.

In the nether depths, a place waits for you

Your life is forfeit, your soul is due."

With fear and trembling I rose from my bed

To accompany the Devil to the land of the dead.

A sudden shouting! From a distance it seemed

I awakened to sunrise, I had only dreamed!

With thanksgiving in my heart, I looked at the sun

What a glorious day for me had begun.

The Black Prince was gone, to the legions in Hell

I was still safe in the world, living and well.

With The Children



Our photographer caught Tex Jacks at headquarters when he made a recent visit with his children Lori, 9, and Larry, 6. Jacks, who sails as a bosun, was last on the Ocean Ulla.

NY Visitors



Paul Pallas and his wife Jeanne paid a visit to headquarters before he left for Norfolk for a deck department job on the Construction Aggregates Corporation dredge Ezra Sensibar, formerly the Sandcaptain. The dredge is working on a tunnel construction project in the Norfolk harbor area.

Prove Eligibility For Hospital S

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

SIU BULLETIN BOARD

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

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

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

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

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September 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.

PERSONALS and NOTICES

Robert (Bob) Moylan
Important you get in touch with Mrs. Ruth Tilley, 6803 Espanita Street, Long Beach 15, Calif.

Richard J. Cavanagh
Contact Mrs. John Burns, 362 White Road, Mineola, NY.

Olle Johansson
Contact Ake Johansson, S.T. Eriksplan 1, Stockholm, Sweden.

Randhani S. Nandkeshwar
Contact Wilma Nandkeshwar, 1654 E. Pratt Street, Baltimore, Md.

Dale Lucia
Contact Mrs. T. Buryers, 19 B. Catlin Avenue, Superior, Wisconsin.

Angel Lester Reyes
Get in touch with Elisa Reyes, PO Box 5454, Puerta de Tierra, Puerto Rico.

The following Seafarers have important mail being held for them in the Houston port office. Please write to the SIU, 4202 Canal Street, Houston 3, Texas:

E. S. Becker, E. L. Bethurum, I. Bouzin, A. J. Bullard, J. L. Conner, Jr., L. R. Centeno, G. M. Chang, R. M. Christian, D. C. Coyle, H. L. Campbell, A. Du Rapau, J. W. Floyd, E. P. Fauntleroy, M. J. Gallier, J. M. Guillory, S. L. Grice.

C. A. Georger, G. Howard, J. Huisman, B. L. Hosea, M. V. Hunt, J. Hart, E. K. Iverson, J. R. Joy, A. Jooselson, M. L. Kelley, J. C. Lakwyk, K. M. LeRoy, L. J. Lowe, M. Miller, O. R. Meffert, W. S. Montgomery, E. P. Meyer, J. H. Moore, S. D. Morales.

O. Motley, D. McDuffie, M. McNabb, Jr., J. S. McRae, G. Owen, T. F. Oliver, F. Pieszykolo, F. M. Primeau, A. Phillips, H. C. Powers, B. J. Power, J. M. Pasko, S. Rivera, J. Rawza, V. H. Smihula.

W. W. Stockman, J. E. Slayton, R. W. Schumacher, F. L. Sanders, Jr., M. Terrington, W. Turpin, A. Vacantios, C. E. Williamson, F. C. Williams, N. West, J. E. Williford, I. W. Wright, C. E. Wynn, T. Zielinsky, H. Yates.

Richard P. Bowman
Contact David C. McClung, attorney, c/o Gill, Dol, Shim, Naito and McClung, Rm. 446, Honolulu Merchandise Mart Building, Honolulu 13, Hawaii, concerning back wages due to you.

Audley C. Foster
Important you contact your wife Rose immediately at 609 Observer Highway, Hoboken, NJ. She is holding some important mail for you.

Dominick M. Ranosa
Please contact Flora at IV 8-0017, Baltimore. Very important.

Francis Reboucas
Contact Miss Emily Almeida, 261 Stockbridge Road, Greenbush, Mass.

Mike Brennan
Please contact Archie Milne, very urgent, concerning bus accident on January 4, 1960. Get in touch with him at 4720 Capital Street, Houston 11, Texas.

Zygmunt Osinski
Contact Robert E. Tarbox, attorney, at 3 The Embarcadero, San Francisco 11, Calif.

Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, California: Adolph T. Anderson, Freddie Bailey, John J. Doyle, B. J. Dzelak, Fong Yao King, Steve Krkovich, Angelo Meglio, Raymond H. Miller, Joseph Pitetta, Irinio C. Roble, Cleveland Scott, Bryan C. Slaid, Charles H. Stephenson.

Mr. Gibson
Please contact James D. Chavers, Jr., 2607 East Jones Street, Savannah, Ga.

Eugene Warren Bent
Contact your mother at 853 Inman Avenue, Rahway, New Jersey.

Roosevelt Robbins
Contact Belle Needham, 835 W. Anaheim Street, Wilmington, Calif., Terminal 5-8946 or Terminal 5-8909, concerning tax refund checks.

John H. Murray
Important you contact your son at Brownell Street.

Jo Jo Trout
J. R. Alsobrook hospitalized, in financial need. Contact him at Box 100, USPHS, Ft. Worth, Texas.

Tommy McCarthy
Contact Miss Fay McCarthy, 126-17 Jamaica Ave., Richmond Hill 18, NY.

John W. Ward
Contact Robert E. Querry, Support Enforcement and Collection Union, State Department of Public Assistance, PO Box 1162, Olympia, Washington.

Frederick M. Donaldson
Contact Henry J. Fisher, Commissioner of Public Welfare, 240 Fair Street, Kingston, NY.

Mr. Bluefort
Contact Daniel Sherman, 1410-12 Bankers Securities Building, 1315 Walnut Street, Philadelphia 7, Pa.

Donald E. Boots
Get in touch with Edward Mayer, Imperial Credit Company, 8 North Dearborn Street, Chicago 2, Ill.

Mohd H. Beg or Harry Beg
Contact your wife at 3302 Griffith Park Blvd., Los Angeles 27.

John Mueller
Please get in touch with Catherine Mueller, 2337 Edmondson Ave., Baltimore.

Demetrio de Jesus Franco
Important you contact Carmen Valencia de Jesus, calle 25 J 30, Rio Piedra, Puerto Rico.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

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Logger Union Revived In Newfoundland

ST. JOHNS, Newfoundland—Two years after their strike was crushed by the Newfoundland provincial government, the International Woodworkers of America is back in business here, organizing loggers employed by two major companies.

The International Woodworkers of America has announced that a new local union formed in Newfoundland will apply for certification and bargaining representation for 5,000 loggers employed by the Anglo-Newfoundland Development Company and the Bowater Company, two major paper manufacturers.

Back in 1959, the union was destroyed in Newfoundland by the action of the provincial government. The government of Premier Joseph Smallwood enacted laws which outlawed the loggers union and replaced it by a government-sponsored "union."

At the time, the loggers strike drew wide sympathy and support

from the labor movement. The SIUNA convention in Montreal, May, 1959, voted support and financial assistance to the loggers, as did the SIU of Canada.

What helped put the union back into the picture was the report of a Canadian government commission criticizing substandard wages and living conditions in the logging camps. The so-called "Newfoundland Brotherhood of Wood Workers" the puppet "union" set up by the Newfoundland government has not been enforcing agreements it has with the employers.

The key test will come when application is made for certification since Premier Smallwood has

vowed to "stop at nothing" to keep a legitimate loggers' union out of the province.

Union Has Cable Address

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

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

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

**EVERY SEAFARER
MUST FILL OUT
THIS CARD NOW**

A new combination beneficiary and enrollment card has been issued by the Seafarers Welfare Plan. This replaces all previous forms used for this purpose. Consequently, every Seafarer is urged to fill out the new form, listing his beneficiary and his dependents, to assure speedy payment of welfare benefits.

By filling out this new card you give the Plan an accurate record containing the most up-to-date information about your family, including your latest address and the names of all your dependents.

Cards have been sent out to all SIU ships and are available in all Union halls. Fill one out and drop it into any mailbox in the United States to provide full protection for you and your family.

You sign your name here. DO NOT PRINT HERE.

Be sure to date the card.

The witness signs here. Any adult can sign as your witness.

This space is for the address of the witness.

FAREER OUT NOW

BUSINESS REPLY CARD
First Class Permit No. 8264, New York, N. Y.

SEAFARERS WELFARE PLAN
Room 1060
11 BROADWAY
NEW YORK 4, N. Y.

Postage Will be Paid by Addressee

No Postage Stamp Necessary if Mailed in the United States

I has been
ll previous
Seafarer is
ry and his
enefits.
rate record
our family,

SEAFARERS WELFARE PLAN ENROLLMENT-BENEFICIARY CARD	Room 1060, 11 Broadway, New York 4, N. Y.
---	--

Name.....
Print: Last Name	First Name	Middle Initial

Address.....			
Print: Number and Street	City	Zone No.	County State

Social Security No.....	Z No.....
-------------------------	-----------

Date of Birth.....

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary.....	Relationship to You.....
Print:	

Address of Beneficiary.....
Print: Number and Street	City Zone No. County State

Date.....	Signed.....
-----------	-------------

Witness.....
Signature	

Address.....
Print: Number and Street	City Zone No. County State

176

IMPORTANT — Dependents must be listed on Reverse Side

LIST BELOW NAMES OF YOUR WIFE AND UNMARRIED CHILDREN UNDER 19 YEARS OF AGE

LIST NAMES IN ORDER OF AGE—ELDEST FIRST	CHECK (/) RELATIONSHIP				DATE OF BIRTH		
	Wife	Husband	Son	Daughter	MONTH	DAY	YEAR

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and the birth certificates of all unmarried children listed on this card to the Seafarers Welfare Plan, 11 Broadway, New York 4, N. Y.

Failure to do so could delay the payment of welfare benefits.

List all dependents here, including dependent parents, if any.

If you list the name of a parent, write in the word "parent".

If you wish, you can send in original certificates. These will be photostated by the Welfare Plan and returned to you.

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and the birth certificates of all unmarried children listed on this card to the Seafarers Welfare Plan, 11 Broadway, New York 4, N. Y. Failure to do so could delay the payment of welfare benefits.

SEAFARERS WELFARE PLAN