

Sickness & Accident Benefits For Seafarers

HOW TO APPLY - See Centerfold

Vol. XXIII
No. 10

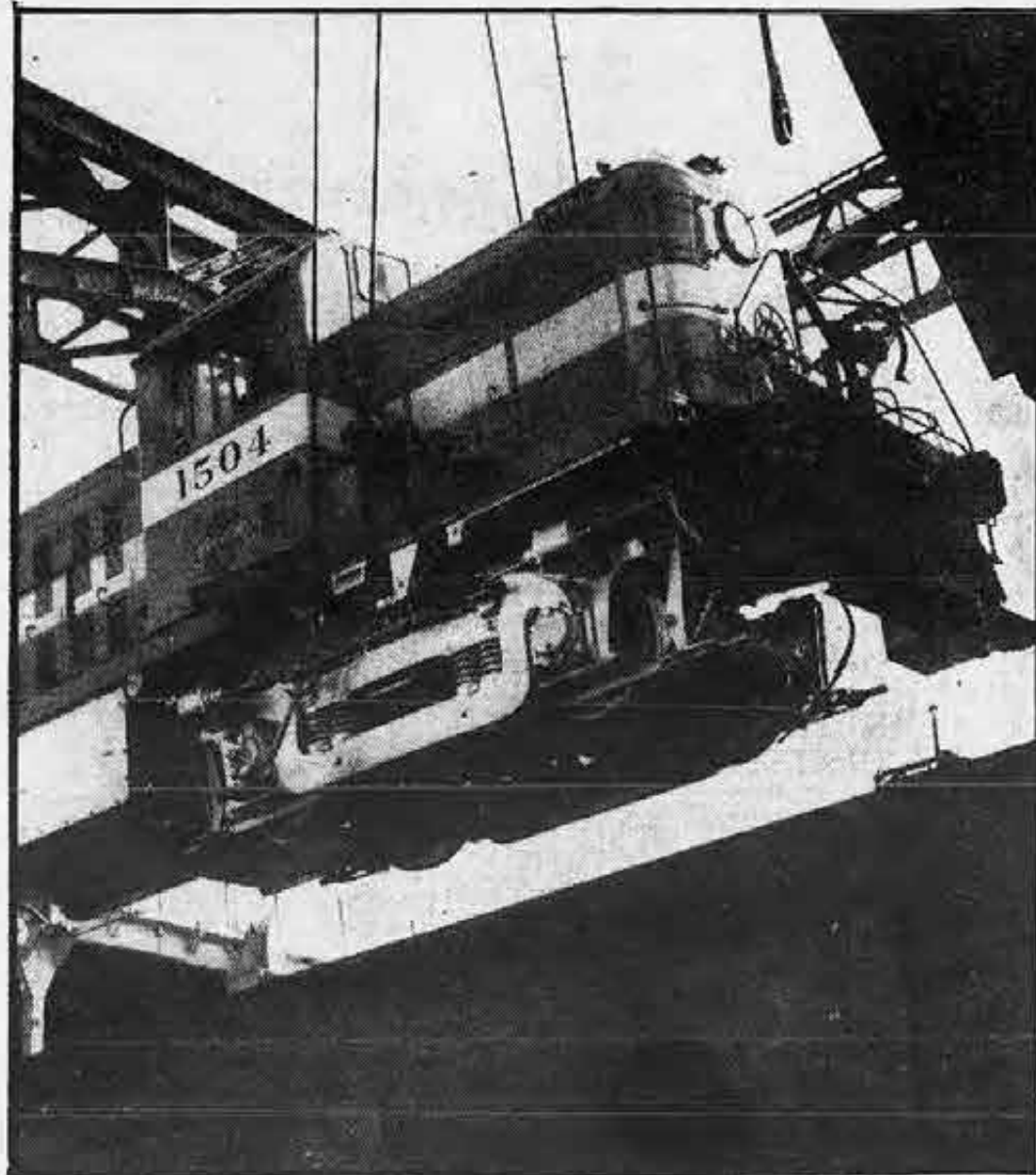
SEAFARERS LOG

October
1961

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



Hospital Cash. New \$8 daily hospital benefits go into effect in Galveston. On the receiving end (standing, l-r) are J. McIntyre, M. Anderson, G. Little; seated, F. Greenwell and Pedro Moreno.



All Aboard. SIU-manned Seatrail New York takes on one of the 207 pieces of rolling stock put aboard for a charter trip to Liberia. Two complete railroads were stacked on deck and in her holds. (Story on Page 3.)

A Winner? Seafarers in NY line counter of hiring hall to see who won drawing of free World Series ducats. About 20 SIU men drew tickets for games at the stadium. Unidentified Seafarer (wearing cap) is trying to figure whether his card earned him a series ducat. Yankees, however, won it for sure.

Trinidad Sea Union Joins With SIUNA

Story On Page 3

ROSE KNOT CREW 'AOK' ON MISSILES, AIR FORCE SAYS

Story On Page 3

Seatrail On Offshore Run, Hauls Railroads

Story On Page 3



US Seamen Equal 'Control', Magnuson Tells Pentagon

WASHINGTON—Still hiding behind the repeatedly-punctured "effective control" principle, pro-runaway policymakers in the Defense and State Departments have been raked over the coals by Sen. Warren G. Magnuson. The chairman of the Senate Foreign Commerce Committee said the only "control" the US has over any merchant vessel is "the seaman manning the ship."

In a letter to Defense Secretary Robert S. McNamara, Sen. Magnuson pointedly asked what led the Pentagon to believe that American-owned runaways—"this mercenary merchant marine"—could be brought under US control if needed in an emergency.

He flatly rejected the Defense Department echo of runaway operators' claims that this country had anything approaching control of any kind over the runaway American-owned fleet.

Further debunking the "effective control" idea, Magnuson cited the case of seven ships purchased by the Chinese Nationalist govern-

ment and delivered by crewmembers to the Communists.

"... The crew on board these ships exercised 'effective control' and delivered the ships to the Communists in direct opposition to their orders. In one of the cases,

Bring Discharges For PHS Service

Seafarers seeking medical care at the USPHS facilities at Staten Island or Hudson and Jay Streets, Manhattan, can insure better service by presenting properly completed Masters' Certificates or discharges showing 60 days of seetime. An appointment system has also been instituted to help avoid long waiting periods and to assure the chances of being seen on a particular day. Call, write, wire or radio ahead for an appointment and, when necessary to cancel, do so in advance. The phones are: Hudson & Jay Outpatient Clinic, BArelay 7-6150; Staten Island Hospital, GIBraltar 7-3010, ext. 415 or 416.

the crew put the master off," the Senator declared, "because he did not want to defect."

"In the other six cases," he added, "the entire crew defected." Another instance pointing up the myth of "effective control" came when runaway owners refused to honor a ban on carrying Russian oil to Castro's Cuba. They just pulled down one flag, hauled up another and then chartered their tankers to haul the Russian oil.

The Defense Department argument that since the current American-flag fleet is "... inadequate for almost any situation of war or emergency..." we have to count on the runaways also falls flat, the Senator emphasized.

"We must face up to the fact that as long as a mercenary merchant marine is promoted and encouraged by certain departments in the Government, we never will have one (a US-flag fleet) adequate for our needs. This is true because the 'effective control' ships cannot exist if we have an adequate American-flag merchant marine."

SIU Oldtimers Pass On

San Francisco Agent Leon Johnson; Claudius Fisher, 66, Veteran Steward

SAN FRANCISCO—SIU Port Agent Leon "Blondie" Johnson died here suddenly on October 23 after collapsing earlier in the day at the Union hall. Rushed to a local hospital, he died of a cerebral hemorrhage at the age of 45.

Meanwhile, it was announced that another original veteran member of the Union, Claude Fisher, 66, had passed away in a Brooklyn nursing home on September 20. An oldtimer in the steward department and former headquarters staffer, Fisher had been receiving a special disability pension since 1957.



Johnson



Fisher

Johnson had been serving as San Francisco agent and patrolman for some time until his death. He began sailing in the late '30s in the deck department and joined the Union in 1938 when it was chartered. He had been active in many

early organizing campaigns and served at various times as patrolman in New Orleans, Galveston, New York and Norfolk.

He was elected Galveston patrolman for 1948 and a year later as patrolman in Baltimore, where he continued until 1956. Surviving are his wife, Minnie, and four sons, including Seafarer Leon Johnson Jr., now aboard the Steel Admiral (Isthmian).

SIU Crews New Super

BOSTON—Seafarers are now manning the 46,000-ton supertanker Monticello Victory, the newest vessel in the SIU-contracted Victory Carrier fleet.

A sistership to the Mt. Vernon Victory (see story and photo on page 14), the Monticello Victory was christened early this month at the East Boston, Mass., yard of the Bethlehem Steel Company. The \$13.5 million ship is 736 feet long and has a speed of 16 knots.

The ship is now on its maiden voyage, a grain run to Turkey where she will deliver 40,000 tons of wheat picked up at Baton Rouge.

The supertanker has many Seafarer-satisfying features, including air-conditioning, a swimming pool aft near the stack, a large mess-hall-lounge and large two-man bunks with improved bunks.

The ship is owned by Victory Carriers through a subsidiary, Monticello Tanker Company.

Alice Brown Wins Third PHS Award

NEW ORLEANS—SIU crewmembers aboard the Alice Brown (Bloomfield) have earned the vessel its third straight perfect score on a US Public Health Service sanitation inspection.

This marks not only a consecutive score for the Alice Brown, but also the 15th time in a row that a Bloomfield vessel has drawn a 100% rating on a USPHS inspection. Bloomfield operates four vessels.

Company vice-president O. C. Webster has cited the entire crew for "their splendid cooperation and achievements in attaining this high honor, and making their vessel second to none insofar as cleanliness is concerned in the American merchant marine."

He singled out steward August A. Brosig, chief cook Simon Gutierrez and night cook & baker Stanford A. Smith for special mention and for "exemplary efforts in this worthwhile program." Special attention to ship sanitation has been a prime concern of the SIU Food and Ship Sanitation Department. The USPHS inspection covers over 160 separate items that are checked periodically aboard ship.

Bloomfield has long made a practice of encouraging vessel sanitation in its fleet and the long-range effort has paid off again and again.

100 Off-Job Benefits Paid

A major advance in SIU welfare protection for Seafarers was launched October 1 with the start of the new Sickness and Accident Benefit program. Among its many important features, the new program provides the first benefits of any kind for Seafarers who become ill or injured off the job. (See full details in the centerfold on how to apply.)

In the first weeks of the new operation, almost 100 Seafarers at headquarters and in the outports have qualified for out patient benefits at the rate of \$56 weekly.

The overall S&A program provides the following:

- \$8 daily to men in the hospital;
- \$56 weekly for outpatients not receiving maintenance and cure. It assures up to 39 weeks of benefits at \$56 per week in any combination of inpatient and outpatient time for a single illness or injury during the year.

The new \$8 per day benefit for men in the hospitals replaces the \$3 daily rate of in-hospital benefits for the first 39 weeks. Then, if a Seafarer remains in the hospital, he receives \$3 per day for as long as he is hospitalized.

Outpatients released from a hospital immediately qualify for the \$56 weekly benefit for the rest of

the combined 39-week-period. Outpatients who have not been hospitalized must accumulate a full week on outpatient status and, if qualified and not receiving maintenance and cure, receive benefits retroactive to the fifth day of disability. Thereafter, benefits are paid up to the 39-week-limit.

Must Have Seetime

All applicants for S&A benefits, as well as all other SIU benefits, must meet the Welfare Plan's basic seetime requirement to qualify. They must show one day's seetime in the previous six months plus 90 days in the preceding calendar year.

In every case, outpatients should apply at any SIU hall and furnish a medical abstract to show their duty status. (See centerfold.) All applications are processed through headquarters to establish

uniform procedures. Benefit checks are forwarded to the outports in the same manner as Vacation Plan payments.

MTD Hits Choice Of Sears As US Rep At Trade Fair

NEW YORK—The Government's choice of Sears, Roebuck & Co. as the American representative of the retailing industry at an international trade fair set for Lima, Peru, was soundly condemned by the AFL-CIO Maritime Trades Department at its recent executive board sessions here.

An MTD resolution termed the naming of Sears an "affront" to all organized labor because of the

company's "welching" on its union agreements and long-standing effort to maintain an open shop policy in its stores. The Retail Clerks International Association has international labor support in its fight against Sears.

RCIA president James A. Sufbridge, an MTD executive board member, cites the store chain's outright refusal to "back up one step from its full-scale program of breaking union agreements..." A labor boycott of Sears' stores has been going on for many months. Protests against the designation of Sears as the US trade fair representative have been flooding the Commerce Department, he added.

The MTD board meetings also covered a variety of key issues affecting maritime workers during the course of its two-day session. Runaway ship issues, organizing and the status of contract negotiations in US maritime featured the discussion. At the time of the sessions, which preceded the AFL-CIO Executive Council's quarterly meeting in New York, mates on West Coast vessels were still out.

The next meeting of the MTD board is in December just in advance of the 4th constitutional convention of the AFL-CIO scheduled to open December 7 in Miami Beach.

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First S&A outpatient benefit paid to a Seafarer goes to black gang veteran Henry A. Anderson, with SIU President Paul Hall making the presentation at headquarters. Almost 100 Seafarers in NY and outports have now qualified.

Trinidad Sea Union Joins SIUNA

Coast SIU Pact Talks Continuing

SAN FRANCISCO—Unions of the SIU Pacific District, in an effort to wrap up the last maritime contracts of the 1961 negotiations, are intensifying their bargaining talks with West Coast shipowners.

However, Morris Weisberger, secretary-treasurer of the Sailors Union of the Pacific and chief negotiator for the Pacific District, served notice that talks will continue only so long as the operators continue to bargain in good faith.

Mates' Strike

Contract talks involving the three unions of the Pacific District, the SUP, Marine Cooks and Stewards, and the Marine Firemen's Union, stalled because of a walkout by the West Coast branch of the Masters Mates and Pilots.

The MM&P strike ended October 11. Atlantic and Gulf Coast unlicensed and licensed contracts were settled just before the expiration of the Taft-Hartley injunction late in September.

Membership Okays Policy

West Coast unlicensed unions are free to strike at any time since their memberships authorized a "no contract, no work" policy. The policy was not put into effect because of the deck officers' strike, and Pacific District has extended its contract talks on a day to day basis. All three unions, the MC&S, MFOU and SUP, are seeking general agreement on a number of pending issues, including solution of problems created by the fast turnaround of West Coast ships, and increased welfare contributions to provide for earlier retirement of Pacific Coast seamen.



Jose Perez (right), SIUNA international representative, presents SIUNA charter to George Munroe, acting secretary-general of the Seamen's and Waterfront Workers Trade Union, at ceremony in Port-of-Spain, Trinidad.

6,000 Caribbean Workers Affiliate For Joint Action

Doubling its Caribbean area membership, the SIU of North America has affiliated the 6,000-member Seamen's and Waterfront Workers' Trade Union in Trinidad under the SIUNA banner, a move aimed at safeguarding the common interests of both memberships through joint action on the international level. Charter presentation ceremonies were held at an SWWTU membership meeting on Columbus Day at Port-of-Spain.

The affiliation of the Trinidad sea union means that the SIUNA now has over 80,000 members, including a total of nearly 13,000 in the Caribbean. The SIU Puerto Rico Division has 5,000 members and the Virgin Islands Labor

Union that affiliated with the SIU in May has an additional 1,700.

Presentation of the charter to the SWWTU followed a series of discussions with SIUNA officials in Trinidad and at SIUNA headquarters in Brooklyn. The affiliation document was presented by Jose M. Perez, SIUNA international representative for the Caribbean and Latin American areas.

Ranging over several months, the affiliation talks indicated clearly that many areas of common concern exist between members of both unions and there was agreement that the interests of both memberships could be advanced and protected through the affiliation of the Caribbean group.

In particular, the preliminary discussions brought out the fact that runaway ship operators, who have been responsible for the economic abuse of American seamen, have also been responsible for similar abuses affecting large numbers of workers in the Caribbean. The area has long been a focal point of runaway ship operations.

Citing the common concern of the two unions over the runaway problem, SIUNA president Paul Hall pointed out that both ship and shoreside runaway operators who seek to evade American union wages and working conditions, at the same time deprive Caribbean

(Continued on page 18)

Remember The Texas?

Seatrain Goes Back To Africa —Carries 2 Complete RR s

The Seatrain New York sailed offshore this month, the first time a company vessel has headed overseas since the second World War. The occasion was a special charter utilizing the unique Seatrain design to move two small railroad systems over to Africa. Sailing of the New York marked a feat

of logistics—the ship loaded and made off with 207 different pieces of rolling stock plus 100 tons of rail and track in a two-day period. The railroad shipment, worth \$2 million, was the largest on record.

It was composed of a dozen locomotives and 195 specialized cars sold off by a small freight line, the Lehigh and New England Railroad.

The rolling stock, rails and track will be used to develop one of the world's richest iron ore deposits in Liberia. The project is a joint effort of the Liberian government and Swedish and United States interests. Two separate rail trunk lines will be built, one leading from a new ocean port at Buchanan, Liberia, to link up with a remote inland area where the ore deposits lay.

To put the 207 cars in one ship, Seatrain devised a special stacking system, which brought out a special observation team from the Defense Department. "We may have to build a port or a railroad somewhere in a hurry some day," a Defense spokesman commented, "so we'd like to know the fastest way to get there." The New York is expected to reach Africa in twelve days.

Making rush trips to Africa with impossible loads is nothing new to Seatrain, even though it hasn't done the trick since the

war. In 1942, the Seatrain Texas was ordered to deliver 180 Sherman tanks and 165 Army technicians to North Africa where the 8th Army was engaging the German Afrika Korps. The Texas made the trip without convoy, and proceeded through torpedo alley at top speed. It was, at the time, the only ship that could have readily moved the mechanized equipment without too much special installation. The Texas dropped the Shermans at Suez, a full seven days ahead of a convoy that had left the States three weeks before the Texas had slipped her hawsers in New Jersey.

At that time it was stated that: "It was the men of the Seatrain Texas as well as Montgomery who turned the tide in North Africa."

J. L. Weller, president of Seatrain, praised the longshoremen who worked on the job. "Those men really worked," he said, "and we're proud of them." The charter is a one-shot proposition.

Rose Knot Missile-Skill Draws Air Force Cheers

JACKSONVILLE—The missile ship Rose Knot (Suwannee) has received a commendation from the Air Force for the role it played in the successful flight of the second US astronaut, Air Force Captain Virgil Grissom.

The commendation said the performance of the missile ship during the "recent MA-4 mission reflected the highest level of achievement and cooperation in the areas of ship handling and instrumentation support."

Issued by the Air Force Missile Test Center at Patrick Air Force Base, Florida, the commendation stated that the "National Aero-

nautical and Space Administration has gained a high level of confidence in the ability of the ship's crew" through "similar support given during the previous manned Redstone missions."

It added: "This confidence was enhanced by results on MA-4."

In citing the Rose Knot, the Air Force mentioned a number of obstacles the ship faced in performing its mission.

The vessel arrived at its tracking position two days before the firing as planned "in spite of delays caused by searching for survivors of a downed Air Force aircraft and very rough seas enroute."

Hurricane Debbie was in the Rose Knot's area during the count-down period, the Air Force stated, and although hampered by heavy seas and high winds, "the ship gave 'full support' to the mission."

Debbie's force was such that "during this time weather conditions confined the crew below decks and required technicians to strap themselves to chairs in order to perform their duties."

Propeller Club Takes A Spin

JACKSONVILLE—The Propeller Club of the United States, representing a broad cross-section of the shipping industry, took another hard look at the nation's maritime problems and, refreshingly enough, at its own shortcomings during its annual convention here in mid-October.

The club took itself to task, for example, for the failure of its influential membership to pay real attention to the industry's public relations. A convention panel declared that the industry has not only failed to sell itself to the public, but also to American shippers and producers of goods that could move by ship. Instead of taking pot-shots at each other, it's hoped members would get busy instead on wooing new customers.

The tendency of the industry to depend too much on "Uncle Sam" for help was bluntly outlined by John M. Drewry, chief counsel of the House Merchant Marine Committee. He warned ship operators not to lean so heavily on Government assistance as the only available tonic for the industry's ills. Increased efficiency in operations is another way of meeting foreign competition, he noted.

Press reports on the convention noted that many of the industry's leaders failed to attend and sent "second-stringers" in their place. However, the newly-elected president of the club, Troy H. Browning, of Detroit, promised to work to make the group a real force in developing the industry. Browning heads an SIU-contracted company on the Great Lakes and is the club's first president from the area.

Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money and, most of all, the avoidance of suffering and possible disability.

Nix Carbon Tet Ship Fire Gear

A reminder has been issued by the Coast Guard regarding a ban on all carbon tetrachloride fire extinguishers and others of the toxic vaporizing liquid type effective January 1, 1962. These extinguishers will not be acceptable as approved shipboard equipment after this year.

This ban applies to ship operators as well as boat owners. However, it's understood that small pleasure craft will be able to carry the old equipment provided they also carry approved type fire-fighting gear, such as CO2 foam or other dry chemical extinguishers.

Coast Guard approval of "carbon tet" equipment and others using toxic mediums such as chlorobromethane was withdrawn because vapors given off by these chemicals have caused serious accidents and injuries.

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THE SIU INLAND BOATMAN

G&H Fetes IBU Tugmen On 5-Year Safety Record

HOUSTON—Celebrating five years of its fleet-wide safety program, the IBU-contracted G&H Towing Company honored its union crews at award dinners here and in Corpus Christi. The Houston fete took in personnel from the entire Houston-Galveston-Freepoint area.

IBU boatmen and shoreside employees shared a total of 151 awards issued by the company to mark its safety effort.

Keynote at both dinners was G&H's pride in the success of the safety campaign and the employees who had helped make the program a success since it began in June, 1956. It was reported that lost-time injuries throughout the fleet had been cut in half over the five-year period. G&H has been under contract to the SIU's boatmen's affiliate since 1955.

Nine of the 26 tugs now operated

by the company went a full year without a disabling lost-time injury. These tugs, and their respective captains and chief engineers, were:

Tug Barbara George, E. L. Bruce and R. A. Jeffcote; tug Juno, G. E. Ives and R. L. Elliott; tug H. O. Weatherbee, W. C. Ligon and J. M. Commander; tug Laura Hayden, C. R. Gilchrist and R. W. Jackson; tug Titan, W. H. McKenzie and A. J. Hughes; tug W. A. Wansley, J. W. Revell and W. J. Sims; tug Marlin, T. A. Baggot and A. L. Sims; tug Messenger, C. A. Schuessler and W. C. Bruce, and tug Porpoise, C. H. Teller and Bailey Walker.

In addition to the safety awards consisting of inscribed plaques, one \$1,000 and one \$500 US savings bond were awarded at drawings from the names of personnel who had at least six months without a personal injury and from among those employed a year or more without having any hull or material damage during operations under their supervision. The winners of these awards were James M. Commander, chief engineer of the Weatherbee and chief engineer William J. Sims of the Wansley.



IBU skippers (l-r) Jack W. Revell (tug W. A. Wansley), Bill Ligon (tug H. O. Weatherbee) and Charles H. Teller (tug Porpoise) pose with safety awards received at Corpus Christi G&H dinner.

IBU Meetings

BALTIMORE — November 15, 8 P.M., 1216 E. Baltimore St., (unlicensed); November 20, 8 P.M., 1216 E. Baltimore St., (licensed).

HOUSTON — November 13, 5 P.M., 4202 Canal St.

MOBILE — November 18, 11 A.M., 1 S. Lawrence St.

NEW ORLEANS—November 14, 3 P.M., 630, Jackson Avenue.

NORFOLK—November 8, 8 P.M., 416 Colley Ave.

PHILADELPHIA—November 17, 7 P.M., 2804 S. 4th St. (licensed); November 21, 7 P.M., 2804 S. 4th St., (unlicensed).

GREAT LAKES TUG & DREDGE REGION

BUFFALO — November 18, 7:30 P.M., 735 Washington St.

CHICAGO—November 17, 7:30 P.M., 8383 Ewing Ave., South Chicago.

CLEVELAND—November 19, 7:30 P.M., 15614 Detroit Ave., Lakewood, O.

DETROIT — November 13, 7:30 P.M., 10225 W. Jefferson, River Rouge.

DULUTH—November 15, 7:30 P.M., 312 W. Second St.

MILWAUKEE—November 16, 7:30 P.M., 8722 A. South Drive.

SAULTE STE. MARIE—November 14, 7:30 P.M., Labor Temple.

RAILWAY MARINE REGION

BALTIMORE — November 15, 8 P.M., 1216 E. Baltimore St.

JERSEY CITY—November 13, 10 A.M., 8 P.M., 99 Montgomery St.

NORFOLK—November 16, 8 P.M., Labor Temple, Newport News.

PHILADELPHIA—November 14, 8 P.M., 2804 S. 4th St.



Quarterly Committee Reports:

'SIU Finances In Top Shape'

Reaffirming the findings of previous rank-and-file committees, the latest Quarterly Financial Committee has found the Union's financial structure in good shape. The committee's report and recommendations was read and ratified at the October membership meetings in all constitutional ports.

"We find," the committee noted, "that the headquarters' offices of our Union have been taking all steps possible to safeguard Union funds and see that the disbursements of the Union are in accordance with the authority delegated to them, and that, at the same time, there is a striving to increase the day to day



Muehleck

efficiency of our operation . . ."

Members of the committee, elected at membership meetings last month, also drew praise on their own for performing a conscientious job in the course of their quarterly audit of SIU finances. The seven-man group included Seafarers elected at headquarters and six other ports, and all committee work was conducted at headquarters.

In issuing its report, the committee pointed out that it had "examined the procedure for the controlling of the funds of the



Garrity



Whatley

Union and have found that the system of internal control is adequate to properly safeguard them. Representatives of the Certified Public Accountants, who periodically audit the Union's books and records, explained their auditing procedure for the checking of the secretary-treasurer's financial reports to the Union's records.

"They further discussed with us the overall financial operation of the Union. All records used in connection with the Union's financial operation were reviewed fully. Your committee has made test checks of the various financial reports for the ports in which were listed the income and expenses of the ports. We have found that all expenses and receipts were listed correctly."

Seafarers on the committee, and the ports in which they were elected, were: John Muehleck, New York; Donald J. Hewson, Baltimore; Philip J. Capling, Detroit; Thomas D. Garrity, New Orleans; Gunder H. Hansen, Philadelphia; John D. Hunter, Mobile, and James C. Whatley, Houston.



Capling



Hewson



Hansen



Hunter

Cunard Backs Off On New Supership

LONDON—A decision by Cunard Steamship to turn down over \$50 million in British government aid and defer construction of a replacement for the aging Queen Mary leaves

many questions unanswered concerning the future of trans-Atlantic passenger shipping.

A few days before the Cunard announcement, US Lines and French Lines revealed an agreement to mesh the schedules of the superliner United States and the newly-built but as yet untried luxury ship France. The two companies' collaboration is an attempt to offer alternate weekly sailings by the US and the France and match the traffic pattern of the Cunard "twins," the Queen Mary and the Queen Elizabeth.

Previous US Lines' efforts to provide its own competition to Cunard by building a sistership to the United States have met with no success. Company requests for Federal aid on the construction—estimated to cost a total of \$128 million a few years ago—continue to be rejected.

The change in heart by the British government and its current willingness to provide a sizeable subsidy to Cunard contrasts sharply with the position adopted by Washington. A further contrast lies in the attitude suddenly adopted by Cunard of questioning whether, even with a large amount of government aid, it should go ahead and build a new luxury vessel.

In calling off plans to consider

bids by British shipyards, Cunard said it faced heavy losses on its Atlantic passenger liner service this year and was reassessing the future of all such operations. Earlier, it put a "for sale" tag on the two smaller liners used on its Liverpool-New York run, ending this direct service. The Media has since been sold to an Italian company; the Parthia is still waiting for a buyer.

With airlines now handling 69 percent of the total trans-Atlantic passenger traffic, Cunard has already moved to cash in on this increasingly-profitable service. It will launch Cunard Eagle Airways next spring and is expected to offer combination air-sea travel packages so passengers can pick and choose ship or air on round trips. The service will be a direct New York to London flight.

The new SS France will team up with the United States shortly after it makes its debut next February. The \$80 million, 66,000-ton vessel replaces the Liberte, a 30-year-old war reparations acquisition from Germany. Construction of the 2,000-passenger France was termed "an act of faith" in trans-Atlantic passenger service by a French Lines' spokesman. But his voice may be lost at sea.

IBU Firm Adds Tugs

PHILADELPHIA—The IBU-contracted McAllister Brothers, Inc. of this port and Norfolk has announced the addition of a modern steel diesel tug in each location.

The Philly fleet will have a new 1,800-hp tug, the 'Michael J. McAllister. In the Norfolk area, the fleet will be supplemented by the 1200-hp tug Frances K. McAllister.

With the addition of these vessels, McAllister will have a total of 78 all-purpose tugs operating in US and Canadian ports, it was reported.

In calling off plans to consider

First-Phila. IBU Pensioners



Four of the first Philadelphia IBU boatmen to qualify for pensions are pictured here, representing men in four different tug fleets. From left, at the Philadelphia hall, are Joseph Brusich, Steve Lazovich, Fred Thomas and John Rancovich, flashing the checks covering their first retirement benefits.

Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946 and June 11, 1960 (74 Stat. 208) showing the ownership, management and circulation of SEAFARERS LOG published monthly at Brooklyn, New York, for September 7, 1961.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing Editor, none; Business Manager, none.

2. The owner is: (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, President, 675 4th Ave., Brooklyn 32, NY; Al Kerr, Secretary-Treasurer,

675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the Act of June 11, 1960 to be included in all statements regardless of frequency of issue.) 38,700.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 15th day of September, 1961. Abe Rotenberg, Notary Public. (My commission expires March 30, 1962).

THE PACIFIC COAST SEAFARER



MFOV Vote Starts Nov. 6; SUP Nominations Still On

SAN FRANCISCO—Election procedures are now underway in two SIU Pacific District unions. Sixteen offices are to be filled by members of the Marine Firemen, Oilers, Water-tenders and Wipers Association and 18 by the Sailors Union of the Pacific membership.

MFOV nominations already have been closed and 41 candidates are competing for the 16 jobs on the ballot. The actual voting will begin November 6 and run for 90 days.

In the SUP, nominations are still underway at branch meetings and by mail, with November 15 the deadline for filing. SUP voting is scheduled to take place starting December 1 and will continue through January 31, 1962. To date 177 members have been nominated.

One and Two Year Terms

MFOV positions are for one year while SUP offices run for two-year-terms. In addition to electing candidates to the top executive jobs—president, vice-president and treasurer in the MFOV; secretary-treasurer and assistant secretary-treasurer in the SUP—both unions will also elect outport business agents and port

agents plus headquarters dispatchers.

A board of trustees is to be elected by the MFOV in addition to the 16 regular positions; the SUP will elect five Building Corporation trustees besides the 18 regular jobs. The MFOV ballot also carries several proposed constitutional changes.

Candidates seeking SUP offices must be citizens of the US, union members for two years and in good standing for the preceding year, and must show three years actual sailing time including employment for six months prior to nomination.

In Pacific Ports

SAN FRANCISCO — After a year of medical mission work in Southeast Asia, the SS Hope returned and is in lay-up. Several South American countries have requested the ship to visit them. . . Bobby Iwata, acting MFOV business agent, predicts the Forty-Niners will win the National Football League Western Division championship. . . NEW YORK—

Gene Russell acting as MCS port agent while Wilder Smith is at headquarters during contract talks. . . SEATTLE—First report is

APL will crew up the President Roosevelt here at the end of December. Alaska Steamship changed Southeastern Alaska weekly sailing date to Thursday, MFOV reports. Company now has sailings on Tuesday, Thursday and Friday. . . NEW ORLEANS—All hands waiting for Weyerhaeuser ships to come out of Tampa. . . PORT-

LAND—West Coast Steamship understood ready to let the Williamette Trader go for a Victory out of the Olympia lay-up fleet. . . HONOLULU — Large number of in-transits reported. Rush on to stock local warehouses. MCS has

Roger Boschetti serving as clerk these days. . . WILMINGTON-SAN PEDRO—Catalifa expected to tie up by end of month. Princess had explosion shortly after 200 passengers and crew left ship. MCS member John Donatoni went aboard after blast, shut off fuel valves and, with other crewmen, ran out fire hoses and doused blaze.

Alaska Tax Laws Rapped

SEATTLE — The SIU Pacific District and the Maritime Trades Council here plan to challenge Alaska's tax laws affecting non-resident seamen.

An attorney has been engaged to contest the constitutionality of the law under which Alaska taxes earnings of seamen and fishermen whose vessels enter Alaskan waters at any time.

Tax Review Set

Seamen who have received Alaska tax notices or bills for back taxes and who pay state income taxes in another state are asked to contact Pacific District officials. Each situation will be reviewed to find cases to bring to court and start test action against the Alaska tax statutes.

Duplicate taxation imposed on seamen and other maritime workers by various coastal states is a long-standing problem in the industry. The subject was widely discussed at the 1961 SIUNA convention in Puerto Rico where several possible courses of action were proposed.

Pacific District Shipping

Port	SUP 8/21 to 9/18	MFOV 9/1 to 9/30	MC&S 8/24 to 10/5	TOTAL
San Fran.	489	154	356	999
Seattle	120	**	86	206
Portland	41	31	21	93
Wilmington	326	(no hall)	137	463
New York	64	42	55	161
New Orleans	35	(no hall)	10	45
Honolulu	23	**	33	56
San Pedro	(no hall)	**	(no hall)	**
TOTAL	1,098	227	698	2,023

** FIGURES NOT AVAILABLE



Jesse Calhoun, national secretary-treasurer of the Marine Engineers Beneficial Association, rises to make a point at meeting of the New York Harbor Maritime Port Council. Large gathering (partially shown) took a firm stand on future of the Brooklyn Army Base.

Unions To Army—Keep NY Base

Concerned over persistent rumors that the Brooklyn Army Terminal will be closed, representatives of unions affiliated with the Maritime Port Council of Greater New York expect to meet early next month with Defense Department and other Government officials and strongly urge the need to continue operating the terminal.

In addition, the Port Council is submitting a brief to President Kennedy, outlining the essential nature of the terminal's operations to the port's economy.

The meeting with Defense Department officials, Congressmen from the New York area and others is expected to be held at the terminal November 1.

Anthony Scotto, president of the Port Council, pointed out that

rumors have been circulating for some time regarding the closing of the terminal as an economy measure, and the possible shifting of some of its operations to Norfolk.

Preliminary meetings already held at the terminal with Defense Department officials have so far failed to dispel the rumors or result in any assurances that the terminal's operations will continue, Scotto said.

There are approximately 5,000

jobs at the terminal, of which 3,700 are filled by civilian employees, including 750 longshoremen. Many teamsters, seamen and allied marine workers would also be adversely affected by the terminal's closing, as would the employees of at least 70 private Brooklyn business concerns whose activities are directly related to the terminal's operations.

The 120 local unions of the Port Council represent over 200,000 maritime and waterfront workers in the Port of New York area, including those employed at the terminal, which is the world's largest Army shipping installation and a key facility of the Military Sea Transportation Service.

The November 1 meeting was scheduled after the Port Council unions, at their meeting October 17, had authorized intensive efforts to keep the terminal in operation.

meet your DELEGATE

(Ed. note: The following account is the second of a series which will appear in the LOG on Seafarers who serve as ship or department delegates. Future issues will carry interviews from other SIU vessels.)

Solidly-built and distinguished-looking, with gray-flecked black hair at the temples, John J. Winn is an example of the new type of seaman sailing SIU ships and serving as ship's delegates.

Winn, who has been going to sea since 1935 and saw service with the old ISU before joining the SIU in New York in January, 1950, recently was ship's delegate on the Ines (Bull), a job that won him much praise from fellow crewmembers.

Previous experience on unorganized ships and past service as a delegate on "I don't know how many ships" has produced his basic philosophy regarding the delegate's job: "You have to go to bat for your shipmates."

On the Ines, the Union was able to win a key overtime beef due to Winn's strong presentation of the crew's case, one Seafarer remarked. "We probably wouldn't have done as well if Jack hadn't pushed as hard as he did."

One of many Seafarers to come out of the original Cities Service fleet, Winn knows first-hand the hard life non-union seamen face. When the SIU began its organizational drive in the fleet during the late '40s, he took an active part in the campaign that resulted in SIU representation for Cities Service tankermen.

Winn sails mostly as a carpenter, as on the Ines, and now and then as bosun. He ranged on the Evelyn (Bull) last year between trips as carpenter on the Longview Victory (Victory Carriers) and the Suzanne, another Bull Line vessel.

A New Jerseyite by birth, Winn today lives in West New York, N.J., with his wife and 16-year-old son. Saying goodbye, even for a short voyage, is still a hard thing to face. "I really miss my family," he remarked, as he hurriedly prepared to leave the Ines. "All the letters in the world aren't enough."

He sees his job as delegate as one of making certain that the company lives up to the Union agreement. To do this, a delegate "has to have a working knowledge of the agreement, of what's right and what's wrong," he said. Even then, "a delegate will come across a mate who just doesn't want to follow the contract. When this happens, beefs result and I try to have them settled on the ship." If they can be cleared up this way, he adds, "they're less of a problem."

Besides making sure that the crew "gets the breaks coming to them," Winn feels it "important to have a good steward department so the crew can get good food and service." Good food makes the difference every trip, he feels.



Winn

New Board, MA Named

WASHINGTON — Subject to Senate confirmation at the next session of Congress, five of the six posts in the new US maritime set-up have now been filled.

A complete reorganization of US maritime agencies was approved by Congress in August. It is designed to do away with the overlapping functions of the Federal Maritime Board, now the Federal Maritime Commission, and the Maritime Administration.

The new structure provides for an administrator within the Department of Commerce to operate separately from the Commission, and with responsibility for all promotional and development functions under the Merchant Marine Act, including subsidy awards. The new five-man Commission is held responsible for overall regulation of the nation's merchant marine.

Nominated by President Kennedy as chairman of the Commission is Thomas E. Stakem, Jr., recently chairman of the now-defunct Federal Maritime Board. Vice-chairman is Adm. John R. Harlee and two other commissioners named so far are Ashton Barrett and John S. Patterson. One spot on the Commission is open.

Donald W. Alexander has been appointed Maritime Administrator.



SEAFARERS ROTARY SHIPPING BOARD



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

From September 1 Through September 30, 1961

Higher than normal shipping activity made September an excellent shipping month for deep-sea Seafarers. A total of 2,907 jobs were filled during the period, a figure somewhat higher than the August total and almost 500 more than a year ago. Only during this past July, when Seafarers returned to their jobs after the conclusion of the contract beef, were more positions filled.

The excellent all-around activity in September was also reflected in the month's ship movements (see right) which showed slight increases in payoffs, sign-ons and in-transits to 525 vessels. New York was the busiest port and registered an increase of 17 ships serviced, up to a total of 119. In the Gulf, Mobile handled 18 more ships over last month, New Orleans was constant and Houston went down to 76 ships. For Houston, this represented a drop of 12 vessels serviced.

Baltimore and the other ports remained steady and the

outlook for next month is about the same. A slow-up is forecasted only in Norfolk, which had a drop-off of 10 ships in September, mostly due to in-transits.

The month showed a slight increase in Class A shipping of 70 jobs. Accompanying this was a similar rise in Class A men "on the beach" from August's total of 2,597 to September's 2,652. Apparently Class A men who want to ship can and are doing so with ease. But in many cases jobs are hanging on the board and eventually being taken by lower seniority men, particularly the C-men.

The trend of higher seniority men not taking all the jobs available is even more pronounced in Class B shipping where the total of 730 jobs filled in September was off from August; the "B" registration and "on the beach" figures likewise increased during the month as B-men let many openings go by.

Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	4	3	6	13
New York	49	13	57	119
Philadelphia ..	10	5	24	39
Baltimore	14	8	31	53
Norfolk	2	2	18	22
Jacksonville ..	5	2	17	24
Miami	1	—	4	5
Mobile	16	11	11	38
New Orleans ...	15	20	47	82
Houston	9	6	61	76
Wilmington ...	2	2	10	14
San Francisco ..	4	7	13	24
Seattle	4	5	7	16
TOTALS	135	84	306	525

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	7	14	4	25	0	4	3	7	4	8	6	18	0	4	5	9	0	3	4	7	18	9	7	34	8	22	5	35	0	1	3	4
New York	39	81	28	148	3	28	30	61	40	89	27	156	6	12	19	37	2	9	18	29	156	37	29	222	80	165	56	301	2	22	47	71
Philadelphia ..	8	12	7	27	0	4	4	8	4	11	2	17	0	5	3	8	0	0	1	1	17	8	1	26	16	20	11	47	0	4	5	9
Baltimore	20	42	12	74	3	16	22	41	17	48	13	78	4	19	15	38	1	2	1	4	78	38	4	120	32	60	12	104	1	11	16	28
Norfolk	7	13	1	21	1	3	4	8	9	9	0	18	1	2	5	8	0	2	1	3	18	8	3	29	7	21	2	30	1	7	8	16
Jacksonville ..	4	12	1	17	1	6	10	17	1	9	1	11	0	4	4	8	1	5	5	11	11	8	11	30	11	15	2	28	1	4	7	12
Miami	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0
Mobile	21	39	8	68	0	5	5	10	17	33	13	63	0	4	16	20	1	5	4	10	63	20	10	93	35	42	5	82	0	3	2	5
New Orleans ...	55	81	28	164	4	13	17	34	40	71	13	124	3	13	16	32	3	14	26	43	124	32	43	199	73	73	20	166	3	10	10	23
Houston	56	87	31	174	7	20	37	64	39	59	28	126	6	14	29	49	6	5	3	14	126	49	14	189	80	108	26	214	26	38	28	92
Wilmington ...	8	6	1	15	2	6	6	14	6	5	3	14	1	5	2	8	3	4	2	9	14	8	9	31	14	15	0	29	1	3	6	10
San Francisco ..	11	31	7	49	2	2	12	16	12	27	5	44	0	4	6	10	0	5	7	12	44	10	12	66	20	25	4	49	2	6	7	15
Seattle	13	19	4	36	1	14	10	25	12	14	2	28	0	11	18	29	0	1	2	3	28	29	3	60	23	19	4	76	1	17	9	27
TOTALS	251	437	132	820	24	121	160	305	201	383	113	697	21	97	138	256	17	55	74	146	697	256	146	1099	402	586	147	1135	38	126	148	312

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	1	4	1	6	1	4	3	8	2	4	2	8	0	6	2	8	0	3	0	3	8	8	3	19	1	12	2	15	3	3	5	11
New York	22	80	16	118	9	38	22	69	22	102	22	146	6	24	18	48	3	21	26	50	146	48	50	244	47	123	21	191	6	42	92	140
Philadelphia ..	3	20	3	26	1	7	2	10	3	9	4	16	0	5	5	10	0	0	1	1	16	10	1	27	1	30	2	33	0	4	2	6
Baltimore	5	53	9	67	3	28	24	55	7	47	8	62	3	17	16	36	0	2	2	4	62	36	4	102	8	63	8	79	2	31	28	61
Norfolk	2	12	1	15	1	10	6	17	2	9	5	16	0	9	6	15	0	1	2	3	16	15	3	34	3	19	2	24	1	8	11	20
Jacksonville ..	2	14	1	17	0	3	4	7	0	9	1	10	0	5	4	9	1	3	3	7	10	9	7	26	3	10	1	14	0	3	4	7
Miami	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	1
Mobile	7	33	2	42	0	15	10	25	5	38	10	53	0	15	10	25	0	5	4	9	53	25	9	87	9	41	2	52	0	10	7	17
New Orleans ...	20	91	17	128	2	43	14	59	15	62	8	85	0	40	22	62	2	14	5	21	85	62	21	168	23	78	14	115	2	25	18	45
Houston	16	91	11	118	7	44	18	69	14	88	12	114	6	35	16	57	2	17	6	25	114	57	25	196	27	96	9	132	28	47	21	96
Wilmington ...	8	10	1	19	3	3	2	8	2	2	2	6	2	2	1	5	3	3	6	12	6	5	12	23	5	14	0	19	3	9	3	15
San Francisco ..	9	33	7	49	0	4	4	8	9	23	8	40	0	2	3	5	0	1	3	4	40	5	4	49	14	34	8	56	0	3	3	6
Seattle	3	22	2	27	3	4	9	16	3	33	3	39	1	3	6	10	0	1	2	3	39	10	3	52	6	21	2	29	2	11	7	20
TOTALS	98	463	71	632	30	203	119	352	84	426	85	595	18	163	109	290	11	71	61	143	595	290	143	1028	147	541	71	759	47	196	202	445

STEWARD DEPARTMENT

Port	Registered CLASS A					Registered CLASS B					Shipped CLASS A					Shipped CLASS B					Shipped CLASS C					TOTAL SHIPPED					Registered On The Beach CLASS A					CLASS B				
	GROUP					GROUP					GROUP					GROUP					GROUP					CLASS					GROUP					GROUP				
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL					
Bos.	1	2	3	2	8	0	0	3	3	0	0	2	2	4	1	0	3	4	0	0	8	8	4	4	8	16	2	3	3	4	12	0	1	4	5					
NY	11	25	20	45	101	2	1	19	22	12	26	17	51	106	4	3	20	27	1	3	22	26	106	27	26	159	25	52	32	100	209	16	4	92	112					
Phil.	2	6	4	7	19	0	0	4	4	3	6	0	4	13	0	0	5	5	0	0	2	2	13	5	2	20	6	6	5	12	29	0	0	7	7					
Bal.	6	14	8	25	53	4	3	22	29	4	18	7	33	62	1	1	18	20	1	0	7	8	62	20	8	90	10	28	12	27	77	3	3	27	33					
Nor.	2	3	2	7	14	1	2	9	12	1	5	3	9	18	0	1	7	8	0	0	6	6	18	8	6	32	1	3	3	8	15	4	3	10	17					
Jac.	5	0	2	2	9	1	3	3	7	2	0	1	2	5	0	2	4	6	0	0	16	16	5	6	16	27	3	2	2	1	8	2	2	3	7					
Mia.	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	3	0	1	5	9	2	0	1	3					
Mob.	3	15	11	19	48	0	0	28	28	4	12	7	20	43	0	1	20	21	0	0	2	2	43	21	2	66	11	22	15	29	77	0	0	16	16					
NO	7	28	19	74	128	1	4	30	35	4	20	14	58	96	0	1	24	25	2	0	16	18	96	25	18	139	19	41	11	75	146	2	4	30	36					
Hou.	7	33	21	30	91	3	6	25	34	8	25	14	27	74	1	1	38	40	1	1	14	16	74	40	16	130	12	46	17	23	98	34	23	30	57					
Wil.	3	1	0	3	7	1	0	1	2	2	2	1	4	9	1	0	3	4	0	0	6	6	9	4	6	19	2	3	3	2	10	2	0	3	5					
SF	1	14	3	12	30	0	0	14	14	4	10	5	13	32	1	0	7	8	0	0	4	4	32	8	4	44	2	8	7	17	34	0	0	10	10					
Sea	2	14	4	12	28	2	3	13	18	4	5	1	7	17	4	3	9	16	0	0	3	3	17	16	3	36	5	10	5	14	34	6	3	21	30					
TOTALS	50	151	97	240	538	15	22	172	209	48	129	72	230	479	13	13	158	184	5	4	108	117	479	184	117	780	101	224	116	317	758	71	43	254	369					

THE GREAT LAKES SEAFARER

Autumn—And The Cars Change



With autumn comes the annual automobile model change-over, and Detroit participates in this yearly rite by shipping the new models to other Lakes' ports for transshipment to the rest of the nation. Shown above being loaded, the SIU contracted George H. Ingalls is one of the many vessels transporting the auto makers' wares. When fully loaded, she carries over 400 cars.

Dredge Rangemen Okay New Pact, Welfare Gains

DETROIT—Great Lakes rangemen have overwhelmingly ratified a new contract with dredge operators which gives them equal participation with other Inland Boatmen's Union members in the Great Lakes Job Security and Welfare Programs.

Rangemen — engineer helpers, rodmen or sweepers who assist civil engineers in the layout, con-

trol and surveying of dredging projects—are covered by the new contract for the balance of the 1961 shipping season and for the entire 1962 season.

Stronger Welfare Base

Rangemen are members of the dredge section of the Great Lakes Tug and Dredge Region IBU. This latest signing puts all IBU members on the Lakes in the Great Lakes Seamen's Welfare Program and Job Security Plan and gives the welfare program a stronger base.

In addition to this, rangemen also came in for a hefty hourly wage increase and for the remainder of 1961's season the wage scale will be \$2.25-\$2.50 per hour. For 1962, the rate will jump to \$2.53-\$2.78.

First Time Benefits

Signing of the contract also establishes a number of other major benefits for rangemen, such as paid holidays and vacations, travel and subsistence benefits and other items they have never enjoyed before.

Overall, approval of the agreement means that this is the first time that such substantial coverage has been made available to these workers. The contract, now in effect with all companies under contract to the Great Lakes IBU Tug and Dredge Section, came after summer-long negotiations with the operators.

Urge Early Health Exam Renewal

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

It is not necessary to wait until the year is up to get the clinic card renewed at the SIU health centers. This can be done as much as two months in advance of the expiration date.

Mill Strike Over; Job Aid Needed

HENDERSON, N.C.—Special aid and tax benefits being provided by the Government to the hard-pressed US textile industry focuses new attention on the plight of AFL-CIO Textile Workers Union strikers left jobless at the end of a long, bitter fight for job security at Henderson mills here.

The wind-up of the strike which was heightened at times by a National Guard call-up, wholesale importation of professional strike-breakers and rigged "conspiracy" charges that caused the jailing of key union officials, has not lessened the problem of scores of millhands and their families unable to find employment elsewhere.

Relief Committee Active

Accordingly, a locally-formed "Freedom Fighters Relief Committee" is still very active in seeking jobs and other assistance for a number of the strikers. In appealing for aid, the committee has called on the SIU and other AFL-CIO unions on several occasions. The SIU responded with another check for \$250 a short time ago.

Seafarers and others who can provide job aid or donations to the committee are therefore urged to write: Freedom Fighters Relief Committee, Post Office Box 1004, Henderson, North Carolina.

(In the aftermath of the strike, the last three textile union officials still in prison on the faked "conspiracy" charge were recently released on parole after serving the legal minimum sentence. This followed disclosures that the star witness against them, a state undercover informer, was involved in a Virginia gun charge.—Ed.)

Coal For Army On Order; '50-50' Policy Is Upheld

WASHINGTON—Awarding of an \$11.5 million contract to 15 firms to supply US coal destined for American Army installations in West Germany is expected to speed a formal decision, still pending, on how the nearly half million tons of Pennsylvania anthracite will move overseas. At least half the amount seems assured for US-flag vessels.

The Army originally tried to move all the coal via foreign-flag tramps but prompt intervention by maritime unions and merchant marine supporters in Congress stopped this proposal cold. The Defense Department later reconsidered its anti-"50-50" position and agreed half the coal should move in American bottoms.

The protests were set in motion when official rulings were requested from the US Comptroller General on whether the cargo was military or civilian. Government civilian cargo is bound by the "50-50" law, but military cargo must be shipped shipped 100 percent under the American flag. It developed quickly that the move by the Army to bypass "50-50" couldn't be made to stick.

The Army formerly bought its coal from West German sources, but the call for bids from US anthracite producers was made to conserve American dollars. The Army wanted to ship all the coal under foreign flag on the ground that the coal was being purchased by a West German supplier who would, in turn, sell it to the Army.

In answer to the Defense argument, it was promptly pointed out that if the coal purchases were made here to bolster a hard-pressed domestic industry, then the "50-50" cargo preference law for the maritime part of the transaction certainly did apply.

Safe Roamer Gets Award

An enviable record showing 1,768 days of accident-free sailing by the SIU-manned Alcoa Roamer (Alcoa) has won the vessel a special safety certificate from the American Merchant Marine Institute. Forty-two other vessels, ranging from small inland craft to supertankers, also drew awards.

The citation for the Roamer covered almost five years of safe, no-lost-time performance by the Alcoa freightship. She was one of 13 US merchant vessels, representing nine US shipping companies, to top four years.

Thirty other ships and inland craft were cited for two-year-long safety records. Rear Adm. I. J. Stephens, chief of the Coast Guard's Office of Merchant Marine Safety, made the presentations at a New York luncheon.

In Lakes' Ports

ALPENA — Shipping is good. Steamer St. Marie sold to a Wisconsin firm and an Alpena crew delivered the vessel to Ashtabula, Ohio. J. B. Ford laid up for the season . . . **CHICAGO**—Shipping has been good, but the lay-up period is approaching. Registration is not too heavy now . . .

DULUTH—Shipping remains poor, with no jobs on the board. C. B. Randall laid up and now in the Frazer-Nelson shipyard . . . **BUFFALO** — Shipping fairly strong. Total of 108 jobs filled . . .

FRANKFORT — Car ferries continue to make runs and 165 men shipped since last month, up 99 over last period . . . **CLEVELAND** —Shipping Stable as beginning of lay-up period approaches. Over 100 jobs were shipped in reporting period . . . **DETROIT**—Shipping steady. Early in month 21 men helped crew up Mount Evans bound for Mediterranean. SIU service launch continues to serve vessels passing through Lake Saint Clair.

Great Lakes Shipping

September 9, 1961 Through October 13, 1961

Port	DECK	ENGINE	STEWARD	TOTAL
Alpena	49	48	17	114
Buffalo	47	40	21	108
Chicago	34	22	5	61
Cleveland	47	24	12	83
Detroit	145	104	41	290
Duluth	17	14	1	32
Frankfort	58	66	41	165
Total	397	318	138	853

SEAFARERS PORTO'CALL

IN NEW YORK 675 4th AVE.
IN BALTIMORE 1216 E. BALTIMORE

THE INQUIRING SEAFARER

QUESTION: If you were forced to leave the sea and give up sailing, what job would you like to work at ashore? (Question asked aboard the Frances, Transeastern and LaSalle.)

Ernesto V. Erazo, AB: I would become a long-shoreman, if I was forced to give up sailing for a living. The money is good, and I could still be around ships. I know it's hard work, but I'm used to that.



Ships and shipping are in my blood. If I ever had to give up going to sea, I'd try to stay as close to the business as I could.

Ralph Caraballo, chief cook: I'd probably look for a cook's job ashore. Cooking is the work I love and the work I do best. I like to try to whip up something that I can see other people enjoying. I guess I go to sea because it gives me a chance to see the world and cook at the same time. If I ever had to leave the sea, I would head for the nearest kitchen and apply for a job.



Isidore Fisher, galley utility: As long as there are diners and restaurants, I won't have to worry about getting a job. People always have to eat, so I'd help feed them. My mother was a great cook and a boss in the kitchen. After watching her, I decided this was what I wanted to do. I'm for cooking whether it's ashore or afloat.



Ralph Jernigan, fireman: I'd get something where I could stay around machinery. I'd find a place with boilers or heavy equipment so I could still do the work I know. I like the look of gauges and switches, and I like the sound of machinery around me. Sure I like it best aboard a ship, but I don't think I could give up machines, too.



Leslie Hynes, pumpman: My choice would be working in a steel mill and mainly because of the money. It's hot and noisy, with hard work thrown in besides, but if I had to give up the sea, which is what I like doing, I'd be out to grab as much money as I could get. I also wouldn't mind getting in and seeing how the really big stuff is made.



Charles Palmer, AB: If I had to stay in port, I still couldn't give up sailing completely. I'd try to get a job on a tug or a ferry so I'd still be afloat. I couldn't stand working in an office or a shop where you have the same routine every day. Ships and sailing are the only thing for me.



More Jumbo Ships On Way

WASHINGTON—Anxious to beat the deadline on the new law which prohibits ships from being "jumboized" overseas, owners of 41 American and runaway-flag ships have notified the Maritime Administration of their intent to enlarge the vessels and then return to the American flag and become eligible for "50-50" cargoes.

Included among the companies filing "letters of intent" is the

'Taps' Blows For Tattoos In New York

An ancient skin game ends in New York November 1. On orders of the city's Board of Health, all tattoo parlors must close shop. The board claims that local tattooing operations have been a factor in the spread of serum hepatitis, a disease of the liver which has lately become a serious health problem.

The order will put the padlock on the studios of the city's six operating skin painters, where an estimated 6,000 to 10,000 people, including surprising number of women, each year become walking picture galleries. Most of the tattoo artists operated in Brooklyn's Coney Island or in Manhattan.

In issuing its shutdown order, the health board said about 30 cases of serum hepatitis, including one death, have been traced to tattooing since 1959. Operators in New York City have been required to sterilize their instruments for the past two years but, in spite of that measure, the health department traced 13 cases of the liver disease to them this year.

Tattooing has long been traditional among seafaring people and the word comes from the Tahitian "tatau" meaning to mark. Seamen who visited the islands originally probably helped spread the habit.

While the tattoo parlors of New York have been ordered to close, physicians and osteopaths will still be allowed to use the process in medical treatment. However, it is unlikely that the medics will oblige by punching out an anchor or a heart surrounding "Mother."

SIU-contracted Bull Line. Bull has listed the Edith, Evelyn and Mae as candidates for rebuilding into jumbo bulk carriers. Over a dozen other SIU vessels are slated for the same beauty treatment.

The practice of building jumbo ships by cutting vessels in half and inserting new midbodies has become increasingly popular as a result of the availability of bulk cargoes, particularly grain, under the US farm surplus disposal program.

T-2 tankers have been popular for this purpose. When "jumboized" the vessels can carry upwards of 21,000 tons of cargo, making them reasonably competitive with newer bulk-carrying ships.

Up until now, the construction of midsections has been done almost exclusively in foreign yards.

However, following protests by US-flag tramp operators and by US shipyards, Congress passed legislation which barred such ships from "50-50" cargoes for three years following their documentation under the American flag.

Since the law was signed by President Kennedy on September 22, all operators who had notified Maritime of their intentions before that date can still proceed with plans to make jumbos out of their ships abroad.

In addition to Bull Line, a number of other SIU-contracted ships are on the list of 41 vessels, including the Almira, Capt. Nicholas Sittinas, the Henry, Maxton, Montauk, Producer, Montauk Point, Mount McKinley, Mount Ranier, Rocky Point, Mount Shasta and others.

Robin Goodfellow In Good Hands



Crewmembers of the SS Robin Goodfellow (Robin) haul a heavy tarpaulin into the forepeak storage area. Left to right, James Rogers, OS; Tom Wright, OS; H. Galphin, Carpenter; Ted Densmore, DM, and Gene Baker, OS.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



The expression "saved by a hair" is not only a literal one—is well exemplified by two recent articles. Whether drinking puts hair on your chest or not, bare-chested men who are inclined to excessive imbibement of alcohol usually wind up with cirrhosis of the liver.

The hairless male has a genetic defect which makes him more susceptible to liver disease than the man who has lots of hair on his chest, according to Dr. Mitchell Spellberg of the University of Illinois. Those most prone to liver disease are males with little body hair plus tender skin and fingers which taper like a woman's, according to "Insiders Newsletter."

A hairy male is endowed with a biological mechanism which lets him burn up more alcohol with less damage to his body than the hairless imbibers, according to the "World Telegram and Sun."

It's well known that one type of cirrhosis of the liver, called Latence's Cirrhosis, is one of the frequent findings in chronic alcoholism. The exact cause is not known, but it is the opinion that the cirrhosis of the liver is the result of alcohol plus "vitamin deficiency" which is prone to occur in these cases. The fact that he satisfies his food desires and calories needs by alcohol instead of food is believed by some authorities to be the main cause of liver cirrhosis. By whatever mechanism, it is estimated that half the cases of cirrhosis of the liver in this country are found among those who are frequent imbibers of alcohol.

Cirrhosis of the liver in the early stages is usually symptomless, and it is not until the later stages with failure of liver function that symptoms and signs appear.

The symptoms may develop slowly, with slight jaundice and a feeling of lassitude; prominent venules over the face; tenderness over the liver, and with the liver readily palpable. Edema of the ankle and fluid in the abdomen follows as the liver function becomes more depressed. In the later stages, bleeding from varices of the esophagus or stomach usually occurs.

In the early stages the prognosis is good with proper treatment, which

includes a diet rich in meat, fish, eggs, milk, fruit and green vegetables. Alcohol is prohibited. Vitamins such as Thiamine Chloride and liver extract should be given. In the later stages, with edema and ascites (fluid in the abdomen or bleeding from esophageal and stomach varices), the prognosis is poor.

There have been many seemingly bizarre or unorthodox methods of treatment for hiccups over the centuries. A recent report of two cases where the hiccups were terminated by the manipulation of a hair in the external auditory canal has been reported by Erminio Cardi in the "New England Journal of Medicine."

The pathological cause of hiccups is not definitely known. That this attack of spasmodic contraction of the diaphragm is frequently seen in association with organic disease is well known, and is considered a part of the general debility. The majority of these cases of hiccups, which often prove baffling to cure, occur in apparently healthy people. The condition is probably the result of a reflex mechanism, although the definite neurological pathway has not conclusively been proven. It is believed that there is some association between the autonomic nervous system and phrenic nerve which supplies the diaphragm.

Treatment of hiccups is usually not satisfactory. The manipulation of a hair in the external auditory canal apparently interrupts the reflex arc.

This association is often noticed by a physician doing a otoscopic examination of the external auditory canal, since it frequently produces a cough reflex. A hair pressing on the tympanic membrane is known to be a rare cause of persistent cough. This prompted the author to the inspection and manipulation of the hair in the external ear, and produced very rewarding results in two cases of severe hiccups after all other remedies had failed.

The author suggested that in these cases a reflex mechanism between the sensory auricular branch of the third cervical nerve and the motor branch of the phrenic nerve was responsible for the hiccups, and manipulation of the hair in the external ear interrupted this reflex arc and produced the secession of the hiccups.

In regard to cirrhosis of the liver, the writer of this article does not wish to imply that unabandoned consumption of alcohol cannot produce serious liver damage even for those individuals who do have hair on their chest. This is far from the truth indeed.

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

THE CANADIAN SEAFARER



Canada SIU Charges Plot In Great Lakes Shipping

CHICAGO—The Seafarers International Union of Canada charged at a National Labor Relations Board hearing here this month that some grain and shipping companies are cooperating with left-wing dominated unions in an attempt to gain control of shipping in the Great Lakes and the St. Lawrence Seaway.

Leonard J. McLaughlin, SIU of Canada vice president, made the statements at an NLRB hearing involving a dispute between the SIU and the just formed Canadian Maritime Union over representation of the crew of the Northern Venture.

Representatives of the Canadian Maritime Union, which was organized by the Canadian Brotherhood of Railway Trainmen and General Workers, threatened Northern

Venture seamen in August a day after they signed with the SIU, seven crewmembers testified at the Labor Board hearings here.

The crewmembers said they had been fired after temporarily leaving the vessel to confer with SIU officials, and two days later the company signed a contract with the CMU.

The case was brought to Chicago because the two firms named in the charges are largely owned by Norris Grain Co., Ltd., which is partly owned by Chicago and Canadian interests.

The Northern Venture was originally registered under the flag of Bermuda and crewed with aliens living in Canada. After extensive picketing by the AFL-CIO Maritime Trades Department protesting the ships' runaway registry, the Northern Venture was transferred to Canadian registry.

Union Boosts Job Security

MONTREAL—Four members of the SIU of Canada were returned to their jobs when the Union went to bat on unfair firings of crewmen on two vessels.

At Fort William on the Lakes, the SIU intervened promptly when three ordinary seamen were fired from the Lethbridge without cause. After SIU protest, the company had the three men reinstated.

On the Canadian West Coast, an SIU man aboard the Princess of Vancouver was rehired after being dismissed unjustly. In spite of repeated topside attempts to hard-time the seaman, the SIU prevailed and the man kept his job.

In Canada Ports

MONTREAL—Shipping held up very well at the end of the summer, and started slacking off slightly in September. Compared to other years, the end of the season was still quite good. The new Branch Lines tanker, the J. Edouard Simard, has been the subject of much praise.

VANCOUVER—Maritime industries were honored at a parade here where it was noted that Vancouver grain shipments were up 24 percent and tonnage increased by 11 percent for the first half of the year. However, not one load of grain bound for Red China was carried on Canadian ships. A new tug for Deeks-McBride, an SIU-contracted company, is being built upside down and when finished it will be put on the ways rightside up.

TORONTO—Two new vessels, the French River and the English River, were commissioned recently. The SIU-contracted company, CSL, is also laying the keel for another. These vessels will replace the old canalers.

HALIFAX—The seven strike-bound CNS ships which were sold to the Cuban Government three years ago, were freed from arrest by the Exchequer Court of Canada. The court said they couldn't be held without consent of the Havana government.

SIU Canadian District Halls

FORT WILLIAM 408 Simpson St.
Ontario Phone: 3-3221
HALIFAX, N.S. 128 1/2 Hollis St.
Phone 3-8911
MONTREAL 634 St. James St. West
Victor 2-8161
QUEBEC 44 Sault-au-Matelot
Quebec Lafontaine 3-1509
THOROLD, Ontario 52 St. David St.
CANAL 7-5219
TORONTO, Ontario 272 King St. E.
Empire 4-5719
VANCOUVER, B.C. 288 Main St.
ST. JOHN, N.B. 177 Prince William St.
OX 2-5431

NAM Plays 'Ostrich', Quits ILO

One of the nation's major business organizations, the National Association of Manufacturers, has now permanently withdrawn from the International Labor Organization.

The NAM had ducked the last ILO general session but said at the time that the move was only "temporary." The withdrawal is now complete, and in sharp contrast to the US Chamber of Commerce position, recently reaffirmed by that business group, that it would continue its overall participation as part of the US Government-labor-business team at ILO sessions.

The NAM, in playing "runaway" from the ILO, complained that supporters of "free enterprise" seemed to be outnumbered at ILO meetings by pro-Communist representatives who handcuffed the operations of the world organization. The ILO is today an agency of the United Nations, and was originally set up by the old League of Nations. Its goal is to improve working conditions and living standards on a broad base throughout the world.

An NAM spokesman rejected the proposition that the organization was retreating to "isolationism," as the ILO withdrawal action indicated.

Be Sure To Get Dues Receipts

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

Visitors View SIU History



Visitors to SIU headquarters, Japanese trade union study team gets camera's-eye view of SIU and maritime history from photo display in hiring hall. The labor group, including representative of the All-Japan Seamen's Union, toured facilities recently.

Coastal Ships Keep Declining

British Trade On Skids Too

US domestic shipping isn't the only coastal shipping industry suffering from hard times. According to "Fairplay," a British shipping publication, British domestic shipping is in a bad way, despite the fact that its wage scales are among the lowest anywhere in maritime. In fact, "Fairplay" headlines its story as follows: "Coastwise Shipping's 'Death'."

The magazine quotes a spokesman for the British maritime officers' association as charging that the Government's proposals for reorganizing the British transportation system would put an end to coastwise shipping and throw seamen, longshoremen and shipyard workers out of work.

Fleet Reduced 50 Percent

The officers' spokesman pointed out that the British coastal fleet of 1961 is now half what it was in 1939. He noted that 150 ships had been lost to the trade in the last

three years and, further, almost half of the ships in the fleet are over 20 years of age with no new ones under construction.

Rails, Trucks Are Favored

An additional charge was that the government's proposals favored road and railroad transport at the expense of shipping, with the result that the British merchant fleet would be deprived of the vessels it might need in any emergency. The Minister of Transport was accused of "getting coastwise shipping off the seas quicker than Hitler with his E-boats and U-boats."

Apparently the low wages paid

Pursers Nail Down First Export Pact

Climaxing a long, hard-fought campaign to organize the company, the SIUNA-affiliated Staff Officers Association has nailed down its first contract with American Export Lines. The pact, covering 85 pursers in American Export, was agreed on October 16 and is up for membership ratification in the next 30 days.

It provides important job security guarantees, wage increase, higher pension benefits and broad improvements in working conditions.

The SOA won bargaining rights for American Export pursers in an election that ended in February of this year. The vote marked the first time in years that an AFL-CIO maritime union has been successful in gaining representation rights on behalf of officer personnel in Export.

In winning the election, the Staff Officers defeated the Brotherhood of Marine Officers, then a unit of the United Mine Workers catch-all

District 50. The Staff Officers were certified as bargaining agents by the NLRB this past April.

Burt Lanpher, secretary-treasurer of the SOA, reported that the contract parallels, with minor exceptions, agreements completed October 1 for pursers in US Lines, Moore-McCormack Lines, Grace Lines and Stockard.

The agreement with American Export calls for the use of pursers on all ships of the company. Lanpher said this clause also will cover all new ships being built by the company, plus all vessels it may charter or otherwise acquire as part of its operations.

In addition, should Export and Isbrandtsen get Government approval for their proposed joint shipping operation, the new contract requiring pursers on all company ships would apply across the board.

Wage increases set forth in the agreement amount to almost 11 percent, including a 4 percent raise this year and three smaller increases over the following three years. The contract will expire June 16, 1965.

American Export has also agreed to increases in contributions to the union pension and welfare funds, improvement in pursers' living quarters on Export's three passenger vessels and 27 freighters and to guaranteed weekend overtime if pursers desire to take optional weekend work.



THE SIU INDUSTRIAL WORKER

UIW, Canvas Firms Sign Standard Pact

A standard contract with 20 canvas and wire rope companies was signed this month by the United Industrial Workers of North America.

The pact, which covers 95 members of the UIW, marks the first time that the companies, members of the Canvas and Rope Association, have come under one document. Signing of the contract is expected to bring greater unity and stabilization in the canvas, wire and rope industry.

The standard contract means more security for workers in canvas and rope outfits under the UIW banner. The single contract was signed after negotiations were conducted jointly with all association members. Previously, each company had a different contract with different expiration dates.

The two-year contract expires May 31, 1963, and all of the provisions of the pact, including an hourly wage increase, are retroactive to June 1, 1961.

Members of the Canvas & Rope

Association who are parties to the contract include: Acme Canvas & Rope, Brooklyn; Atlantic Cordage & Supply, Brooklyn; B. R. International, Elizabeth, NJ; C & S Canvas Co., Brooklyn; DiMattina Supply, Brooklyn; Edward L. Durham Inc., Brooklyn; East New York Canvas, Brooklyn.

Also, John Friend, Long Island City; New York Canvas Rope, Brooklyn; New York Splicing, Hoboken, NJ; Nilsen & Mills, Manhattan; Paulsen-Webber Cordage (all branches except Sunbury, Pa., which is not a member of the association and is covered under separate contract).

Regent Wire & Rope Works, Brooklyn; Vincent J. Spellman, Brooklyn; Universal Wire Rope, New York City; Wire Rope Trading, Hoboken, NJ; A. Samuelson, Inc., NYC.

UIW Welfare Paid \$16,648 In Sept.

The United Industrial Workers of North America Welfare Plan paid out \$16,648.08 in September. One death benefit was paid for Edward Kirk of Stephen Laurie, totaling \$2,846, which includes disability and surgical benefits.

Other claims over \$200 were: Carmen Severino, Air Master, \$877.95, hospital, surgical and disability; Robert Dick, Hussmann, \$830, hospital and surgical; Arden Alvis, Hussmann, \$680, hospital and surgical; Joseph Kleinwicks, Schaevitz Engineering, \$677, hospital and surgical.

Walter Karbownik, All American



Alvis



Karbownik

Metal, \$582.25, hospital, surgical; Louis Haggerty, All American Metal, \$542.53, hospital, disability; Albert Campagna, Hussmann, \$495.83, hospital, disability; Frank Sabato, Hussmann, \$436.75, hospital, surgical; John Birkenheuer, Air Master, \$429.50, hospital, surgical, disability.

Michael Stafford, Schaevitz Engineering, \$412.90, hospital, special surgery; Howard Passmore, Air Master, \$342.05, hospital; William



Campagna



Hazle

Hartley, Air Master, \$303.56, surgical, disability; Eleanor Kind, Schaevitz Engineering, \$297.71, surgery, disability.

Thomas Carroll, Willow Grove Park, \$273, disability; Melvin Delbler, Paulsen-Webber, \$222.75, hospital, surgical; Louis Pinero, Precision Aluminum, \$218.01, hospital; Albert Frazier, Hussmann, \$257.02, hospital, surgical, disability; Nathaniel Hazle, Air Master, \$216.50, hospital, surgical.

Thirteen maternity benefits were paid by the UIW Welfare Plan during September: John Fitzgerald, Lucian Barich, Santos Adams, Thomas Tillger, Eugene Murphy, Vincent Murillo, Alfonso Torres, Henry Parks, Rudolph Bodine, James Hutchinson, James Muckley, William Williams and Ray Harris.

Mobile Yard Jobs Gain

MOBILE—Members of the United Industrial Workers are enjoying more job opportunities here these days as a result of increased activities at Mobile Ship Repair, an UIW-contracted company.

A significant jump in employment at Mobile Ship Repair was reported last month after the company secured a job reportedly worth more than a million dollars on a Government tanker. In addition to the tanker, Mobile Ship Repair acquired three other important marine jobs recently.

Union efforts to secure more work for US waterfront industries and shoreside plants have played a large part in improving the employment situation in marine yards in the Gulf. Activity in this area had been quiet for some time.



New Mail System Is Set For NY

The SIU has arranged with the Post Office to set up a special seamen's mail window at the Bush Terminal Post Office in Brooklyn. The move, which is being tried out starting November 3, 1961, is designed to get personal mail to Seafarers in the port of New York more quickly and efficiently.

After Friday, November 3, all personal mail for the membership received at SIU headquarters in Brooklyn will be moved to the Bush Terminal facility.

Seafarers will be able to pick up their personal mail at:

**Seamen's General Delivery
Bush Terminal Post Office
29th Street and Third Ave.
Brooklyn 32, New York.**

All mail addressed to Seafarers in the area should include the man's name plus the above address. Seafarers are urged to advise their families and friends accordingly.

The Bush Terminal window for Seafarers' mail will be open every weekday (except legal holidays when the Post Office is closed) from 9 AM to 5 PM, and Saturdays from 9 AM until noon.

One of the advantages of establishing the Seamen's General Delivery at the Post Office is that mail will be kept for six months. Previously mail has been held at the hall for three months only. The move will put SIU membership mail in the hands of experienced Post Office personnel, and the changeover in the handling

of letters and packages is expected to be smooth.

In the event that problems about personal mail do arise, Seafarers are urged to notify the Union promptly so that difficulties may



Seafarer Hugh Williams, pumpman, checks list on the mail counter at SIU headquarters. Mail book now in use is being discontinued in the Port of New York.

be cleared up with the Post Office.

A similar arrangement for holding Seafarers' personal mail has been in effect at the Post Office in New Orleans for some time and has apparently been working well.

The Bush Terminal Post Office is a short distance from the SIU hall in Brooklyn and is near Bull Line and Robin Line piers.

Membership mail currently on hand at the SIU hall in Brooklyn will be moved November 3 to the Post Office. Personal mail addressed to the SIU hall after that date will be sorted and sent to the Bush Terminal Post Office where it will be held for six months.

Philly SIU Helps Boys Build Club

PHILADELPHIA—South Philadelphia boys will have a new place for recreation soon, and SIU members here have helped make it possible.

Seafarers promptly answered a call for help on a carnival run by South Philadelphia's Optimists Club, and the end-result will be a much-needed new permanent home for the Junior Optimists Boys Club sponsored by the senior group. The new facility will provide a place where boys in the neighborhood can enjoy arts and crafts, sports, and social functions.

The carnival was held recently to raise money for a down payment on the new clubhouse for the boys. Seafarers volunteered to do some of the many tasks which go into running a carnival and sound trucks were dispatched to help make the affair an area-wide success.

Club president Joseph A. Pellegrino expressed the thanks of his group to the SIU for the assistance which "helped so much in achieving our goal... You will be happy to learn that a committee has already been appointed to proceed with the purchase of a property, now that we have raised the necessary sum."

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	November 6
Philadelphia	November 7
Baltimore	November 8
Detroit	November 10
Houston	November 13
N. Orleans	November 14
Mobile	November 15

THE FISHERMAN and CANNERY WORKER

James Waugh, 53, Veteran Of WC Cannery Workers

WILMINGTON—Veteran trade unionist and SIUNA representative James Waugh, long-time president of the SIUNA-affiliated Cannery Workers Union of the Pacific, Los Angeles Harbor Area, died October 5 at the age of 53.

Active in the Cannery Workers movement since 1933, Brother Waugh was first elected to office in 1938 and served for 19 years as president of the Cannery Workers Union. He was named an international representative of the Seafarers International Union of North America in 1957 and held that post until January of 1960.

Ill health, after he suffered a heart attack in 1959, led to his resignation as an SIUNA representative last year. Long active in union affairs on this Coast, Waugh directed much of his effort while serving with the international union to aiding the Seine and Line Fishermen's Union of San Pedro. He also was a former president



Waugh

of the Central Labor Council here and, while engaged as an international representative, was elected as delegate to the California State AFL-CIO convention by members of his home union, the Cannery Workers, who gave him the highest vote received by any delegate.

Waugh is survived by his widow, Edna, of this city, and a daughter, Elaine Mareno, of San Pedro. Burial services were held October 11 at Green Hills Memorial Park in San Pedro, with a delegation of SIUNA, labor and industry representatives in attendance.

Boston Pact Still Open

BOSTON—Members of the Atlantic Fisherman's Union are working over new contract proposals for negotiation with boat owners in this area after rejecting an earlier offer.

The fishermen are seeking the first major changes in their basic working agreement since 1946. The contract would cover fishermen who work on the larger trawlers plus the wide range of other fishing craft that work out of Boston harbor.

In rejecting the original offer, at a meeting here last month, AFU members moved to tighten up the procedure for negotiating with the owners. They also voted to enlarge and change the committee which deals with the employers.

Once agreement is reached, the revised proposals will be resubmitted to the membership for further rank and file action. Efforts will also move ahead on pacts covering fishermen and owners in various other areas, where organizing has been going on for some time.

Pedro Seine Union Elects Calise Again

SAN PEDRO—John Calise was re-installed recently as secretary-business agent of the Seine and Line Fishermen's Union of San Pedro, an affiliate of the Seafarers International Union of North America.

Named to serve two-year terms with Calise were Nick Pecoraro, treasurer, plus an executive board comprised of Ralph Averga, Pete DiMeglio, Manuel Granados, Frank Lesano, Mike Mattera, Steve Oliveri, and Ralph Spinello.

Bert Salvato was elected chairman of the audit committee and Tom Monchetti heads up the trial committee as chairman.

New Bedford Takes Title



Deed to New Bedford Fishermen's Union hall is accepted by Howard W. Nickerson, secretary-treasurer (right), from former owner H. A. Ledgard. A tenant for several years, the union bought the building on October 3. NBFU counsel Patrick H. Harrington, Jr. looks on.

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

By SIDNEY MARGOLIUS

Carpet Deals Have Bug In Them

We've been working overtime trying to straighten out some of the jams working people get into by buying high-priced encyclopedias with extra equipment, vacuum cleaners sold with purported bonuses for referrals, etc. In many cases the wife got the family into the jam by believing statements made by a salesman, or often nowadays, a saleswoman. Not even the Federal Trade Commission seems able to stop deceptive encyclopedia selling. But husbands often are responsible, especially when buying cars and jewelry on time, or leading the family into a spurious food-freezer plan.

Now we're going to blow a siren on the latest overpriced hard sell. This new onslaught on the pocketbooks of trusting families is the telephone selling of carpeting by boiler-room operators.

The telephone solicitor gets the leads, often by telling you that the company is having a huge clearance or a special sale, or that a friend of yours said you were thinking about buying carpeting. A solicitor often makes 120 phone calls a day.

"Boiler room" is the name law-enforcement agencies used to apply to a roomful of solicitors phoning people to sell stocks or get donations to dubious charities. Now the technique is being used more and more to sell consumer goods.

The prices charged by boiler-room operators are flagrantly high—in fact, sometimes 30-40 percent more than you would pay for the same carpeting in a regular store. In an interview with "Home Furnishings Daily," one of the leading operators reports that he buys the carpeting wholesale at \$3.75 a square-yard and adds \$2 a yard for padding and installation, and \$4 a yard for his expenses and profit. The total of \$9.75 in this example is known in the trade as the "par" price. The salesman then charges as much over "par" as he judges he can get. This particular boiler room limits its salesmen to \$4 over par. Thus, families who buy this way may pay as much as \$13.75 a yard.

Buying carpeting from canvassers on the installment plan without comparing prices at regular stores can result in real tragedy. Previously, this department reported that in Detroit hundreds of families paid high prices—some as much as \$30 a yard—for what later proved to be inferior carpeting. But the sellers had turned over their contracts to a Detroit bank which then insisted on payment. The Michigan families organized what they called "The Suckers Organization," picketed the bank, and agreed among themselves not to make further payments. Then over a hundred picketed the state capitol in Lansing, demanding protection against both deceptive sellers and the banks and finance companies who finance their operations.

The boiler rooms are growing like weeds. Operators learn the technique by working as salesmen for established boiler rooms, then set up their own boiler rooms. Their chief overhead is for phones and delivery service. Reports indicate that nine boiler rooms have been started in Chicago in the past two months, making 15 now in operation. They're already doing almost as much carpeting business as the department stores.

No doubt many families are in the market for carpeting, judging from our mail. But this is an expensive investment that must be bought with care. Not only are there deceptive practices, but inferior goods to guard against. We advise shopping at least three regular stores, comparing weight, closeness of weave, fiber content, and in the case of pile-type rugs, height of pile. By the time you shop the third store you'll have a better idea of comparative quality than when you started. We also recommend room-size rugs rather than wall-to-wall, not only to save on initial cost but to distribute wear.

'Under A Tropic Moon'



News that the 6,000-member Seamen's and Waterfront Workers Union of Trinidad has affiliated with the SIU of North America is not the sort of thing to brighten the outlook of runaway operators and sub-standard employers of all kinds. A direct link between the large, established Caribbean union and the largest maritime union in this hemisphere—the SIUNA—is not their idea of labor progress.

The fact remains, however, that the affiliation news is very good for both parties—the SWWTU and the SIUNA. It recognizes the common purpose and objectives of both organizations and allows for joint action in many areas.

Wherever possible, the SIUNA can now work with its newest Caribbean affiliate to upgrade conditions in its immediate backyard and vice-versa.

The affiliation this month means an outright doubling of SIUNA strength in the islands to the south. Taking into account the

considerable size of the Puerto Rico Division plus the very recent affiliation of the Virgin Islands Labor Union, the SIUNA now has a membership of almost 13,000 in the Caribbean.

There is another important side to this development, also. For the runaway American shipowner, the affiliation means the closing of another escape hatch, one of several that have slammed shut in recent months. This arises from SIU organizing action plus US Government recognition, via the National Labor Relations Board, that runaway ships are not entitled to any kind of special treatment. The existence of this fleet, and its prosperity until now, has depended largely on the granting of special privilege.

The SIU, therefore, is happy to welcome the SWWTU into the union family under the banner of the international union and the growing "Brotherhood of the Sea." We can look forward to new progress in the common interest of all concerned.

Seafarers In Action

Seafarers in action received high praise recently for jobs well done in several different areas. The variety of accomplishments involved points up the kind of skilled professional who is going to sea for a living today.

Of course, special recognition was limited to a small number of vessels, but their crews represent a cross-section of the membership throughout the SIU-contracted fleet, all of whom are doing a man-sized job with skill, devotion and professional pride.

The Air Force singled out Seafarers on the missile tracking ship *Rose Knot* for their work during the second astronaut flight which sent Capt. Virgil Grisson into space. *Rose Knot* Seafarers won commendation for

the high level of seamanship they displayed despite problems in the line of duty.

In their turn, Seafarers on the *Alcoa Roamer* have earned another special safety award marking almost five years of accident-free sailing on their vessel. The *Steel Surveyor* has also just received its second consecutive safety award.

An SIU ship is also a clean ship, and Seafarers aboard the *Alice Brown* have proved it for the third consecutive year. The *Bloomfield* vessel achieved its third straight perfect score in the US Public Health Service Inspection.

Wherever they are, Seafarers can be proud of the job they do and proud of being skilled, professional men of the sea.

SIU Legislative Department

Ray Murdock, Director



RUNAWAY FLAGS.—The SIU and MEBA have accused American owners of "runaway-flag" vessels of raising a fraudulent issue of national security in their efforts to block the unionization of their foreign vessels. This point was made in answer to recent threats from US shipowners that the US will lose "effective control" of 450 modern tankers and bulk carriers if unions persisted in their drive to organize "runaway-flag" vessels. MEBA has stated that Government action giving additional privileges to the alien-flag owners would only aggravate the situation. "Hundreds of American-manned ships," said the MEBA, "badly needed for our national defense," said the MEBA, "have already been forced out of business by runaway competition, and more will be lost to the US if runaway fleets are given further advantages over American-flag shipping."

RESEARCH AND DEVELOPMENT.—The Japan Steel and Tube Corporation will soon begin construction of what it claims to be the first ore carrier-tanker made of high tension steel. The vessel will be built for the San Juan Carriers Company of Chile. Sixteen thousand tons of rolled steel and 2,000 tons of high tension steel will be used in the construction. . . . The International Navigation Congress has received a recommendation that more radar-trained navigators should be employed in world shipping. The recommendation, prepared by Austin Smith of the Mississippi River Commission states that many officers aboard ship have too little experience in the use of radar. It asked that navigation regulations be strengthened and that better safety equipment be placed aboard ship. . . . In another report submitted to the International Navigation Congress, Major General K. D. Nichols, US (Ret.), declared that rigid safety controls should be placed on nuclear vessels while in confined waters, but stringent international controls should not be drawn up on the basis of the atom-powered SAVANNAH alone. The report pointed out that until some basic operating experience is acquired with several types of reactorship combinations, rules for specific types should not be drawn, or at least not implemented.

SUBSIDY RESTRICTIONS.—The GAO has ruled that requisition and acquisition ship valuation provisions of Section 802 of the Merchant Marine Act, written into a former Maritime Commission contract covering sale by the Government of a vessel built with construction-differential subsidy under Title V, must remain with that particular vessel and may not be transferred to another ship built without subsidy. The ruling was prompted by an inquiry by Thomas Stakem, former FMB Chairman. In May, 1961, Mr. Stakem stated in a letter to the GAO that the former Maritime Commission in June, 1945, sold to Bethlehem Steel Corporation four new dry-bulk cargo vessels. Bethlehem subsequently sold two of the ships and requested the FMB to release those two ships from the Section 802 obligations in consideration of Bethlehem's agreement that the obligations would be imposed upon two other dry-bulk cargo vessels, the latter built without construction subsidy. In its ruling the GAO said: "The main questions raised by your submission are (1) whether the contractual agreement required by Section 802 of the Merchant Marine Act relative to the valuation of a vessel on which a construction-differential subsidy has been granted may be waived in the absence of legislative authority therefor, (2) did the Congress in enacting Section 802 intend that the specific vessel or vessels which had been constructed with Government aid be earmarked for possible requisition by the Government in times of emergency, and (3) whether substantially the same result may be legally accomplished by releasing the above-mentioned two vessels from the Section 802 restrictions and imposing the same obligations upon two other equal dry-bulk cargo vessels which were not constructed with Government aid. We believe the answers must be in the negative."

LEGISLATIVE ROUNDUP.—The Senate has passed the Commerce Committee's version of permanent dual-rate legislation. The measure survived amendments offered by Senator Kefauver (D), Tennessee, designed to strengthen antitrust provisions. . . . The President has signed HR 2457, a bill clarifying the construction subsidy provisions of the Merchant Marine Act with respect to reconstruction, reconditioning, and conversion. The measure is now known as PL 87-222. . . . HR 6309, a measure amending the Merchant Marine Act in order to increase certain limitations in payments on account of operating-differential subsidy has been signed by the President, and is now designated as PL 87-243. . . . The Senate has approved S. 1728, legislation to provide, with respect to trade-in of an obsolete vessel for an allowance of credit toward new construction, that the obsolete vessel be acquired by the Secretary of Commerce either at the time the owner contracts for construction or purchase of the new vessel or within five days of the actual date of delivery of the vessel. . . . The House has approved HR 3632, a bill amending Section 510 of the Merchant Marine Act of 1936, relating to the exchange of vessels, so as to delete language which requires that the Maritime Administration shall take into account the cost of converting Government-owned reserve vessels of a military type to commercial vessels in connection with the valuation process. The measure now goes to the Senate.

FISH REPORT.—The US catch of fish and shellfish during the first six months of 1961 was about 218 million pounds greater than for the same period of the previous year. This represents nearly a 17 percent gain. The increase was largely due to the increased landings of menhaden used in the manufacture of fish meal and oil and tuna taken for canning. About 783 million pounds of menhaden were caught during the first six months of 1961. The tuna catch amounted to 161 million pounds, about 15 million pounds more than the first half of 1960. . . . The US exported fishery products to 105 countries during 1960. The products exported were valued at \$44,165,000. Canada was the leading market, taking products valued at \$10,309,000. The United Kingdom was second, followed by The Netherlands. Other important markets included the Philippines, Sweden, West Germany, Norway, Switzerland, and France.

NEW!**SEAFARERS' SICK****\$8 Per Day In The Hospital —****Up To 39 Weeks Of Combined****HOW TO
APPLY:**

BASIC ELIGIBILITY. The Basic Eligibility Rule for all Sickness & Accident benefits is the same as for all other welfare benefits. Seafarers must have one day's seetime in the previous six months plus 90 days in the last calendar year in order to qualify. This is the minimum requirement for benefits under the Seafarers Welfare Plan.

ILLNESS OR INJURY ABOARD SHIP.

Seafarers who are ill or injured aboard a vessel only qualify for S & A hospital benefits. As outpatients, they are entitled to Maintenance & Cure of \$8 per day from the company. Maintenance & Cure is protected by law. Where there is a question whether M & C is payable, benefits will apply subject to collection of M & C.

SEAFARERS WELFARE PLAN**APPLICATION FOR SICKNESS AND ACCIDENT BENEFIT**

THIS FORM MUST BE USED WHEN INTERVIEWING MEMBERS CLAIMING OUT-PATIENT SICKNESS AND ACCIDENT BENEFITS, MAINTENANCE AND CURE, OR \$8.00 PER DAY IN-PATIENT BENEFITS IF THE MEMBER HAS BEEN IN A HOSPITAL NOT REGULARLY VISITED BY AGENT. IT MUST BE SUBMITTED TO HEADQUARTERS WITH ALL SUPPORTING DOCUMENTS.

Name John Doe Book or PB No. 77-61
Home Address 60 Main St., Center City, Pa.
Phone No. MAIN-1-2345

Mailing Address Same as above

Z-No. 123-456 S.S. No. 999-99-9999

Department Deck Lifeboat Endorsement? Yes ☐ No ☒

Have you previously applied for this benefit? Yes ☐ No ☒

Last Vessel Ames Victory Company Victory Carriers Agent

Rating A.B. Date on 3/10/61 Date off 9/12/61

Was allotment stopped? ☐ Yes ☒ No ☒ Transportation paid? Yes ☐ No ☐ None Due ☒
Were earned wages paid? Yes ☒ No ☐ Unearned wages paid? Yes ☐ No ☐ None Due ☒

Where did you terminate employment? Place Wilmington, Calif. Date 9/12/61

Where did Vessel pay off? Wilmington, Calif. Date 9/12/61

Employment Record (List all other vessels this year and during previous calendar year):

Employer	Vessel	Date On	Date Off
<u>Bull</u>	<u>Jeane</u>	<u>12/1/59</u>	<u>6/10/60</u>

SAMPLE

Have you had any employment within 19 months preceding your illness or injury with a California or New Jersey company? Yes ☐ No ☒

Date of illness or injury? 9/10/61 Place? San Pedro

Nature of illness or injury? Ulcers

If injury, list witnesses: None

Was illness or injury reported and put in the ship's log book? Yes ☐ No ☒

Did you get a Master's Certificate? Yes ☐ No ☒ Were you hospitalized? Yes ☒ No ☐

U.S.P.H. Hospital, San Francisco 9/1/61 10/2/61
Name and Location of Hospital Date In Date Out

Name and Location of Hospital Date In Date Out

Do you have abstracts of medical care? Yes ☒ No ☐ If NO, have you requested abstracts from USPHS Hospital? Yes ☐ No ☐ If YES, give name and location of hospital or clinic.

Have medicals been forwarded to home office of company or presented to company agent in outport?

Yes ☐ No ☒ If in outport, give name and address of company agent.

Have you taken up your injury or illness with anyone? Yes ☒ No ☐ If YES, with whom?

Seafarers Welfare Plan

What was done?

Were there any similar illnesses or injuries aboard vessel? Yes ☐ No ☒ If YES, explain.

SAMPLE

ILLNESS & ACCIDENT BENEFITS

— \$56 Weekly For Outpatients

Coverage For A Single Illness

ILLNESS OR INJURY ASHORE. Seafarers who are ill or injured ashore qualify for both hospital and outpatient benefits under the S&A program. If they have been discharged after less than 39 weeks in the hospital, they automatically qualify to receive outpatient benefits for the remainder of the 39-week period.

HOSPITAL BENEFITS. Every hospitalized Seafarer who meets the Basic Eligibility Rule can receive hospital benefits for up to 39 weeks. If he remains in the hospital over 39 weeks, regular benefits of \$3 per day are payable for as long as needed. Payments are made right in the hospital in most cases.

OUTPATIENT BENEFITS. In every case, Seafarers should contact any SIU hall. They must complete the S & A application (sample below, left) and furnish a USPHS medical abstract (sample below). Seafarers who have not been hospitalized must be outpatients for 7 days before they can receive benefits, which are retroactive to the 5th day.

you have a physical exam prior to employment? Yes ☒ No ☐

Where were you examined? SIU Clinic, NY When? Feb. 15, 1961

Is this a reoccurring illness or injury? Yes ☐ No ☒ If YES, explain: _____

Is the illness or injury in any way attributed to misconduct on your part? Yes ☐ No ☒ If YES, explain: _____

Have you had previous claims for maintenance and cure with any company?

Employer	Vessel	Paid From	Paid To
<u>Robin Line</u>	<u>Robin Gray</u>	<u>11/10/57</u>	<u>3/4/57</u>

Have you had previous cases with any company? Yes ☐ No ☒ If YES, list below:

Employer	Vessel	Date of Settlement
<u>None</u>		

Were you hospitalized prior to becoming outpatient and collected in-hospital benefits of \$8.00 per day, how long did you receive this benefit?

6 Weeks 6 Days Total Amount Received: \$ 160.00

Date of Application: 10/21/61 John Doe
Member's Signature

FOR OFFICE USE ONLY

If \$8.00 per day in-patient benefit has not been paid in full, indicate period for which benefits of \$8.00 per day must be paid: From _____ To _____ Inclusive.

If there is any question whether maintenance and cure is payable, member must sign separate assignment forms in triplicate and all copies should be forwarded with this application and the following supporting documents:

- Proof of hospitalization;
 - Copy of pay voucher or discharge from last vessel.
- Form prepared by: John Doe Date: 10/21/61
- Form approved by: _____ Date: _____
- (If additional space is required, attach separate sheet of paper and forward same with copies of all supporting documents.)

PHS-1000
Rev. 3-59

CERTIFICATE OF MEDICAL CARE (Abstract from clinical record)

FROM: NAME AND ADDRESS OF U. S. PUBLIC HEALTH SERVICE HOSPITAL, OUTPATIENT CLINIC, OR OUTPATIENT OFFICE
U.S. PUBLIC HEALTH SERVICE OUTPATIENT CLINIC, SAN PEDRO, CALIFORNIA

NAME OF PATIENT: DOE, JOHN DATE OF REPORT: 10-20-61

ADDRESS: 60 Main St., Center City, Pa. CLASS OF BENEFICIARY: AS REGISTER NUMBER: _____

DESCRIPTION: _____ DATE OF BIRTH: _____ HEIGHT: _____ COMPLEXION: _____ COLOR HAIR: _____ COLOR EYES: _____

NAME OF VESSEL: AMES VICTORY DATE LAST SERVED ABOARD: 9-12-61

TREATMENT RECEIVED: _____

HOSPITAL-INPATIENT ☒ FROM 9-21-61 TO 10-20-61 OUTPATIENT ☒ FROM 10-20-61 TO present

DISPOSITION: DISCHARGED AS INPATIENT ☐ DISCHARGED AS OUTPATIENT ☒ STILL UNDER TREATMENT ☐

REASON: WITH MEDICAL CONSENT ☒ WITHOUT MEDICAL CONSENT ☐

REASON FOR PRESENT ADMISSION (Include date of onset, chief complaint. If injury give date, place, and brief description of accident causing injury.)
Patient stated he had severe pains in stomach.

OPERATIONS (Nature and date): _____

PRESENT DIAGNOSES FOR PRESENT ADMISSION	CONDITION ON LAST TREATMENT DATE ABOVE	DEGREE OF RECOVERY ANTICIPATED AND EXPECTED DATE
<u>1. ULCERS.</u>	<u>Unfit for duty 10-21-61.</u>	<u>Disability extended - 3 wks.</u>
<u>2.</u>		
<u>3.</u>		
<u>4.</u>		

REMARKS: _____

The S & A program for Seafarers launched on October 1, 1961, marks a major new development under the SIU Welfare Plan. It provides, for the first time, benefits in cases of illness or injury that occur off the job. It also means outpatients can now receive benefits; outpatients have never been covered under SIU benefits before.

The sample application and USPHS medical abstract (above) covers a Seafarer who became ill ashore about a week after signing off his vessel. He was hospitalized for a short time and then went on outpatient status. According to his seetime, he easily qualified for both hospital and outpatient benefits.

Since circumstances will naturally vary, Seafarers are urged to make sure they fill out their applications fully according to the particular circumstances in their own cases. This will simplify checking and processing of applications whether a Seafarer applies at headquarters or in the out ports. All payments are being handled at headquarters in the same manner as SIU Vacation Plan benefits.

Offshore With No LOGs? Gang Kept On, SIU Wins OT Advise Hq. When, Where

Steps are now being taken by headquarters to deal with situations where SIU vessels continue to report now or then of non-delivery of the repeated air-mailed monthly packages of SEAFARERS LOGs, particularly at offshore locations.

Problems in forwarding official Union mail and LOGs to ships at overseas ports are a long-standing matter of concern.

In this connection, detailed records are now being maintained on every monthly LOG shipment to note when and where each individual ship's package is mailed plus when and where, based on available information from the companies, it should meet every ship in the SIU-contracted fleet.

It is expected this method will result in pinpointing the runs, ships, locations and agents (if a company has an agent in a port) where the trouble seems to exist. Keeping in mind the monthly scheduling of LOGs, a short period of time should produce concrete answers.

A further step being taken, beginning with this issue, is mailing in specially-imprinted envelopes to distinguish the Union's official mail from "bulk" matter that sometimes gets lesser attention in processing and forwarding despite the airmail postage or first-class mailing to nearby US continental ports.

Still another method for improving the chances of LOG delivery, is a possible mailing of special newsletters or "overseas bulletins" to all vessels midway between the publication date of each regular monthly issue. This step would automatically double Seafarers' chances of receiving Union news wherever their vessel happened to be.

In the interim, while records on particular problem spots are accumulated for further action, the cooperation and understanding of all crews is requested. Seafarers are likewise urged to advise the LOG at headquarters of any itinerary or schedule changes and,

wherever possible, a fresh supply of LOGs will be forwarded immediately. In supplying forwarding addresses, crews are reminded to allow adequate time for mail to travel each way.

Seafarers in the deck department, who were restricted to the ship while the engine and steward gangs were allowed ashore, have drawn 16 hours of offwatch overtime each as a result of the company-imposed restriction.

The Mount Vernon had taken on a load of oil at the Humble

refinery, Baton Rouge, La., on Tuesday, September 18. Then, after apparently heading too far downriver, she was unable to turn in shallow water and left her stern up on the bar at 5:45 A.M.

Stuck Three Days

In the course or three days spent on the bar while tugs tried to pry the giant ship loose, the entire deck department was held on the

vessel. Neither the engine nor the steward departments were affected by the restriction.

On Friday, September 22, the 10,000-hp towboat American pulled the 46,000-ton oil carrier free after several other tugs pulling together had failed to do so.

The restriction beef was settled after the vessel finally arrived up north and discharged her cargo.



Mount Vernon Victory Grounded on a sandbar near Baton Rouge last month.

MONEY DUE—Mississippi Shipping

Seafarers should contact the Mississippi Shipping Company, Ilibernia Bank Building, New Orleans, La., regarding the following unclaimed wages:

NAME	AMOUNT	NAME	AMOUNT	NAME	AMOUNT
Ackee, Edward P.	\$ 6.44	Craddock, James C.	3.52	Maloney, George J.	3.56
Adams, James J.	72.42	Crawford, Ewal C.	5.78	Mallay, Richard J.	3.93
Aguarica, Menardo	11.26	Crawford, James E.	4.11	Manning, Jerome	9.89
Aldridge, Elvin	2.70	Crawford, James P.	1.80	Manuel, Rolin	7.81
Allen, James C.	73.44	Crawford, James T.	4.80	Marino, Carlo	1.41
Alford, Virgil S.	4.50	Crowell, Eugene R.	6.03	Marjehoff, Wm. A. G.	1.53
Alves, F. A.	3.81	Cunningham, Anell E.	1.00	Martin, Alexander	14.63
Anderog, Frederick	79.85	Cunningham, Arthur L.	.33	Martin, Joe D.	1.88
Anderson, George P.	1.60	Cunningham, Wesley O.	3.75	Martin, Marion M., Jr.	19.81
Anderson, Louis	5.52	Cummings, Floyd	4.50	Martin, Steven W.	5.41
Annis, George	1.35	Dangovich, Mike	24.55	Martindale, Lambert	1.00
Arch, Joseph L.	.98	Darville, Richard	16.18	Martinez, Guillermo	2.11
Arce, Robert	1.90	Davis, Jeff	9.93	Martinez, Richard G.	2.70
Ardeon, Erit	2.46	Debarros, Manuel	4.03	Marumoto, Hitoshi	1.52
Arreola, Segio H.	2.69	DeDominus, Francesca	6.08	Matthews, Charles C.	11.39
Arthur, Paul F.	2.10	DeLaune, Robert	111.51	Mauldin, Wm. E.	.41
Attard, Carmelo	4.06	De La Fe, Ignacio S.	2.86	Meehan, Wm. J.	2.90
Aubert, Richard N.	7.74	DeLaney, Ed	3.45	Meinert, Frederick	10.40
Avard, Edward T.	5.74	Demouy, James W.	1.59	Merritt, Robert R.	3.60
Aver, Eugene W.	1.84	Dennis, John A.	3.37	Messina, John	3.63
Avera, Charles L.	4.30	Devirgilio, Romolo	1.02	Meyers, James O.	2.81
Bailey, T. P.	11.04	Digiovanni, Dum	17.34	Michell, Vincent C.	1.91
Baker, Samuel A.	2.22	Dillman, William J., Jr.	7.36	Milne, Author G.	.67
Baker, Arthur W.	.58	Dimitry, Ronald A.	1.35	Modica, Salvador	20.25
Baker, Prince	1.00	Dittmer, Charles W., Jr.	5.63	Modica, Salvador	5.63
Bales, James H.	3.60	Dolan, John V.	2.81	Moise, Wm. J.	51.98
Ballard, Thomas C.	47.52	Di Maio, Dominick	5.52	Moncrief, Junior L.	2.70
Baltazar, Francisco E.	1.72	Dominique, Douglas	6.03	Moore, John C.	1.19
Banquer, Ravis	7.68	Donovan, Francis T.	6.03	Morgan, James	3.54
Barnett, John D.	7.09	Doty, Albert J.	1.91	Morreale, Peter J.	7.74
Baron, Henry	1.50	Doulet, Alan	29.73	Morris, Hazel, Jr.	6.16
Barral, Pablo	2.78	Dowd, Owen H.	2.52	Morris, John H.	12.41
Bartow, Robert H.	7.09	Drummond, Leon P.	1.74	Morris, Richard H., Jr.	14.23
Bastenbeck	1.34	Dumas, Alexander G.	1.47	Morris, Sam	.33
Bastes, Nicolas	216.02	Duncan, George W.	3.47	Morsette, Leo M.	2.41
Baudin, James C.	3.90	Dunfee, George C.	2.08	Mouton, Phillip	1.80
Beckel, Harry P.	2.11	Duracher, Harry J.	20.88	Morton, Melvin K.	5.67
Bell, James E.	.50	Duran, Herman W.	1.00	Murphy, Carmelo	1.00
Beneate, Nathan J.	2.69	Durkin, Patrick	6.37	Murrell, Wm.	2.70
Bennett, Rodney L.	10.81	Earhart, Robert N.	25.53	Norwalk, Felix	8.61
Bennett, Swanson B.	9.69	Earley, Harry	1.22	Nathay, Harold R.	4.03
Bentley, Louis L.	1.00	Easter, Wm. L.	5.20	Nelli, Harold H.	3.60
Beyer, John M.	2.70	Edgett, Frederick W.	4.60	Nemecsek, Joseph J.	1.00
Bindrina, Robert C.	20.02	Edlund, John H.	56.85	Nettleblad, Hans	6.93
Blackledge, Thomas L.	4.55	Edwards, Sankey	1.35	Newman, John G.	4.77
Blair, Kenneth E.	1.74	Elliott, John W.	8.33	Nuber, Charles E.	10.02
Blake, Richard J.	1.91	Emmett, Harry B.	7.21	Nunez, Guillermo	9.20
Blanchard, Bothwell B.	1.63	Engelard, Herbert O.	26.01	Obannasian, John L.	5.40
Blanchard, Joseph D.	3.60	Erwin, Jesse M.	1.34	Olds, Wm. H.	3.79
Borchetta, Rocco	7.09	Evans, Dale F.	2.03	Olson, Lloyd M.	.66
Boland, James J.	4.61	Faustmann, Milo R.	1.45	Oddedhal, Peter B.	19.50
Boland, Thomas G.	11.71	Favalar, Notate	.58	Osborn, Manfred	1.84
Bollinger, L. J.	37.01	Feeley, Bernard	2.34	Otis, Eldridge	13.09
Bona, Frank C.	1.56	Felix, Hector M.	5.63	Ott, James D.	3.55
Booker, Marshall	11.18	Filthen, Roy H.	3.83	Ott, Wm. D.	2.03
Booth, John E.	7.81	Fitzpatrick, Joseph F.	2.70	Painter, Elton	.91
Bordownay, Louis	3.47	Fleel, Ormel L.	7.21	Parker, Clyde P.	2.08
Boswell, Raymond	15.50	Flinn, Robert M.	9.89	Parker, Gilbert G., Jr.	10.08
Boyd, Arthur G.	4.34	Flood, Raymond	10.56	Parker, Marie	8.12
Boyette, Doyle H.	9.59	Ford, George W.	2.75	Paschall, Homer F.	1.31
Branch, Charles C.	1.00	Fortin, Theodore	9.29	Paxtrano, Francis	.63
Brazil, Francis E.	16.76	Foster, James C.	1.87	Palingo, Eddie A.	7.60
Breck, Frank P.	1.71	Foster, James M.	6.39	Patterson, James	5.63
Bridges, Ira C.	14.63	Foster, Melvin C.	15.35	Pease, George A.	11.88
Brocato, Angelo A.	9.20	Francisco, Alex	3.68	Pendergraft, Woodrow W.	10.69
Brown, Ernest C.	2.70	Francis, Luis G.	3.55	Peralta, Jack	11.26
Brown, Robert P.	1.68	Franklin, Leon W.	1.85	Perdreauville, George A.	7.39
Brown, Tim	4.30	Franklin, Raymond P.	10.56	Perdue, Wallace, Jr.	8.57
Browning, Daniel	2.70	Freeman, Stanley A.	11.23	Perez, Manuel R.	3.60
Burk, John M.	5.52	Freeman, Edgar	2.70	Perkins, Woodrow W.	10.05
Burngner, Milton K.	4.35	Frute, Wilbert	19.08	Phelps, Robert D.	7.40
Butler, Robert A.	4.19	Fuente, James D.	3.47	Phelps, Theodore	3.40
Burd, John	2.81	Fusler, Edward L.	2.81	Phillip, Anthony	5.98
Caldwell, John L.	2.81	Futch, Cecil M.	4.46	Pitcher, Robert H.	5.63
Cambra, Joseph M.	2.69	Galarza, Jose G.	16.35	Pitche, Eugene G.	1.97
Cameron, Robert L.	4.73	Gala, Chadbourne W.	2.60	Plunkett, Harold A.	7.97
Candela, Salvador	5.21	Gardner, John J.	.42	Plunkett, Thomas	3.11
Cantwell, Charles	16.73	Gardner, Albert	2.48	Ponson, John H.	13.24
Carpenter, Fredrick G.	4.50	Garratton, F. H.	25.76	Posay, Harold R.	11.60
Carrasquillo, Lorenzo	1.41	Garrity, Gerald H.	5.40	Power, Joseph	57.63
Carriean, Robert J.	3.60	Gaza, Pete	46.33	Pradat, Thomas A.	2.76
Casuso, Giuseppe	5.40	Gaspard, Jerome J.	1.59	Pullen, Joseph R.	2.36
Casum, Joseph F.	7.16	Gaubert Hubert R.	12.13	Rallo, Salvador J.	1.87
Cassard, Charles H.	1.59	Gawogki, Henry	3.38	Rankin, James P.	1.00
Cates, Edward B.	7.84	Gaylor, Knott J.	58.92	Raynor, Oscar W.	1.41
Chabon, Simon	4.34	Gedda, Charlie A.	123.03	Ready, Saron A.	13.86
Chapman, Wm. F.	6.29	Gierzie, George C.	1.41	Reames, O. L.	1.91
Charnien, Francisco R.	6.20	Gill, Homer W.	8.53	Reid, Raymond E.	1.80
Chaston, Simon	1.58	Gillis, Edward L.	11.93	Rezan, Francis M.	35.90
Clay, Alice R.	3.47	Glass, John W.	4.86	Richard, Albert P.	2.92
Cleaver, Joseph C.	3.09	Gofforth, Dennis R.	2.89	Ricketts, Donald L.	.70
Cloft, George H.	1.19	Gonzalez, Juan M.	2.70	Riley, Donald	3.53
Cloft, G. H.	5.96	Gonzalez, Ramero R.	2.60	Rios, Rafael A.	5.63
Cockran, Ernest W.	28.01	Goodwin, Harry F.	10.34	Rivera, Manuel	17.47
Collette, Keith B.	28.01	Gordon, Harley C.	4.22	Riviere, Edward J.	5.30
Collins, Edward L.	3.29	Governales, J. Mario	2.70	Robertson, Leroy M.	8.10
Constantino, E. N.	2.60	Graham, Robert H.	.92	Robertson, Laurence D.	35.90
Cook, Robert	2.70	Grabicki, Richard P.	5.63	Robinson, Harold I.	1.92
Cooper, Robert L.	15.02	Green, Jesse T.	5.63	Roberts, Roy D.	7.07
Corlis, James H.	4.46	Green, John E.	5.21	Romagnosa, Claude E.	11.18
Cornier, John T.	1.25	Gregory, John G.	5.30	Rogue, Robert R.	5.63
Coscard, Charles H.	1.93	Gross, John J.	14.97	Rose, Wm. J.	3.56
Coyne, James A.	1.93	Gurina, Dennis	11.49	Roslund, Toze H.	7.20
Crane, John B.	1.59	Hale, Wm.	1.87	Roughton, Hugh T.	1.37

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Seattle 2505 1st Ave. Seattle 4-4514

Wilmington 505 N. Marine Ave. Wilmington 3-2528

CAPE HENRY (Northern), June 11—Chairman, R. Wagner; Secretary, R. Saunders. No major beefs reported by department delegates. New washing machine to be connected. Bosun built shelf for library in recreation room. Steward asked to use less onions in food.

STEEL FLYER (Isthmian), Aug. 3—Chairman, Charles Rawlings; Secretary, Robert Black. Ship's delegate reported that all repairs on the repair list from last trip have been taken care of. Brother D. Keddy resigned as ship's delegate and Brother Charles Rawlings elected new ship's delegate. Motion by D. Keddy that Section 67 of the Seatrains contract be adopted in the general agreement. Brother Leoncio Calderon elected new ship's treasurer. Suggestion that

bring cups and glasses back to pantry, had 72 glasses when leaving port and only 14 glasses left. \$13.40 in treasury. No beefs reported by department delegates. Please don't slam doors in passageways.

EAST VOYAGER (United Maritime) August 6—Chairman, none listed. \$15.60 in treasury. Some dispute in overtime.

MARORE (Ore Navigation Corp.) August 13—Chairman, T. E. Yablonsky; Secretary, R. Geisler. No beefs reported by department delegates. Vote of thanks to steward department.

DEL SOL (Mississippi Shipping Co.) July 16—Chairman, Walter W. Stockman; Secretary, Ramon Irtzary. No beefs reported by department delegates. \$23.38 in treasury. Motion made and accepted that money in ship's fund be donated to the Crippled Children's home in New Orleans. Vote of thanks to steward's department. The Steward department thanked everyone for being so patient and cooperative. This is a good ship and some of us are sorry she is making the last voyage.

SEATRIN GEORGIA (Seatrains Inc.) July 29—Chairman, John Cole; Secretary, Edward J. Verel. No beefs reported by department delegates. G. Vinson was elected new ship's delegate.

MONTAUK (American Bulk Carrier) Aug. 13—Chairman, P. G. Vaughn; Secretary, E. Canonizado. Suggestion to install all new fans in mess hall and galley. No beefs reported by department delegates. Earl Mansfield elected new ship's delegate.

KENMAR (Calmar) August 12—Chairman, C. Collins; Secretary, Julio Evans. No beefs reported by department delegates. Bill Doran unanimously elected ship's delegate. Ship's delegate to see captain about painting engine room for fans, crews passageways, and also about new washing machine. Also about posting slop chest list and prices. Men must wear pants in mess hall. New ship's delegate said he would not interfere with any department until requested.

TRANSEASTERN (Transoceanic) July 23—Chairman, Theodore Weems; Secretary, James Gard. Enos Ott elected new ship's delegate. Not much slop chest received in Honolulu. Captain has refused to sell brands of cigarettes to individuals of brand desired.

PRODUCER (Marine Carriers) July 16—Chairman, Guy Walter; Secretary, F. P. Childress. Request that all cots be folded and put in rec room on boat deck aft. No beefs reported by department delegates. Vote of thanks to galley gang for job well done.

DIGEST of SIU SHIP MEETINGS

steward put out cold drinks for those that do not like milk. Steward promised to do so.

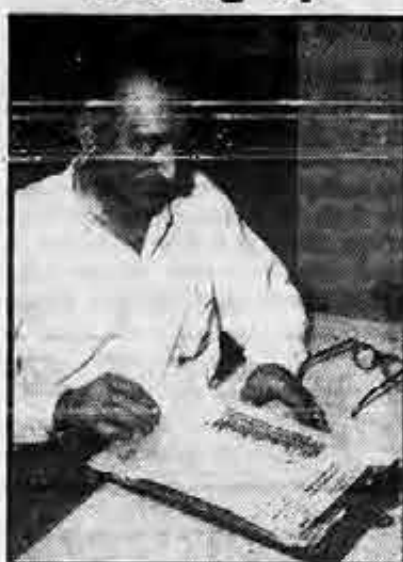
DEL MUNDO (Mississippi) August 13—Chairman, J. Chastain; Secretary, J. A. F. Denals. No beefs reported by department delegates except for some disputed overtime. Vote of thanks to steward department. Everyone getting off ship strip bunks and turn in all dirty linen. If ship lays up turn in all reading matter to dayman room and turn in all keys to head of your department.

MERMAID (Metro Petroleum) August 11—Chairman, Ramon Ferrera; Secretary, W. C. Sink. No beefs reported by department delegates. Joe McCreith elected ship's delegate. This meeting was called to find how many fans, mattresses and repairs the ship needs.

SWORD KNOT (Suwannee) August 5—Chairman, Jack Craven; Secretary, Roy Elford. Everything running smoothly. Saw steward about fans and new crew refrigerator and was advised that they are on order at next port. No beefs reported by department delegates. Steward said that he will furnish cokes, etc., purchased at Ascension Island for the convenience of the crew. Vote of thanks for the entire steward department for a job well done.

OCEAN ULLA (Maritime Overseas) August 13—Chairman, Robert Fandry; Secretary, S. Pacewicz. Request to

Storing Up



Before the Steel Executive (Isthmian) sailed, steward Alexander Brodie checked the store list to make sure all the provisions needed were taken aboard. Looks like the crew will have good eating.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director

Joint Safety Plan Ends Fifth Year

It seems like long ago, yet it was only five years back that the SIU's joint safety program with the operators got underway. The advantages of a joint program have proven themselves a number of times. When everyone, the crew, the Union and the company, is working together on safety as a team, much can be accomplished.

There have been noticeable changes on a number of SIU vessels over the years in matters of safety. For one thing, everybody talks about it; safety is no longer something to be swept under the rug and buried there. Everyone is interested in keeping a whole skin and not taking chances that don't pay off. In the long run, this works out well for everybody, for all the members of the safety team.

We've seen this happen recently regarding the Petrochem (Valentine), where the company, in recognition of crew safety efforts, went out of its way to award a television set to the gang. A notice posted in the crew's messroom states: "This television set was donated for the use of the men on board the Petrochem to show our appreciation for their cooperation with the SIU Safety Program . . ."

This kind of safety action pays off for all hands. By means of the SIU's joint program, with regular shipboard safety meetings, and attention paid to the suggestions made by crewmembers as part of the shipboard safety team, results are being obtained. Many a ship you wouldn't have thought would ever come around to thinking about safety takes it pretty seriously today.

In making the rounds of SIU vessels, in different ports, you find that similar problems exist on a number of ships. Attention to crew safety ideas often generates a lot of good ideas. The men on the job every day are in the best position to know what can go wrong and how it will probably happen. Sometimes they've seen it happen elsewhere, they'll talk about it and pass the word. They're the best safety missionaries in the business.

The possible dangers aboard ships carrying radioactive cargoes or even empty containers that have carried these materials have been mentioned here from time to time. It was stated that communications had been sent to the Coast Guard citing the possibilities for accidents at sea, particularly when you consider the lack of any protective gear, detection equipment or manpower trained to deal with such situations.

A ship at sea, as far as we can make it out, can't be treated the same way as a trailer truck on the road or a boxcar if an accident happens. Ashore, experienced people are available and necessary equipment is generally not too far out of reach. The ship is a different matter altogether.

Once it's out to sea, the crew has got to care for itself. If it hasn't got some kind of equipment to deal with a situation, it's out of luck. If someone aboard doesn't know when he's doing wrong, either he or the whole gang is out of luck.

That's why it's hard to accept the Coast Guard's attitude, in a recent letter to this department, that present precautions are adequate regarding the movement of atomic cargoes aboard ship. What the precautions are, other than labeling and shielding within containers, we haven't yet been able to find out. We do know, however, that radioactive materials are a "scare" item; people always worry about something they have no way of knowing how to handle.

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

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

SIU, Dredgemen Team To Organize In Norfolk

NORFOLK—A joint campaign to organize a construction company which has recently entered the dredging field is being waged here by the SIU and Local 25, the Marine Division of the AFL-CIO International Union of Operating Engineers.

The combined organizing drive is the latest example of the close relations enjoyed by the SIU and Local 25 since November, 1959, when the dredgemen secured an autonomous charter from their parent union. Both unions have been cooperating in many areas on organizing and other common issues.

The current campaign here involves the Diamond Construction Company of Savannah, which has operated for years as an open-shop outfit engaged in shoredred construction. Recently, however,

the company acquired two dredges and successfully bid on two jobs in the Virginia area.

Since the work involves several tugs as well as dredges, the SIU and the dredgemen have teamed on a drive to organize the company. One of the jobs being handled by Diamond was awarded by the Virginia State Port Authority and calls for the dredging of over a million yards of material for the construction of ship berths and piers.

Both the SIU and Local 25 are currently very active in the drive here. Some 350 Local 25 dredgemen now work in the Norfolk area.

Baggage Room Closed At Hq.

Accumulation of a large amount of unclaimed baggage which is tying up needed building space has led to the closing of the baggage room at SIU headquarters. Seafarers' baggage now on hand will shortly be returned by Railway Express to the forwarding addresses tagged on the bags and packages at the time they were left in New York. Effective immediately, baggage is no longer being accepted for storage.

'Work' Law —Right To Lowest Pay

WASHINGTON—Anti-union "right to work" laws in effect in 19 states seem to mean that workers in 18 of these states also have the "right" to earn incomes far below the national average.

The one exception to this trend is Nevada, where the per-person income figure is swollen by legalized gambling.

According to the US Department of Commerce, the national average of income for every man, woman and child in the country was \$2,223 last year. Commerce figures also show that the four states with lowest per-person income were "right to work" states in which full union protection is denied to workers.

The four states were Mississippi, with the lowest total, \$1,173 or practically half of the national average, plus Arkansas, South Carolina and Alabama.

Delaware, where there is no "work" law, has the highest per-person income in the country—\$3,010. This state just restricted the use of strikebreakers within its borders, obviously an attempt to protect its earnings position and help maintain its labor force.

The 18 "right to work" states and their per-person income last year, as compiled by the Commerce Department, are: Alabama, \$1,462; Arizona, \$2,011; Arkansas, \$1,341; Florida, \$1,988; Georgia, \$1,608; Indiana, \$2,179; Iowa, \$2,003; Kansas, \$2,068; Mississippi, \$1,173; Nebraska, \$2,113; North Carolina, \$1,574; North Dakota, \$1,741; South Carolina, \$1,397; South Dakota, \$1,842; Tennessee, \$1,545; Texas, \$1,924; Utah, \$1,910; and Virginia, \$1,848.

The gambling state of Nevada, the 19th "right-to-work state," has a per-person income of \$2,844, some \$600 above the national average.

Your Gear . . . for ship . . . for shore

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

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



the **SEA CHEST**

Proud Grandpop



Grandson David Elliott Perry gaily sits on the lap of his grandfather, Seafarer Jack Farrand, who sails as a second electrician out of Boston. Farrand's daughter Roberta is the mother of the handsome baby boy.

Stern Anchor For Seaway Nixed By Co's; Fouls Props

WASHINGTON—A proposed regulation requiring stern anchors for vessels transiting the St. Lawrence Seaway has been deferred following protests by American and Canadian shipping associations. The idea came up as a solution to the frequent ship mishaps in narrow channels.

The St. Lawrence Seaway Corp., the agency which operates the Seaway together with Canada, agreed to put off the proposed rule until the matter has been investigated by a joint American-Canadian board composed of Seaway officials and shipping interests.

The requirement for vessels to carry stern anchors was protested by the American Waterways Operators, the American Merchant Marine Institute, the Dominion Marine Association and the Shipping Federation of Canada.

A spokesman for one of the groups told Seaway authorities that many years of operating motor tankers and dry cargo self-propelled vessels through the Welland Canal has demonstrated that stern anchors are not necessary.

Impossible To Install

He further added that it is impossible to install the necessary machinery to operate stern anchors on ships which ply the Seaway route. Where stern anchors have been installed, they later had to

be removed because of a tendency to foul the propellers or rudder when ships ran their engines before the hook had been pulled. Safety conditions on the Seaway,

meanwhile, appear to have improved considerably. Marine accidents in 1961 are down to their lowest level since the waterway opened up to navigation three years ago.

This decline means a likely cut in insurance rates by next season,

as crews and ships get accustomed to the navigational obstacles that were brand-new to them a season or two ago. The leveling off in accidents comes at a time when Seaway traffic continues rising. Traffic this year compared to the same period in '60 is up ten percent.



SIU SOCIAL SECURITY BULLETIN BOARD



Seafarers In Drydock

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

USPHS HOSPITAL
NEW ORLEANS, LA.
Arvo Antilla Pat H. Jones
Wilbert Barrilleaux Warren Kakenjos
Felipe Basilda Edward Knapp
James Beasley Clyde Leggett
F. Blankenbush Robert Lowe
Colon Boutwell Roy McCannan
Earlie Bracwell Joseph McGill
Clifford Brewster Calvin McManus
Paul Catalano Clyde Miller
Gerald Correll Robert Montcalm
Harry Cronin Frederick Otto
Thomas Dailey Martin Pederson
Robert DeFranza James Rankin
Cornelius Denondeu Joseph Roy
Cloyd Dickey Theodore Simonds
Joachim Dimas Murray Smith
Wesley Fincannon James Sullivan
John Fleming Lionel Tonerrey
Giles Glendinning Charles Tucker
James Gilsen Billy Ward
Fred Hazard Richard Weir
Alvin Headricks Richard Welch
Emil Herck Anthony Zanca
Aldo Hussin

USPHS HOSPITAL
STATEN ISLAND, NEW YORK
Omar Ali Charles Kinke
Allie Andro Christos Kouris
Alex Anopol Fay Langley
Luis Ballester D. Letourneau
John Barone Thomas Lynam
Standmore Bell G. Margaritis
Kurtis Binemanis Robert Messer
S. Boggan Herman Meyer
Pedro Camoega Dan Mullan
K. Catrakis Robert Murdoch
Daniel Ceyment Robert Nielsen
Louis Corne Fred Ouwenell
Ian Cumming William Powell
Rulof DeFretes Israel Ramos
Carl DeMarco Conrado Reyes
John Dera John Roberts
Ramon Figueiras W. Robinson
Michael Filosa Manuel Rodriguez
Friedhof Fondila M. Ronda
V. Fonsell Aaron Saxer
Chester Gawrych Robert Scott
Estell Godfrey Julius Shutte
John Hansen Alfred Sipperly
Ralph Hayes Edgar Smith
James Helms William Strick
Fleming Hingason Nickolsi Taski
John Jettette Fred Tonicue
John Jugan Daniel Zeller

USPHS HOSPITAL
GALVESTON, TEXAS
George Doest Romie Ewer
Joseph Dudley Walton Gilliam
USPHS HOSPITAL
SAVANNAH, GEORGIA
Belisario Alonso L. Sagadraca
Mack Fortner Frank Simone
Albert Masciello Palmir Smith
W. McLean Donna Williamson
USPHS HOSPITAL
SEATTLE, WASH.
W. L. Everett William O'Connor
Edward Kahiapo Thomas Walsh
USPHS HOSPITAL
BRIGHTON, MASS.
Arthur Kavel Charles Robinson
Peter King John Doheney

USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Ernest Anderson Phillip Mason
Leslie Brillhart Chas. Neukirchner
Clarence Collins Winford Powell
Paul Foster Edward Pritchard
John Guard Thomas Riley
L. Knickerbocker William Saunders
Charles Lane Joseph Sintes
James F. Lee Norman West

USPHS HOSPITAL
NORFOLK, VIRGINIA
Elbert Brown Cecil Jennette
Allen Burke Jessie Voliva
Hunter Gordon

USPHS HOSPITAL
BALTIMORE, MARYLAND
T. Adriaansen Domingo Orbigoso
Henry Anderson Truman Patriquin
John Dietrich James Payne
Eugene Duncan Henry Pruitt
Otto Felker Ollie Purdy
Crittenden Foster Harold Rivers
Patrick Poy Fennick Sawyer
Gorman Glaze August Smith
Jose Griffith Bela Strupp
William Johnson John Thompson
Peter Launon Harry Willoughby
Harry Lee Martin Yager
Oliver Myers

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



SIU Blood Bank Inventory

New York—August, 1961

Pints Contributed 52

Pints Rejected 2

Pints Credited 25

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

Previous Balance 84

109

Pints Used 20

Balance On Hand

September 1, 1961 . . . 89

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Steward Gets What He Puts Into Job

The success of a chief steward, one of the key ratings aboard ship, depends to a great extent on his ability to handle men. In addition to the skill and knowledge needed to run the technical side of the steward department, the good chief steward must have the ability to work well with the members of his department, with the rest of the crew, and shore staffs.

Establishing a sound working relationship with the men in his department is the first order of business for a chief steward. Men who like their jobs and work because they want to, look for ways to improve their methods and meet emergencies with skill and confidence. The chief steward can help his men be willing workers by following certain basic techniques when giving instructions.

1. Be reasonable. Don't assign work beyond a man's physical or mental capacity.
2. Give clear instructions and give men a chance to ask questions and make sure they understand what they are to do, and when a job must be finished.
3. Do not "boss," and avoid oversupervision. Once a man knows what he has to do, let him proceed on his own. Put emphasis on results.
4. Give praise in public and criticize or reprimand in private. And give praise at the time it is due—it loses flavor if it comes too late. Give special praise for outstanding performance of normal duties; steady improvement in skill or attitude and consistently satisfactory performance.
5. Let a man know where he stands at all times—he has a right to know. If you disapprove of a man's work, try to help him improve.
6. Never use supervision as a means of getting your own work done by someone else.

Keeping good morale among the men in the department will go a long way towards making life better aboard ship. If a department knows that the chief steward treats everyone fairly, it will do a better job. Here are some points to remember:

1. Be consistent and let your men know what they can expect. Don't let them get away with something one time, then discipline them for the same thing another time.
2. Never play favorites. Be just in administration of discipline. If you must reprimand, do not give the impression that you have a personal dislike for a man, but rather talk about the way he does his work.
3. Never make fun of a man you are supervising, or set out to embarrass him.
4. Avoid using threats as a means of getting people to do things.
5. Show an interest in your men as fellow human beings.

One of the most important things to remember as a chief steward charged with dealing with people is that you yourself are an individual with your share of faults and virtues, likes and dislikes. By now you've developed attitudes towards a lot of things which are going to make you want to react again as you did before—or perhaps in the opposite way—if certain kinds of situations come up again.

A chief steward must always remember that the men he is supervising are individuals too—each different from the other in many ways—yet in many ways alike.

The example a chief steward sets is very important. He should do all he can to become a good leader, but he must also be a good follower as well. A steward can't expect any more from the men he directs than the example he sets for them.

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

Physical Exams—All SIU Clinics

Month of August, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	91	23	26	140
Houston	76	4	8	88
Mobile	86	12	27	125
New Orleans	242	19	24	285
New York	359	40	34	433
TOTAL	854	98	119	1071



SIU Blood Banks are now being maintained in most ports to service the emergency needs of the Seafarers and their families anywhere in the United States. To obtain Blood Bank information, contact the nearest SIU hall for prompt servicing via the local SIU bank or Headquarters.

SIU Welfare, Vacation Plans

Cash Benefits Paid

August 19-September 17, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)	5636	\$20,837.73
Death Benefits (Welfare)	16	54,890.16
Disability Benefits (Welfare)	852	29,829.00
Maternity Benefits (Welfare)	29	5,800.00
Dependents Benefits (Welfare)	209	39,491.45
Optical Benefits (Welfare)	74	717.00

Summary (Welfare)	6816	\$151,565.34
Vacation Benefits	1320	\$217,670.04

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	8136	\$369,235.38
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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.

SIU SOCIAL SECURITY DEPARTMENT

NY Bank Marks 2,000th Donor Add Five SIU Oldtimers To Roster of Pensioners

The SIU Blood Bank program in New York marked its 2,000th volunteer donor late last month as Seafarer Bob King, 21, contributed his pint at the Union's clinic in Brooklyn.

Under the standard processing and storage arrangement worked through a national blood bank clearing house, half of all blood taken and accepted is credited to the bank. Seafarers and their families have drawn out almost 900 pints of the balance to date. (See Blood Bank Inventory on Page 16.) The bank at headquarters began in January, 1959.

Meanwhile, a new, expanded SIU blood bank set-up established in most SIU ports appears to be functioning smoothly. Local banks have been set up in the outports to handle basic blood needs in each area, and the Brooklyn bank is able to stopgap needs for special emergencies anywhere in the country as well as in the New York area.

The expanded operation repre-

sents no change for Seafarers or their families requiring blood in a hurry. Just as before, all they need do is contact the nearest SIU hall and the necessary arrangements can be made promptly.

The original bank in Brooklyn was established in 1959 when it became clear that haphazard arrangements could work a hardship on Seafarers or their families needing large amounts of blood quickly, particularly in locations distant from SIU ports. The arrangement with the national clearing house proved the best answer to this problem.

Blood has been flown offshore from New York to Puerto Rico in some instances to meet special emergencies. The outport program was launched last summer to

avoid outright depletion of the main bank in Brooklyn due to unusual cases.

Seafarers in all ports are urged, when possible, to contact SIU port officials regarding donations. Donors may be any age from 18 to 60.



Seafarer Bob G. King, the NY Blood Bank's 2,000th donor, smiles as he holds his pint.

Approved for special disability benefits prior to October 1, five more veteran Seafarers automatically transferred over to the new disability pension list along with over 200 other disabled oldtimers when the expanded SIU pension program went into effect this month. All are now receiving monthly pensions of \$150.

Newcomers to the disability roster include Charles N. Ellzey, 71; Edward Roig, 66; Edward G. Blackman, 61; Charles E. Nubert, 66, and Eaden E. King, 49. All are totally disabled with at least 12 years (4,380 days) of SIU seafaring time behind them.

In addition to the \$150 disability payment, the expanded SIU pension program now provides normal pensions of \$150 monthly at age 65 for Seafarers showing 15 years (5,475 days) of SIU seafaring without regard to disability.

Permanently beached by a heart condition,

Brother Ellzey has shipped with the SIU steward department since 1943 and paid off his last ship, the



Blackman



Roig

Madaket, in 1960. He and his wife live in New Orleans.

Brother Roig last shipped on the Florida State in February, serving in the steward department. He joined SIU ranks in 1940 and he and his wife reside at Hollywood, Fla. Roig is permanently sidelined from sea duty due to a lung ailment.

With an SIU career dating back to 1940, Brother Blackman shipped steadily in the black gang until April 1961. He had to call it quits due to a heart condition after paying off the Gulfwater. Blackman lists a cousin in Durant, Miss., as next of kin.

Brother Nubert is a deck department veteran, and has shipped with the SIU since 1947. His seafaring ended with the Mt. McKinley in June when illness forced amputa-



Nubert



King

tion of several fingers. He and his wife are New Orleans residents.

Another deck man, Brother King also threw in with the SIU in '47 and paid off his last vessel, the Del Viento, in 1960. A brain illness has idled him for good. Chamlette, La., is the home of King and his wife.

He's Surrounded



Seafarer Orie A. Wilson, DM, has his hands full with twin daughters Sabra and Loretta, born May 15 in Mobile.

Check On Social Security, US Warns New Eligibles

Thousands of dollars in Social Security benefits may be lost by some retired workers or their survivors if they do not apply for their payments as soon as possible.

The US Bureau of Old Age and Survivors Insurance advises that many persons affected by the 1960 amendments to the Social Security Act have apparently not learned of their eligibility.

First Payments Of New Benefits



Under the law Social Security payments may be retroactive up to 12 months. Therefore those persons who became eligible last October, when most of the 1960 amendments went into effect, will now lose a month's benefit for each month they delay in applying.

Those affected are:

- Persons made eligible by a 1960 provision which reduced the amount of work needed to qualify for payments.

- Survivors of workers who died between March 31, 1938, and Jan. 1, 1940.

- Aged dependent widowers of women workers who died before September 1950.

Workers who have been totally disabled for at least 18 months, and their dependents, may lose some back payments if they do not apply before the end of November.

Application should be made to the nearest Social Security office to check on eligibility and benefits.



One of the first outpatient benefits for Seafarers goes to Seafarer Conrado Reyes (above, center), shown receiving his \$56 check from SIU Welfare rep. Tom Gould in NY. Welfare staffer C. Koster looks on. At Staten Island (top), John Cradick receives hospital benefit at new \$8 daily rate from Welfare rep. Luigi Iovino.

SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



States Still Lag On Health Care

Decent health care for the nation's older citizens is still one of the most important social problems facing us today. The recently-ended 87th Congress, which was repeatedly urged to act on this matter, failed to come up with a final plan that would provide adequate health care for the aged. This will be one of the number one items for action in '62.

The best available solution for this problem still is by financing and administration through the existing Federal Social Security structure. Any substitute for a Social Security-financed health plan for the aged cannot cover the majority of Americans who need this service, as study after study has shown again and again. The Kerr-Mills Act passed last year, under which the Federal Government provides matching funds to states which offer health care for the elderly, has not done a fraction of the job long pending.

The board of Trustees of the American Hospital Association notes that under the Kerr-Mills legislation, which is separate from Social Security, there has been little or no action by a number of legislatures to provide medical care for the older folks. This situation, it's pointed out, is after the Federal law has been on the books for a full year.

In addition, the present act, which relies on state action to become effective in the various states, is full of built-in booby traps. Instead of having one law covering medical services for the aged throughout the country, since this is a national problem, there could eventually be 50 different statutes in as many states. To make matters worse, states that do not choose to give medical care to older citizens do not have to set up a program at all. They can turn their backs on the whole issue; they can disregard their obligations entirely.

The situation, naturally, can't get any better under this type of proposal; it can only get worse. It has long been established that rising costs of medical care do place a heavy burden on many of the country's older citizens. Young people, especially in areas of chronic unemployment, and who have children of their own to raise, are also in no position to provide aged parents with sound medical care.

Most private health plans are either too restrictive or the costs are way out of reach for the aged who need the care the most. It is an endless cycle and will go on in this fashion unless a standard nationwide plan is adopted. A national Medicare plan, operating under Social Security, would spread the costs across the country. In addition, those able to pay would be carrying the cost and, at the same time, would be setting aside something for their own future.

Health care for the aged is one of the high priority issues which the AFL-CIO is urging on Congress at the next session starting in January. Labor and other groups are cooperating with the "National Council Of Senior Citizens For Health Care Through Social Security," headed by Alvin J. Forand, former US Congressman who introduced the first bill to institute this basic program back in 1957.

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

STOP

Have You Filed Your New Enrollment-Beneficiary Card?

SEAFARERS WELFARE PLAN

Trinidad Sea Union Chartered By SIUNA

(Continued from page 3)

workers of the opportunity to enjoy a fair return from their labor. By refusing to give due recognition to unions in the area, the workers lose out on achieving the dignity, security and contract benefits that accrue from democratic union representation.

"These operators first try to flee from American union standards and conditions," the SIUNA president pointed out. "Then, not content with this, they compound the felony by exploiting the workers they employ in their runaway operations, so that all workers in this hemisphere suffer. This threat to the security of the workers in-

volved can only be met effectively through the joint and concerted efforts of the unions which represent these workers."

A number of the Trinidad union members are employed as seamen on Panamanian-flag ships, while others are employed in American-controlled shoreside operations, such as the handling of bauxite.

Under the terms of the affiliation, as set forth in the SIUNA constitution, the SWWTU will function as a completely autonomous union organization with representation on the executive board of the International. The affiliation, however, assures SWWTU members of SIU support in their fight to improve their conditions.

As one of the first steps in the program, plans have already been made for sending SWWTU members and officers to Puerto Rico for trade union education courses. These will be given at the headquarters of the SIU Puerto Rico Division in Santurce.

Since the Caribbean area has long been a haven for runaway operators — both seagoing and shoreside — SIUNA officials have for some time been concerned with strengthening the ties between the SIU and the Caribbean unions for the mutual benefit of both memberships.

At the last SIUNA convention in Puerto Rico in March, delegates voted to participate in a Caribbean maritime federation, which would include SIU affiliates in this area as well as other Caribbean unions.

LABOR ROUND-UP

Two organizers for the Hosiery Workers were severely beaten in a Georgia mill town by a gang of anti-union goons. Ted Benton, a vice president of the union, and William W. Rainey, a Hosiery Workers organizer, responded to an appeal from workers at the Chadbourne-Gotham hosiery mill in Ellijay, Ga. They were attacked by five men and were dragged from the police station where they had gone for asylum. Police in the Georgia town also charged the two union men with "fighting."

Dual segregated locals will no longer be able to deal with the Federal government on behalf of civil workers, it was announced recently by Labor Secretary Arthur Goldberg. The Secretary, chairman of the President's group on employee-management relations in Federal service, said that the Government will deal "only with those employee organizations which are free of restrictions or practices denying memberships be-

cause of race, color, religion or national origin."

The NLRB is considering using stringent court action to force "bad faith" employers to recognize unions and halt illegal union-busting techniques. The injunctions would force employers to recognize the unions for a year, guarantee existing conditions for that period and to bargain in good faith. The injunctions would not be used, it was suggested, when employers or unions violate labor laws in good faith or in ignorance.

The American Bakery & Confectionery Workers won a 19.5 cent wage increase and fringe benefits in a new two-year contract with National Biscuit Co. The pact covers 9,000 workers in 10 cities. The company will make contributions to the Union Health and Welfare Fund, pay extra night differential and give a fourth week of vacation after 20 years service instead of the previous 25 years.



SIU ARRIVALS and DEPARTURES



All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$5,200 in maternity benefits and a maturity value of \$650 in bonds:

Theresa Sarol, born September 9, 1961, to Seafarer and Mrs. Max Sarol, Folsom, Pa.

Paul Raynor, born June 7, 1961, to Seafarer and Mrs. Oscar N. Raynor, Houston, Texas.

Frances Panagoupoulos, born July 29, 1961, to Seafarer and Mrs. Ange Panagoupoulos, Brooklyn, NY.

Ana Paula Soares, born May 14, 1961, to Seafarer and Mrs. Jose Soares, Do Castelo, Portugal.

Edward E. Lyle, born July 12, 1961, to Seafarer and Mrs. Edward E. Lyle, Gainesville, Fla.

Paula Fontenot, born August 3, 1961, to Seafarer and Mrs. Wiltz Fontenot, Port Arthur, Texas.

Doris A. Filippetti, born July 22, 1961, to Seafarer and Mrs. Luis Filippetti, Ponce, Puerto Rico.

Michael Nash, born July 2, 1961, to Seafarer and Mrs. Michael Nash, Colonia, NJ.

Suzanne Romeo, born August 1, 1961, to Seafarer and Mrs. Joseph Romeo, Bronx, NY.

James Martin Jagielski, born March 11, 1961, to Seafarer and Mrs. Joseph M. Jagielski, Jr., Baltimore, Md.

Thomas M. Harford, born May 24, 1961, to Seafarer and Mrs. Thomas M. Harford, New York, NY.

Nina Moreni, born August 9, 1961, to Seafarer and Mrs. Peter Moreni, Philadelphia, Pa.

Homer Gill, Jr., born July 2, 1961, to Seafarer and Mrs. Homer W. Gill, Slidell, La.

Augusto Miranda, Jr., born July 24, 1961, to Seafarer and Mrs. Augusto Miranda, Brooklyn, NY.

Norman M. Tukey, born August 2, 1961, to Seafarer and Mrs. Norman S. Tukey, Brooklyn, NY.

Jeffrey Lee Eddins, born August 16, 1961, to Seafarer and Mrs. John T. Eddins, Norwood, North Carolina.

Anthony K. Douget, born August 7, 1961, to Seafarer and Mrs. Anthony K. Douget, Mamou, La.

Linda Childress, born July 30, 1961, to Seafarer and Mrs. Fuller L. Childress, Fairhope, Ala.

Michael Labenz, born August 18, 1961, to Seafarer and Mrs. James Labenz, Glenolden, Pennsylvania.

Terri Jordan, born August 17, 1961, to Seafarer and Mrs. Charles Jordan, Savannah, Georgia.

Mitchell E. Brown, born July 28, 1961, to Seafarer and Mrs. Jimmie R. Brown, Milligan, Fla.

Rebecca Tracey, born May 23, 1961, to Seafarer and Mrs. Westley Tracy, Anacortes, Washington.

Roger D. Banister, born June 4, 1961, to Seafarer and Mrs. Robert Z. Banister, New Orleans, La.

Dora Anne Messana, born August 22, 1961, to Seafarer and Mrs. Andrew Messana, Framingham, Mass.

Christopher A. Wyatt, born July 20, 1961, to Seafarer and Mrs. William R. Wyatt, Claremont, Va.

Ruth Z. Ledo, born July 15, 1961, to Seafarer and Mrs. Bienvenido Ledo, Baltimore, Md.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$40,000 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.)

Ray O. Noack, 51: Brother Noack passed away as the result of a liver ailment on July 10, 1961, at the USPHS Hospital, Seattle, Wash. He had shipped with the SIU steward department since 1945 and began receiving special disability benefits a few days prior to his death. His brother, Charles I. Noack, survives. Cremation was at Forest Lawn, Seattle. Total benefit: \$4,000.



Donald G. Hodge, 61: A heart ailment caused the death of Brother Hodge on August 13, 1961 at Boston, Mass. He sailed with the SIU as a member of the deck department since 1941. Surviving is his widow, Alma M. Hodge, of Boston, where interment took place. Total benefit: \$4,000.



Jessie Finch, 41: Brother Finch died on August 14, 1961 at Detroit, Mich., of injuries suffered in an accident ashore. He first began shipping with the SIU in 1949, sailing as a member of the steward department. He is survived by his widow, Gertrude Finch, of Baltimore, Md. The place of burial was Birmingham, Ala. Total benefit: \$4,000.



James T. Allen, 50: A heart attack caused the death of Brother Allen on August 17, 1961 at Hillsboro, Fla. He had sailed with the SIU in the steward department since 1939 and is survived by his widow, Ruth Allen, of Tampa, Fla. The place of burial was the Garden of Memories, Tampa. Total benefit: \$4,000.



Archie Milne, 51: Brother Milne passed away at the USPHS Hospital, Galveston, Texas, after a long bout with cancer, on August 8, 1961. He had sailed with the SIU since 1947 in the engine department. Surviving is his widow, Linda Milne, of Houston, Texas. Burial was at the Rosewood Park Cemetery, Houston. Total benefit: \$4,000.



Walter A. Yahl, 58: Brother Yahl's death was due to diabetes and took place on August 10, 1961 at New Orleans, La. Since 1946 he had sailed with the SIU in the deck department. His sister, Mrs. Sara Prackneck, of Springfield, Mass., survives. Burial was at Metairie Cemetery, New Orleans. Total benefit: \$4,000.



John W. Bigwood

In reporting the death of Seafarer John W. Bigwood in the September, 1961 issue, the LOG inadvertently omitted the name of his widow, Mrs. Eva B. Bigwood, from the list of survivors. The LOG regrets any embarrassment the omission may have caused Mrs. Bigwood. Brother Bigwood died at New Orleans, La., on July 29, 1961.

Fidel Lukban, 54: A heart condition caused the death of Brother Lukban on July 3, 1961, while aboard the SS Jean. He had sailed with the SIU in the steward department since 1944. Surviving is his sister, Rosita Lukban, of Cebu City, the Philippines. Neur-Friedhof-Atens, in Nordenham, Germany, was the place of burial. Total benefit: \$4,000.



John E. White, 40: Brother White died as a result of accidental drowning during a fire at the Cities Service dock, Lake Charles, La., on August 24, 1961. He had been sailing in the SIU steward department since 1946, and is survived by his widow, Minnie Louise White, of Mobile, Ala. Burial was at Oaklawn Cemetery in Mobile. Total benefit: \$4,000.



William A. Brewer, 59: Brother Brewer died on September 23, 1961 at Baltimore, Md., of a heart ailment. He began shipping with the SIU steward department in 1939 and had been receiving special disability benefits a few weeks prior to his death. His widow, Anna O. Brewer, of Baltimore, survives. Burial was at Woodlawn Cemetery, Woodlawn, Md. Total benefit: \$4,000.



Herman T. Nungezer, 48: On July 20, 1961, Brother Nungezer died of heart failure at Jacksonville, Fla. He had sailed with the SIU in the deck department since 1939 and had been receiving special disability benefits since 1958. Surviving are his widow, Iris Nungezer, and a daughter, Myrice T. Nungezer, both of Jacksonville, where burial took place. Total benefit: \$4,000.



Messman On Own 'Rights Campaign'

"I guess the school trouble in New Orleans last fall started it."

Speaking in a soft voice, Walter B. Orr, 53, explained what led him to begin a one-man crusade against segregation, an action that resulted in his being jailed on three occasions.

A messman who has been sailing with the SIU since 1951, Orr said he was "hospitalized in New Orleans at the time of the school trouble and when I read that a white family had been forced to leave the city because they supported the law and sent their child to an integrated school, I decided to do something."

The "do something" tried by the former school-teacher who now hails from Arkansas was to take part in a "Freedom Ride" demonstration at the New Orleans bus station on the last day of the 1961 Mardi Gras.

"This was the first chance I had since I'd just been released from the hospital. I read in a newspaper that some riders were going to try and break the color line at the station and I went down to help."

At the station Orr was roughed up a little but nothing else happened. "I was one of a crowd and my efforts were lost in the mass. I decided that the next time I did anything I would do it by myself so it would be effective."

The "next time" was a sit-in at the counter of an F. W. Woolworth store on Canal Street, where he was arrested for failure to leave the premises upon request.

"I'm still out on \$25 bail for that," he said.

His funds didn't hold out until the next time.

Continuing to engage in sit-ins, Orr was arrested in another Woolworth's for using boisterous language and sentenced to 15 days when he didn't have the money to pay his fine.

His third detainment occurred when he bought baseballs and bats for some Negro children and took the kids to a store where he ate ice cream with them at the counter.

Orr was attacked while picketing a Woolworth's by a man whom he described as being six foot six. "After beating me up, he jumped into an automobile and drove off. Three other men had taunted me for some time just previous to this."

By the end of April his funds had run out and he shipped on the Topa Topa (Waterman), signing off in New York a few weeks ago.

Just before shipping out, Orr told a local weekly newspaper: "I have been insulted, spat upon, beaten and jailed. This is because I have publicly expressed my conviction that all men are entitled to equality before the law."

In the big city Orr took up his picket signs and paraded before the Woolworth Building and branch stores in the area as part of his general campaign. "I figure," Orr explained, "that if enough people stop going in and buying, they'll change their policy."

Orr has also written numerous letters to newspapers and government officials about the segregation situation. In turn, a number of Southern newspapers have written articles about the activities of the white Arkansas seaman.

While waiting to ship out, Orr said all his efforts have cost him is "some money, but it's the right thing to do and I'll pick up my picket sign again as soon as I earn some money to live on ashore."



Messman Walter B. Orr picketing the Woolworth Building in NY.

BEATRICE (Bull), June 4—Chairman, W. Ortiz; Secretary, W. Ortiz. Ship's delegate reported one beef in deck department re: changing of working hours, to be taken up with boarding patrolman. No beefs in engine and steward departments. One oiler in engine department discharged in Puerto Rico and replacement taken.

MADAKET (Waterman), June 18—Chairman, J. C. Hoey; Secretary, A. G. Espenada. Robert R. Pope elected new ship's delegate. No beefs reported. Request that crewmembers pick up cups on deck or topside and bring them back to the crew pantry.

BULK LEADER (American Bulk Carrier), June 4—Chairman, Mack D. Brendler; Secretary, James W. McDonald. Ship's delegate reported that the ship is not paying off in final port of discharge. Will pay off in Gulf. \$24 in ship's fund. Some disputed OT in deck department for watchman handling lines in foreign port. Engine department beefs to be taken up with boarding patrolman. No beefs in steward department. Patrolman will be contacted concerning ship's articles.

DEL ORO (Mississippi), June 4—Chairman, F. J. Foley; Secretary, F. S. Payler. \$22 in ship's fund. No beefs reported by department delegates. W. T. Rose elected ship's delegate. New washing machine acquired and crew asked not to overload same. Discussion on having ship's delegate see the first assistant to let wiper on sanitary alternate in keeping head and shower clean, with the ordinary seaman on sanitary, as both departments use the same one. Also to lock showers and heads while in port in South America and give key to gangway awitchman.

OCEAN EVELYN (Maritime Overseas), June 3—Chairman, J. F. Laughlin; Secretary, Louis A. Gardier. No beefs reported by department delegates. Vote of thanks to steward department.

BEAUREGARD (Sea-Land), Chairman, H. Mathey; Secretary, C. Menby. Ship's delegate reported delayed sailing dispute. One man missed ship in steward department. Motion made to have awning installed aft.

MONTAUK (American Bulk), March 18—Chairman, B. Lynn; Secretary, H. Ridgway. B. Lynn elected ship's delegate. G. Turner elected engine delegate. No beefs reported.

DEL ALBA (Mississippi), April 9—Chairman, R. Johnston; Secretary, J. W. Scheidel. E. Hardcastle elected ship's delegate. No beefs reported by department delegates. Request for new clothes line. Request to keep Kroo boys out of midship house.

STEEL SURVEYOR (Isthmian), April 23—Chairman, Donald E. Neil; Secretary, Melano S. Sospina. Ship's delegate reported everything going along very smoothly. No beefs. Ship's fund, \$13.64. One man from steward department left in hospital in Karachi. Suggestion that letter be sent to headquarters regarding the best feeding they have aboard this ship, recommending the chief steward and his cooks for job well done.

OCEAN DEBORAH (Maritime Overseas), May 21—Chairman, Joseph J. McAndrew; Secretary, Bruce H. Kaufman. No beefs aboard ship. Everything running smoothly.

STEEL FABRICATOR (Isthmian), April 28—Chairman, L. Tarallo; Secretary, M. Hamre. No beefs aboard ship. Cecil Gates elected as ship's delegate.

YORKMAR (Calmar), May 28—Chairman, John Dovak; Secretary, R. J. Londry. Ship's delegate reported that before anyone quits ship, a 24-hour notice should be given to the Captain. No beefs reported by department delegates. Crew request melons for breakfast. None have been aboard ship. Also, request for a better grade of cold cuts.

CALMAR (Calmar), June 3—Chairman, N. Kondylas; Secretary, E. Tresnick. Ship's delegate reported no beefs. Everything running fine. \$6.50 in ship's fund. Vote of thanks to steward department for job well done.

PENN EXPLORER (Penn), June 4—Chairman, J. F. Dickerson; Secretary, A. A. Bernard. Ship's delegate reported no major beefs. Captain is letting members draw everything that is coming to them except allotments, draws and slops. One member of en-

gine department missed the ship in Port Arthur. Crew complaining about mail not going to port of destination and request that agents be notified. Vote of thanks to steward department.

STEEL TRAVELER (Isthmian), June 4—Chairman, A. J. Kuharski; Secretary, J. L. Hodges. No beefs reported. Everything running smoothly. \$23.63 in treasury. Steward will collect donations at payoff. Discussed logs and men putting in for OT for being restricted to the ship in Inchon. To be taken up with patrolman. \$32 collected for merchant marines library. Vote of thanks to steward department for good meals and service. Ship's delegate to see the captain and ask him to put money out on time, and the time of the draw.

ARIZPA (Waterman), June 4—Chairman, Thomas W. Keyser; Secretary, Liles Thomas. Ship's delegate reported everything running smoothly. Food is good—most repairs taken care of. Request new ship's delegate be elected. Brother V. Iacono elected as ship's delegate. Crew asked not to waste water and to hold fire hose down at drills. Steward asks that crew not waste coffee and to take better care of linen.

STEEL ARCHITECT (Isthmian), June 5—Chairman, Grover C. Maddox; Secretary, J. B. Chandler. Everything running smoothly. Discussion regarding serving of watchstanders. Suggestion that water spigot outside house be hooked up for native workmen. Cold water aboard ship is usually too hot to use. This being taken up with chief engineer. Request no vulgar or abusive language be used in the messhall during meal

DIGEST of SIU SHIP MEETINGS

time. Suggestion that volunteer donation of \$2 each crewmember be made as a ship's fund for conveniences toward TV repairs, official telegrams, telephone calls, etc. Vote of thanks to steward department.

ALCOA ROAMER (Alcoa), June 13—Chairman, Odom; Secretary, Linch. \$80.12 in ship's movie fund plus a check for \$250 for movie rental and upkeep of machine. No beef reported by department delegates. Vote to steward department for a job well done.

SEATRAN TEXAS (Seatrains), June 24—Chairman, Fell; Secretary, Sconyers. \$50.13 in treasury and \$70 in stamps. No beef reported by department delegates. John T. Davis elected ship's delegate. Ask office for chairs for poop deck. Turn in orders for mattresses to the steward in Texas City.

CAROLYN (Bull), June 16—Chairman, Jeff Sawyer; Secretary, William Weiss. Lock the doors of the passageways to keep the stevedores out. Wiper to be brought to charges when we reach the States. \$8 in treasury. No beefs reported by department delegates.

SEATRAN TEXAS (Seatrains), June 18—Chairman, M. Trehern; Secretary, G. C. Sconyers. Want ham served on Sunday mornings, steak twice a week, more cottage cheese, a different brand of sausage, and do not want port meal hours from 4:30 to 5:30 but the regular time.

DEL MUNDO (Mississippi), June 10—Chairman, Jack Chastain; Secretary, J. A. F. Denais. No beefs reported by department delegates. Keep all department toilets and showers locked up when in port. A card of thanks was received from Joe Powers for the beautiful flowers at his mother's funeral.

STEEL FLYER (Isthmian), June 25—Chairman, Dan Dean; Secretary, Don Keady. New awning back aft was finished. Balance in treasury \$5.72. No beefs reported by department delegates. Motion for LOG to be published bi-monthly as before, in a special issue for A & G deep sea sailors only. Vegetables not cooked properly. Steward complains members of his department come and go without permission.

Seafarer, Playwright Take On Hollywood



Peter Arthur, AB, actor and man-about-town (center), has a picture of a quiet moment with uninhibited Irish playwright Brendan Behan and Behan's wife Beatrice, but it's the disquieting ones he'll remember.

Arthur, whose professional name is Peter Kean when he performs before the cameras, is a friend of the unpredictable author and recently made the rounds of Hollywood with him.

While Arthur had some idea of what would happen when Behan got going, "this time it was impossible," he said. "Behan took the place by storm, was invited everywhere and set a pace that was pretty mean to keep up with."

By day Behan would check to see how the screenwriting and casting of his two plays, "The Hostage" and "Bostal Boy," were going.

By night he would visit all the night clubs and parties where he generally wound up as the life of the party.

"Of course Behan and those with him—his wife, a TV director, some Irish actors and myself—drank a bit," Arthur said, "but it was more than this. Behan's fun to be with. He's a great story-teller and raconteur and he's not afraid to speak his mind."

Once, when Behan was arrested for disorderly conduct and disturbing the peace, he said: "Hollywood cops are about the same as those in New York, London or Dublin—only a bit screwier."

To get a rest from Hollywood, Behan, his wife and Arthur went to Tijuana, where the picture (above) was taken. There they took in the greyhounds, horse races and the bullfights.

"Behan doesn't like the bull fights," Arthur reported. "It's too impersonal, it doesn't have any humor."

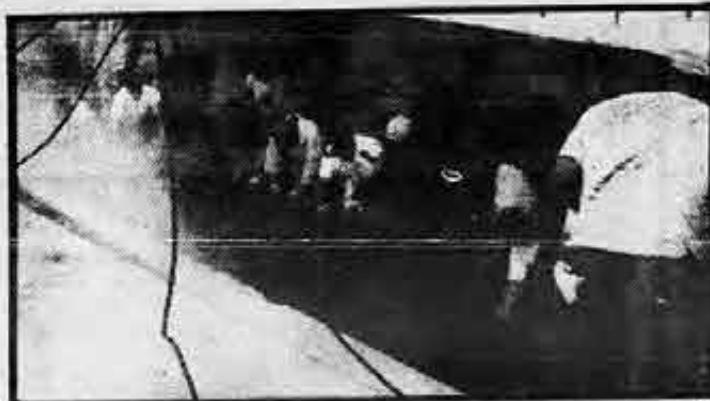
As for Behan, Arthur added: "He would have made a good sailor; it's a shame he never tried it."

Surveyor Wins Safety Award



For the second time in a row the Steel Surveyor has won the Isthmian Line's semi-annual safety award of \$500. The period covered is January to June 1961, during which time the ship did not have any accidents or time lost. Previously, the ship won the award for the July-December 1960 period. Receiving the crew's share, \$250, from Captain B. M. Green (l. to r.) are E. Fancher, chief cook; J. Coe, bosun; C. Culpepper, electrician, and D. Polite, baker.





After eight hours of battling the blaze with CO2 extinguishers, SIU crew (lower left) prepares to remove covers over No. 4 hatch. A surprise was waiting for them—the fire was still raging and out of control as smoke kept pouring out (upper left). US Army craft (below) arrived with hoses, foam and other equipment. It was put to work under the watchful eyes (upper right) of military fire-fighting personnel and the ship's master, Captain Walch. After it's all over (lower right) the fire-destroyed cargo is jettisoned while crewmembers stand fire watch. Photos taken by Peter Saurez, messman.



Sky Turns 'Velvet Black' From Traveler Fire

The sky over Inchon harbor was completely black as though it was covered with black velvet cloth.

This was ship's delegate Kenneth Singh's description of the effects of the smoke that poured out of the Steel Traveler (Isthmian) when the ship's No. 4 hold caught fire at 0150 hours on June 13.

Heat from the fire, chief electrician Singh reported to the LOG, caused the "pontoon" to blow off the No. 4 hold as though someone had set off a time bomb. The cement floor covering parted from the buckled decks in the crew footsies, while discolored paint peeled from the engine room bulkheads as though paint remover had been applied.

Military Personnel Used

While the fire was confined to the No. 4 hold, the crew of the C-3, together with military fire-fighting per-

sonnel, battled the blaze around-the-clock for two days before it was put under control.

Another three days were spent in subduing flareups as the flooded hold was pumped out and the water-logged cargo of wheat was jettisoned.

Steel Traveler Seafarers were praised by Captain Walch who said: "As fire fighters, I have seen them in action and am proud to have such a group of men for a crew."

CO2 Used Up

When the fire first broke out, the crew took emergency fire-fighting action, but the vessel's supply of CO2 was used up in eight hours and the fire was still out of control.

The ship then radioed Yokohama for assistance, requesting a Navy ship to help fight the fire. Before a ship could be dispatched, Inchon-based Navy damage control personnel and Army fire-fighters equipped with chemical fire-fighting equipment arrived and, together with the

crew, flooded the hold and brought the fire under control some 46 hours after it originally broke out.

Wheat stored in the hold swelled due to the flooding and there was some danger that it might crack the plates. The hold was pumped out—a three-day job—and the crew and military worked day and night to jettison the water-logged mess.

Fight Flare-Ups

During this operation, they had to take time out to fight a number of flare-ups as the water, which reached to the upper 'tween decks, receded.

The ship made it back to Galveston for repairs in the Todd shipyard and was expected to be ready to set sail again by mid-October. Some emergency repairs were done in Honolulu, the company reported.

As far as the crew was concerned, Singh said it was "either put out the monster of a fire or have no home. With that and other grave thoughts in the back of our mind, we went out and did the job."

Pickup At Sea

Navy Helicopter Aids Ill Crusader Seafarers

On September 26, while the Coastal Crusader (Suwannee) was enroute to Gibbs Shipyard, Jacksonville, Florida, after returning from a 100-day-run at sea supporting the Government's missile program in the South Atlantic, it became necessary to enlist aid from the US Navy to evacuate two members of the crew for emergency hospitalization.

Cape Canaveral Contacted

Approximately 32 hours out of port, the vessel was halted by Captain Edwin Hurt. Emergency radio contact was made with Cape Canaveral, requesting assistance for the evacuation of Joe Blanco, pantryman, and Pedro Figueroa, oiler. Blanco, who had been feeling poorly, had started to hemorrhage internally; Figueroa was having trouble with his appendix.

(The following article was submitted to the LOG by Henry Murranka, ship's delegate aboard the Coastal Crusader.)

Approximately an hour after the radiogram to the Cape, the Navy helicopter Abandon, piloted by Lt. Cumberland and Lt. (jg) Ballard and manned by aviation machinist mate 1c E. W. Powell and aviation electrician's mate 3c A. L. Caron, arrived and prepared for the transfer.

From The Fantail

Caron was lowered to the fantail of the Coastal Crusader and he and the two Seafarers were put into a whaleboat. The first attempt to retrieve the men from the whaleboat was unsuccessful due to the wake kicked up by the force of the helicopter's propeller.

Radio contact was resumed with the helicopter and new instructions were transmitted to the vessel. Crew members, many of whom were taking part in a pickup at sea for the first time, carried out the new orders quickly and efficiently.

The men were then transferred back to the Knot-type ship, where the flagstaff was dismantled and pick-up could then be made from the fantail. Caron remained on board the Coastal Crusader so the Abandon wouldn't be overloaded.

At present, both Blanco and Figueroa are patients at Patrick Air Force Base Hospital, Cocoa Beach, Florida.

Says Ships Need Air-Conditioning

To the Editor:

Seafarers spend a large part of their lives aboard ship. I believe the Union should put emphasis on shipboard conditions when it negotiates new contracts, especially when any dollar gains we may get are actually minimized due to taxes and the reduced value of the dollar.

As an example of the type

washed overboard and lost at sea if the weather kicks up as is so often the case in hot climates.

While it may not be possible or feasible to put an end to the hellish existence sans air-conditioning aboard presently-active vessels, at least the idea behind it should be incorporated into future ships.

Clarence L. Cousins

✶ ✶ ✶

Distributes LOG To Shipmates

To the Editor:

Will you please note my change of address in your file.

I thank you for the copies of the Seafarers LOG which I distribute to my mates when at sea. We are all very interested in American shipping news. Thanks again for a most interesting journal.

S. Powell

(Ed. note: The writer is a member of the National Union of Seamen of Great Britain.)

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Welfare Aid Is Appreciated

To the Editor:

I want to extend my thanks to the Seafarers Welfare Plan. My husband was in the hospital twice within the last six months with a heart attack, and all the aid given was greatly appreciated.

It is a blessing to know that one is taken care of when sick and unable to work. My deepest appreciation to the Welfare representatives for their deep concern and for the way they handled the financial problems that arose.

May God bless you all and I pray for the continued success of the SIU.

Mrs. Thomas Tooma

'Notice' Column Is Cited

To the Editor:

May I take this opportunity to thank you from the bottom of my heart for publishing my notice in the LOG requesting Luigi Gallo to contact me. Due to its publication, my daughter and I were able to contact Mr. Gallo and our daughter was most happy at finding her father. He was as happy as we were.

The notice column is a wonderful service for your Union members:

Mrs. Mary Custer

✶ ✶ ✶

Starts Bookshop For Seafarers

To the Editor:

After sailing in and out of the Port of Houston for 12 years I am in a position to know how difficult it is for Seafarers to get magazines and other reading material.

In the past Seafarers have had to travel all the way into the heart of the city and then travel back to the dock area.

Now I have done something about this situation by opening a book store near the waterfront. It is known as the A & A Book Store and is located at 1309 75th Street N., Houston. A full line of paperbacks and magazines is carried for seamen. The store is within walking distance from City and Longreach docks.

I would appreciate receiving some copies of the LOG every month for the Seafarers that drop in; particularly for men from the three Delta Line passenger ships and a number of freighters. The Seafarers all ask for the LOG as it is quite a trip to the hall to pick up a copy.

Louis P. Anderson

LOG-A-RHYTHM:

Green Bananas

By Roy Fleischer

It seemed so odd and funny
In a port so far away
From tropical plantations:—
Green bananas in the bay!

Of course they fell from the deck
Of a vessel from the south
As it steamed into Manhattan
For the city's hungry mouth.

They floated with confetti
On that momentous day
When the fleet came in for some-
thing:—

Green bananas in the bay!

The admiral made a speech,
The mayor had more to say,
A ticker tape up Broadway
With bananas in the bay!

OCEAN DINNY (Maritime Overseas), June 18—Chairman, Norman DuBois; Secretary, Paul L. Whitlow. Collected for ship's fund \$1 donation from each member; total of \$30. Expenses to date \$20, balance \$10. No beefs reported by department delegates. Membership reminded to be back one hour before sailing as per Union agreement. Slopehead opened weekly or anytime if you forget anything. Suggested that steward try to get canvas to cover the bedsprings at the end of this voyage from port steward so as the linen and mattresses will not get torn.

STEEL CHEMIST (Isthmian), April 23, Chairman, Vernon L. Porter; Secretary, Leo E. Movall. \$31 in treasury.

DIGEST of SIU SHIP MEETINGS

No beefs reported by department delegates. Ship will receive spray guns. Vote of thanks to steward department. The food has improved considerably compared to the last voyage.

MOUNT WHITNEY (Cargo & Tankship), June 18—Chairman, C. Hall; Secretary, H. Scholes. No beefs reported by department delegates. Steward to make mess cleaner. Suggestion made for crewmembers to keep footies and lockers locked while in port.

PENN TRADER (Penn Shipping), June 18—Chairman, Domenic DiSisi; Secretary, Sigmund Rothschild. Everything in good order. No beefs reported by department delegates. Crewmembers requested not to enter recreation room or mess room unless they are wearing undershirts.

CHICKASAW (Waterman), June 17—Chairman, Joseph Kearney; Secretary, Frank Kusture. Rest of rooms to be painted. Ask all to co-operate in taking care of washing machine and keeping laundry room clean. \$10.05 in treasury. No beefs reported by department delegates. Bring all cups to pantry and keep messroom clean at night.

OCEAN EVELYN (Maritime Overseas), July 1—Chairman, A. Palino; Secretary, L. A. Gardier. No beefs reported by department delegates. Galley, pantry and messhall to be fumigated. Vote of thanks to cooks, baker and the balance of the steward department.

HASTINGS (Waterman), June 11—Chairman, George F. Clarke; Secretary, John E. Wells. No beefs reported by department delegates. No communications or LOGS received this trip or last. Vote of thanks to steward department.

EMILIA (Bull), June 6—Chairman, Frenchy Wyman; Secretary, Juan Oquendo. Ship's delegate reported no beefs aboard ship. Suggestion made to take screen door at galley down, or cleaned, or have carpenter make repairs. Checking with mate as to when quarters will be painted and souged.

PENN VOYAGER (Penn Shipping), June 11—Chairman, Francis Fisher; Secretary, E. W. King. Ship's delegate elected is P. C. Johnson. He will contact captain regarding mixer. Letter being sent to New York asking for part that is worn out. No beefs reported by department delegates.

PANDORA (Epiphany), June 25—Chairman, J. Kusharsky; Secretary, Ivan Durning. Ship's delegate reported two men were logged. Brother Paul Hebert was sent to the hospital in Barcelona for an operation and was returned to the ship just before departure. Only 50 percent of the repairs were done. Master complained about damage to percolator while ship was at sea on June 24th.

ROBIN TRENT (Moore-McCormack), June 14—Chairman, Ray Vaughan; Secretary, Harry Thrash. Ship's delegate reported all repairs were turned in. He suggested that no one pay off the ship until the Union officials have finished with all the beefs. One crewmember missed ship. Several hours disputed OT in engine department. Crewmembers discussed cleanliness of laundry room. Suggested that crew pantry be kept clean. All members discussed the strike and were told to report to the hall as soon as the ship gets into port.

HASTINGS (Waterman), June 11—Chairman, George F. Clarke; Secretary, John Wells. Ship's delegate reported a smooth payoff in New York. Department delegates reported no beefs. James Stathi was elected new ship's delegate. Former ship's delegate was given a vote of thanks for a job well done. Crew asked to help keep the steward department toilet clean.

MARORE (Ore Navigation), June 11—Chairman, J. Mehlov; Secretary, Frank Allen. Ship to be paid off at Philadelphia. Those members with dependents were advised to make allotments. No beefs reported. Motion to have another wall fan installed in recreation room. Request to repair or install new water fountain port side. Washing machine to be cleaned after each time it is used. Request that night lunch be increased.

JEAN (Bull), June 21—Chairman, A. Page; Secretary, J. Slavens. Dis-

cussion regarding washing machine. Will hold special meeting if same breaks down. No beefs reported.

ALCOA PIONEER (Alcoa), May 30—Chairman, Earl McCaskey; Secretary, Edison Walker. No fund on hand in ship's fund. \$15 donated for flowers for deceased members of the Laest Maersk. Department delegates reported no beefs. Discussion on keeping all main deck doors closed while in Korea. Also, everyone warned about keeping portholes dogged down as one room was stripped before docking last trip by thieves in small boats coming along side and climbing a rope to get aboard.

NORTHWESTERN VICTORY (Victory Carriers), July 30—Chairman, Harry R. Phillips; Secretary, Sidney Garner. New ship's delegate Patrick Fox. Dispute on OT.

ROBIN SHERWOOD (Moore McCormack), July 16—Chairman, S. A. Di Maggio; Secretary, T. H. Williams. \$22 in treasury. No beefs reported by department delegates except some dispute in OT. Suggestion made to see that enough cigarettes be put on ship for voyage.

TRANSNORTHEN (Globe Waterways), August 6—Chairman, Brother Griggers; Secretary, Brother D. M. Woods. No beefs reported by department delegates. Request for 18 new mattresses and received only 10. Also requested one new mirror for 12 to 4 oilers but never received it. Ship's delegate asked the captain for a draw in our next port and the captain's reply was no. No LOGs received in the past two trips.

STEEL ARCHITECT (Isthmian), June 6—Chairman, George C. Maddox; Secretary, J. B. Chandler. Ship's delegate reported everything running smoothly. Suggestion that messmen should give priority attention in serving men on or going on watch. Suggestion that water spigot, outside house, be hooked up for native workmen. All hands urged to cooperate in an effort to keep unnecessary native traffic out of the passageways. Suggestion that some line-up or system be installed to facilitate the cooling of the cold water, wash water, line to the showers, etc. Engine and ship's delegate to take problem up with chief engineer. Crew asked not to use vulgar or abusive language in the messhall. Suggestion that volunteer donation of \$2 each crewmember be made as a ship's fund. Vote of thanks to steward department.

MADAKET (Waterman), Aug. 13—Chairman, John E. Redding; Secretary, Albert G. Espenada. Ship's delegate, Robert Pope resigned and replaced by Charles E. Perdue. \$3.15 in ship's fund. Motion made to SIU for new contract for deck department, re shortage of men on freighters and supertankers. Request clarification regarding vacation benefits and strike clearance. Crew asked to bring cups to pantry after using. Everything running smoothly. Messhall needs painting.

MT. RAINIER (Bull), Aug. 31—Chairman, James S. McRae; Secretary, Leo M. Morsette. J. S. McRae elected ship's delegate. Brother McRae stressed importance of ship's fund and asked all brothers to donate.

PANDORA (Epiphany), July 16—Chairman, Johnny Grimes; Secretary, Dave Albright. Ship's delegate reported no beefs. Motion made to have lockers painted and repaired. It was agreed that the laundry and recreation room list be posted and to be rotated by departments, and have footie fans repaired and paint galley and footies.

LISA B (Sealones Management), July 22—Chairman, David Sykes; Secretary, Seymour Heinfing. One man paid off and two men hospitalized in Karachi. Question of shore leave in India to be taken up with boarding patrolman. Letter sent to headquarters regarding rusty water, money draws and lack of dental attention in Singapore etc. No LOGs received for 3 months. Need new washing machine. Request that crew pantry be kept clean as pantryman leaves it. No safety meetings on board vessel. Letter and pictures sent to SEAFARERS LOG regarding SIU drive for runaway ships. Letter being sent to LOG about master's accident.

DEL ORO (Mississippi), July 30—Chairman, R. J. Grant; Secretary, F. J. Baltazar. Ship's delegate reported that television and radio came aboard vessel and are in crew lounge. No beefs reported by delegates. Request for directions for crew washing machine and that crew keep soap in machine at a minimum.

SS BIENVILLE (Sea-Land), Sept. 3—Chairman, Balson; Secretary, W. Engelstein. See patrolman about repairs and vacation after one year's continuous service aboard same ship. \$20.48 in treasury. No beefs reported by department delegates. Suggested to rotate job of ship's delegate. Baker elected. Request black gang get enough equipment for sanitary work. Make sure mattress pads are checked before payoff.

ORION COMET (Colonial), Aug. 5—Chairman, Nelson; Secretary, M. R. Fila. Two men hospitalized in Suez. Captain will get new chairs for messroom, also new fans and mattresses, and paint quarters and messrooms. \$13.40 in ship's fund. No beefs reported by department delegates. Need two fans for the galley.

CREW AIDS HOMELESS KIDS

Maiden Creek 'Fathers' Orphans



The happy faces of the children playing at Our Lady of Lourdes Baby Home, Yokohama, Japan, is enough of a reward for Maiden Creek Seafarers who have been playing "father" at a number of orphanages in the Far East.

Deck department member Rafael V. Saldana, who is in charge of collecting donations and distributing the ship's gifts, said \$77.40 was collected from March 26 to July 28 for the crew's charity efforts.

He reports the following donations: J. Mann, \$10; F. Davenport, \$4.50; A. Aaron, \$10; R. Mitchell, \$7.40; C. Perreira, \$5.00; W. Watson, \$3; steward department, \$20; a friend, \$5; a friend, \$10; F. Snow, \$5, and A. Pelton, \$2.

The money is used to buy groceries, instant milk,

assorted cookies and candies, medicines, rice, shoes and other necessities for the orphans. In addition, money is sometimes given direct to the homes aided by the Seafarers.

Besides the Our Lady of Lourdes Baby Home, other orphanages that received gifts are: Holy Family Home Orphanage, Osaka, Japan; Polish Heart Orphanage, Pusan, Korea, and Ishimine Baby Home, Naha, Okinawa.

Saldana said the food, clothing and supplies were "deeply appreciated" and many thanks were sent to the Seafarers by the nuns and other workers at the homes.

"The children could only say thank you with their smiles," he added. "Their smiles were more than enough."

Seafarers At Work

From The Ships At Sea

Mississippi Line ships make a West Africa run and V. E. Monte, ship's reporter on the Del Valle, gave the LOG his one-man's opinion on the run and that part of the continent.

"For the avid pleasure seekers, the West Africa trip is taboo," he writes, "but for the conservative ones—those that want so much out of life for next to nothing—this is the right run."

"West Africa is lovely in its natural beauty. It still has that primitive atmosphere that is so stimulating to the imagination of what Africa was like in the past. Places like Abidjan, Ivory Coast Republic; Pointe Noire, Republic of the Congo, and Lobito, Angola, are so full of surprises that once you meet the right people, a new vista is opened to you."

"While the run is similar to others, this new vista can make you think the trip is more exciting than it actually is."

When deck department member Teodoro Ruiz received a



Ruiz

radiogram on the Gateway City (Sea-Land) that his son Edwin, 12, had died of appendicitis, his fellow Seafarers provided some consolation. Teodoro wants to thank the crew, and especially Pedro Garcia, deck department delegate, and Pedro Reyes, bosun, for their kindness and sympathy. On this ship, the Seafarers really lived up to the motto: "Brotherhood of the Sea."

It's kind of late in the sports season for it, but crewmen on the Mayflower (Mayflower) are thinking of starting a softball team. They may have some trouble find-

ing a place to practice. Getting a name should be easier; they can call themselves the Pilgrims.

Crew on the Kenmar (Calmar) have extended sympathy to the bosun and the two 4 to 8 ABs who, it seems, are very sad after rigging up two fishing lines and then going 25 days without catching a fish. They have decided to chip in and buy the three fishermen a whale at Long Beach. Now

all they have to do is find out when Spermaceti is in season.

It's football time and while the gang on Del Mar (Mississippi) won't be seeing many games, it made sure that some underprivileged children would. The crew donated \$50 to the Underprivileged Home for Children in New Orleans so the kids will have a chance to watch some gridiron action.

DelSud Holds Benefit Fete

Seafarers never forget their brothers, especially in a time of need.

This was shown again in New Orleans recently, when the Del Sud (Mississippi) held a benefit dance to raise funds to enable summer shipmate Pete Cadare to purchase a vacuum plastic leg.

Pete, who is 24 and a graduate of Loyola University with a degree in Physical Education, has sailed in past years during his summer vacations on the Del Sud, Del Mar and Del Norte, all Mississippi Line vessels.

Recently he was operated on for a malignant tumor and his leg from just above the knee had to be removed to save his life.

When the crew of the Del Sud heard about it, they arranged a benefit dance to help Cadare get enough money to buy the artificial leg. Steward department delegate Dominick DiGiovanni reported. He said there was a fine turnout of Seafarers and Union officials at the benefit fete,

Hurricane (Waterman) suggests that old magazines, which have a tendency to just pile up before they are dumped overboard, be donated to the Seaman's Institute in Rotterdam, Holland. Hurricane's ship's fund also needs a green transfusion.

Things are sort of topsy-turvy on the Steel Advocate (Isthmian) and the crew wants action. After all, it's not very pleasant to turn on the cold water faucets or showers or sinks and get only hot water. What's a Seafarer to think?

By now the Globe Progress (Maritime Overseas) may be either ahead (or behind) the rest of the world. The crew had an eight-day clock put in its messroom and may have to revise the OT sheets to fit the new time scheme.

A ship's delegate's job is a hard one and a cooperative crew is appreciated. Joseph P. LeBlanc worked with a good one on the Hedge Haven (Metro Petroleum). He said it deserves "a special vote of thanks" for simplifying his duties.

Seafarer Eyes Montego Sky, Sees Versatile Crewmembers

William Calefato, recently wiper on the Montego Sky (Eagle), penned some observations of his fellow crewmembers and Seafarers in general for the LOG.

"The lives and habits of seamen have changed a lot in the last hundred years, especially in the last 15 years. Go on any ship today and you'll hear that nearly every crewmember is married and has the usual family responsibilities. Plenty of them own their own homes, and some have ranches plus all kinds of businesses alongside their shoreside neighbors. And many have other trades beside seamanship.

"Art Thompson is one example. Art is a first rate AB, but he is also an expert heavy equipment operator, having driven the biggest and most complex bulldozers ever made. He and his friend Dutch Starkey worked in Alaska, handling timber and doing everything that can be done with those machines.

Lumber And Wildlife

"Even lumberjacks are called rowdy, but look at Art, for instance. He acts more like a lawyer, yet he can tell you more authentic things about the intricacies of lumber camp operations and Alaskan wildlife than you'd hear anywhere.

"Art and Dutch were up in Alaska for a few years. And say—you often hear guys tell you they came from some first family or some great forefather. Well, Dutch tells about how his grandfather came over in a covered wagon from around Minnesota and how the wagon train was attacked by Sioux. He escaped and hid from the Indians but was found and adopted into the tribe. He was only seven years old at the time.

"You'd never guess those guys were seamen if you met them in town. Like Vernon Lewis, another AB. He looks like a fight promoter or anything else but a mariner in his street clothes. His other work is as an expert commercial fisherman, and if you think that kind of work is easy, you're wrong. Besides brawn, you need a lot of quick thinking and must know endless technical details. You can most always tell about a guy from his hobbies. Lewis is one of those rare artists with knots and makes useful and ornamental things with rope.

Looks Like TV Star

"Then there's John Statchan, another AB. Now he's a guy who looks like some TV star, but he's been down in mines for years as



Surrounding John Statchan, AB (center), are (l. to r.) Dutch Starkey, AB; John Whitlock, wiper; Vernon Lewis, AB, and Art Thompson, AB.



Vernon Lewis, AB, at work during his spare time making a net with a Norwegian needle (inset).

well as having 20 years at sea. Quite a difference between the mines and the open sea. Being a good miner is not so easy.

"John Whitlock, a wiper, was the only rebel in the crew of Yankees, but it made no difference. If it did, this could only mean that he was well-liked and respected. He's an example of some of the fine Seafarers who come from below the Mason-Dixon line.

"John was also more acutely candid about many things and

very honest about them. He related an incident on one ship. A crewmember who wanted attention and suffered from an inflated ego constantly baited him.

"Like anyone else's, John's long patience was finally exhausted and he told the man to leave him alone or he'd whip him. The 250-pound man withdrew. John wouldn't have extended a challenge if he was unsure of himself. But he's whipped big men before and is only 140 pounds. It was quite a crew."

Illness Clarifies Need For USPHS

To the Editor:

Just a word or two of appreciation and thanks to the SIU and Welfare Service officials for their quick response to an urgent call from my wife September 1 when I was stricken at home with lobar pneumonia and was unable to move.

In response to my wife's call, the Staten Island USPHS hospital was contacted and in less than two hours I was in an ambulance and in less than four hours was admitted, examined and under medication. Although critically ill, I am now well on the way to recovery.

I can honestly say that in my 59 years I have never received more courteous or better treatment than from the doctors, nurses, dieticians and other hospital personnel here.

The food is well prepared, and neatly served. Of course I am on a prescribed diet. Many guys here complain. But one must remember that one is here to get well and the medical team is doing their utmost to help you back to good health.

Being here enables one to readily understand the maritime union's fight to keep these fine hospitals open. It would be a black day in any future time if the services of these hospitals were cut off to seamen. Those who have been patients and to those so fortunate as to have never been in, whenever our Union calls for support from us to keep these hospitals open we must do so, writing letters or whatever else is needed to do the job.

Several brothers have stopped by to visit me while here and I want to thank them all.

John Jellet

LOG Contributor Beached In PHS

To the Editor:

I am a patient in marine hospital, Stapleton, Staten Island and am undergoing a good check-up. By the time this is printed in the LOG I will have undergone a hernia operation.

I have had hernia for the past ten years but it really never bothered me until the past MM&P strike. I did picketing at the Bethlehem Shipyard in Brooklyn where I put in long hours hitting the bricks in the rain. There and then the hernia made itself felt.

Captain Rudolph J. Peterson.

(Ed. note: A retired member of the MM&P, Captain Peterson is a frequent contributor to the LOG. He was recently elected a member of the International Association of Master Mariners-Cape Horners. A story about his election appeared in the August LOG.)

Floral Offerings Are Appreciated

To the Editor:

These few words are inadequate in expressing my very deep appreciation for the kindness and understanding shown me by SIU officials and members in New Orleans at the time of the death of my husband, Manuel J. Archibald, Sr.

I would also like to thank the members of the Del Mar and the SIU for the floral offerings. Joining me in expressing thanks are my sons, Manuel Jr., US Navy, and Daniel, US Marine Corps.

Margaret Archibald

Book Retirement Change Proposed

To the Editor:

I feel that the present book retiring plan isn't in the best interest of the membership. The cost of the plan seems to me to be extremely high and unfair. I believe ten dollars would be a very reasonable price, payable at the time of retirement. Books should also be

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.

left in retirement as long as necessary or desired by each individual instead of having to be reactivated and paid up every two years as is now the practice. Upon reactivating a book, each individual should then be required to pay the present quarterly dues plus the assessments for that year, if any.

Improvements can be made in the regulations covering payoffs in ports other than the port of engagement and not returning to the port of departure. If the distance between the ports is more than 100 miles, I feel the company involved should pay transportation to all concerned.

Evis J. Thibodeaux

Four Seafarers In Brazil Hospital

To the Editor:

Upon the arrival of the Village (Consolidated Maritime) in Santos, Brazil, three Seafarers were admitted to the hospital. A fourth was admitted later.

The crewmembers are P. D. Zellner, deck maintenance, for removal of a dermoid cyst; W. C. Hall, AB, for stomach trouble and removal of a cyst; R. Holland, wiper, for bronchitis, and W. F. Moss, wiper, for the extraction of several teeth. All are doing well.

The hospital, Beneficencia Portuguesa Hospital, is a very fine one and all the attendants are doing all they can for the Seafarers. The language difficulty is a big problem but it is being overcome. The men have been visited by the second mate, radio officer, ship's delegate and chief steward in addition to other crewmembers.

P. D. Zellner,

Union Progress Is Recalled

To the Editor:

I would like to concur in the remarks that Brother Frank Swestke made about the progress of our Union since 1938. A vote of thanks is due to the Union officials who have made these advances possible.

I have been a union man since 1912 and was very proud to carry a union book. It's a far cry today from those hard times. When a man looks back on those days it is so unbelievable and fantastic, to say the least, to realize how a union brother is protected via disability, sickness, vacation, death and a host of other benefits. Such things just were not possible in my day.

As a retired brother, I appreciate the help that the SIU has given me.

George H. Seeburger

Seaspray

by Seafarer 'Red' Fink



"... Something that smells like seaweed. My boy friend is a seafarer."

Steel Maker Recommends Ethiopia Port

A good port for Seafarers to stop over in is Massawa, Ethiopia, according to Herb Knowles, ship's delegate on the Steel Maker (Isthmian).

Herb reported to the LOG that the Steel Maker hit the port on July 9 and was joined a short while later by the Steel Rover, another Isthmian vessel.

"The crews from both ships," he said, "were most warmly welcomed," and were entertained in the "Oasis Club" operated by the Army.

"The boys at the club went out of their way to make our stay welcomed and remembered," Knowles said, and other Seafarers can expect the same courteous treatment.

SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

PERSONALS and NOTICES

Harry G. Scott

Write your wife or call Andrew 8-6215, Westport, Washington, after ten at night as soon as possible. Louella Scott.

✂ ✂ ✂

Thomas V. Raines

Contact your wife, Mrs. Thomas V. Raines, at 9666 N. Kellogg Street, Portland, Oregon.

✂ ✂ ✂

Vincent Anthony Vanzanella

Contact your daughter, Miss Vera Vanzanella, 1322 S. Henderson, Dallas 23, Texas, c/o M. W. Cole.

✂ ✂ ✂

Charles Worth Cothran,

Get in touch with your brother, Hugh Cothran, 2006 Wilmer Avenue, Anniston, Alabama.

✂ ✂ ✂

Frank Flint Sr.

Contact your son, Frank (Pigeon) Flint, Jr., at LE 9-7190, Baltimore, Md.

✂ ✂ ✂

John Scott

There is an important letter waiting for you at the Mailroom in SIU Headquarters.

✂ ✂ ✂

John (Red) Reed

The above-named man, ex-Robin Trent in 1952, is asked to contact M. J. Doherty, Room 201, Box 92, 450 Harrison Street, San Francisco 5, California.

✂ ✂ ✂

Robert I. Fagan

Contact James E. Bell, Jr., Suite 400, 1325 E. Street, NW Washington 4, DC.

✂ ✂ ✂

Tom Scardelis

Bill has asked that you pick up your mail at the LOG office in headquarters.

✂ ✂ ✂

William P. Goff would appreciate hearing from his former shipmates. Write him c/o Bessie Ann's, 211 Canal Street, New Orleans, La.

✂ ✂ ✂

Keith Petersen

Your grandmother, Mrs. Stella Petersen, would like to hear from you. Write her at 20 Carnation Sq., Bridgetown, Athlone, Capetown, South Africa.

✂ ✂ ✂

Melvin Gray

Contact Mrs. Jessie Warren, 122 So. Commonwealth Ave., Norfolk, Va.

✂ ✂ ✂

George W. F. L. Flint

Get in touch with Mrs. Mildred Flint, 1st floor rear, 1414 West Baltimore Street, Baltimore 23, Md.

✂ ✂ ✂

Ralph Mueller

You are asked to contact Marie Parker, 631 34th Street, Newport News, Va.

✂ ✂ ✂

Lawrence A. Beaudry

Get in touch with Br. Bernhardt Heebe, RR Box 323-A, Marrero, Louisiana.

✂ ✂ ✂

Stephen J. Frankewicz

Contact Mrs. Marjorie Frankewicz, 107 Albermarle Street, Apartment 5A, Baltimore 2, Md.

✂ ✂ ✂

Horace G. Gray

Mrs. Ruth Koonce, 540 West 16th Street, Houston 8, Texas, would like to hear from you.

✂ ✂ ✂

John F. Williams

Contact your sister, Lucy W. Abel, as she is anxious to hear from you.

✂ ✂ ✂

Ex-Pacific Tide

Ex-Pacific Explorer

Ex-Valliant Freedom

The following Seafarers are urged to contact Moore, Simon & Layden, attorneys, Suite 210 Van Antwerp Bldg., Mobile 12, Ala.: Aser Joosepson, Joseph C. Wal-

lace, Jean S. Long, Clarence D. Crowder, Robert F. Edmond, Diosdado Lavador, Arthur G. Anderson, Simon Kendall, Reginald R. Paschal, Carlos Torres, Pasquale Dinino, Florian R. Clask, Louie N. Coffee, Jr., Gilbert M. Gonzales; F. T. Anderegg, Ramsey Baumgardner, Olay Seim, J. A. Gregory, H. R. May, Raymond E. Brown, Clarence Wallace, Peter F. Di-capua.

✂ ✂ ✂

James Francisco

Get in touch with your mother, Mrs. Catherine Francisco, 9 Anderson Street, Boston, Mass.

✂ ✂ ✂

Franz R. Schwartz

Urgent you write your mother. Anybody knowing whereabouts of the above is urged to notify him, or contact V. V. Van Gordon, St. Joseph's Hospital, Room 203, Bremerhaven, Germany.

✂ ✂ ✂

Jim A. Jenkins

Pick up the glasses held for you at the Texas State Optical Office, 608 Travis St., Houston, Texas.

✂ ✂ ✂

Robert Raymer

You are asked to contact Allen Andrews, Jr., PO Box 165, Salem, Wis.

✂ ✂ ✂

Ex-Pacific Wave

The following ex-crewmembers should contact vice-president Claude Simmons at SIU headquarters, Brooklyn: Robert Williams, James Masters, Roy Ed Connelly and Edmund Eriksen.

✂ ✂ ✂

Roland Velasco

Get in touch with Carmen Garcia, 2218 Long Street, Tampa, Fla., on an urgent matter of business.

✂ ✂ ✂

Roderick R. Brooks

Contact Thomas M. Breen, 160 Broadway, New York 38, NY, Telephone BEckman 3-3740.

✂ ✂ ✂

Salvador Resquites

Anyone knowing the whereabouts of the above is asked to contact his wife, Connie J. Resquites at Cugman, Cag. de Oro City, the Philippines.

✂ ✂ ✂

Ex-Coe Victory

Anyone who knows about a belt and silver belt buckle with initials FNC taken by mistake from chief cook's room on the Coe Victory, July 8, should get in touch with F. N. Cain, 432 Washington Street, Bay St. Louis, Miss. Sentimental value involved.

✂ ✂ ✂

William Hubbard

Very perturbed, and desire to know of your welfare. Communicate at your earliest. Flame L. Drake, c/o D. V. David, 15 Altamont Road, Cumballa Hill, Bombay 26, India.

✂ ✂ ✂

Stephen A. Mangold

Get in touch with your sister in Framingham, Mass.

✂ ✂ ✂

Norman Krumm

The above-named or anyone knowing his whereabouts is asked to contact his wife, Mrs. Norman Krumm, of Luck, Wis.

✂ ✂ ✂

Edmond F. (Eddie) Bridges

Check for \$75 said to be drawn to you by New Orleans attorney was worthless, causing me much inconvenience and embarrassment. Would appreciate hearing from you regarding same as soon as possible. A.B.S.

LET 'EM KNOW!
Write TO THE LOG

Tops In Law School

SIU Scholar Wins New Honors

Former SIU scholarship winner Lemhard Howell is still breaking academic records, this time in search of a law degree.

Howell, the son of Seafarer Cleveland Howell, who sails as chief steward on SIU ships, is now attending Suffolk Uni-

versity Law School in Boston where he is stationed ashore in the US Navy. He was recently notified that he won a \$300 Alumni Fund Scholarship as the result of completing the 1960-61 school year with the best record in his class.

Howell originally won his \$6,000 SIU scholarship in 1955 on his second try on the basis of an outstanding record at Charles Evans Hughes High School in New York plus his achievement on the College Entrance Examination Board tests which all scholarship candidates take in order to qualify for the award.

He then entered Lafayette College from which he graduated in June, 1958, with a cum laude and honors in history. Following his graduation, Howell went on active duty with the Navy receiving a commission as ensign in the US Naval Reserve. Subsequently he was assigned to the

Howell

MSTS transport General Randall on which he was promoted to lieutenant jg and served as naviga-

tion officer. On many of his voyages, he operated out of the Brooklyn Army base.

Since he was anxious to go ahead with his schooling, Howell requested shore duty and received approval. He is now attending Suffolk at night while working ashore for the Navy in Boston.

Howell's father is currently serving aboard the Steel Chemist (Isthmian). He has been sailing with the SIU since 1947, usually as chief steward. Before that he had worked in a shipyard for a number of years after first coming to the United States from Jamaica in 1942.

Keep 'em Coming!



Things are happening in the maritime industry so fast these days that it's often hard to keep abreast of the developments which vitally affect you and your family. One way of keeping fully informed on what's going on in maritime generally—and in the SIU in particular—is to have the LOG mailed regularly to your home. If you're not on our mailing list—or if you've moved recently and your copies have gone astray—just fill out this coupon and mail it to the Seafarers Log, 675 Fourth Ave., Brooklyn 32, NY.

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