



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

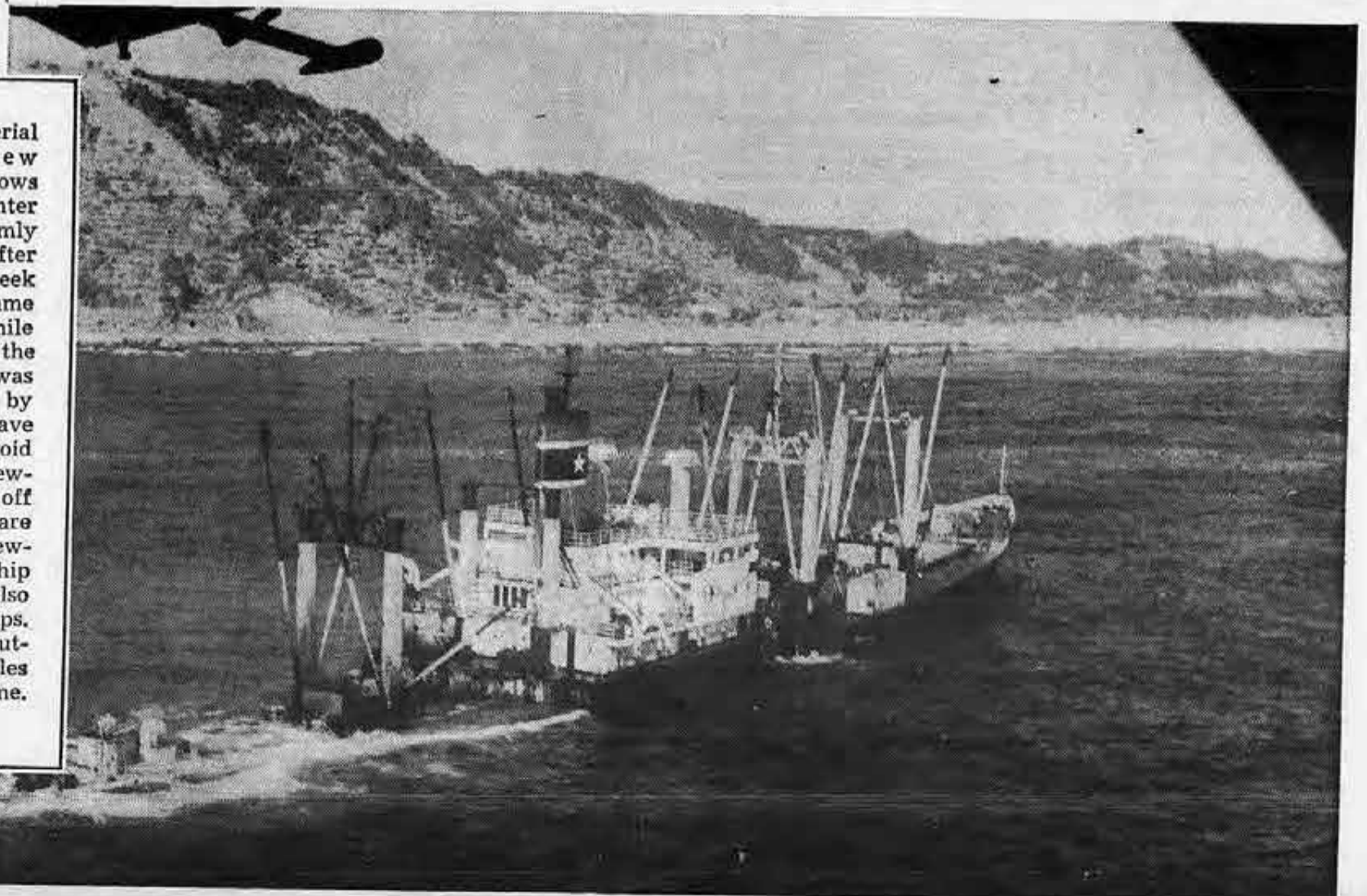
# FIRST JOINT US TALKS HELD ON SHIP ISSUES

Story On Page 3



**SIU Joins Protest.** Seafarers joined labor groups from all over Pennsylvania last month to protest against proposal of Gov. William W. Scranton to slash unemployment benefits for jobless workers in the state. Some 20,000 union members took part in Harrisburg march. Bill eventually passed and was signed by Scranton. (Story on Page 2.)

**Grounded.** Aerial view of Yokohama Bay shows SIU - manned freighter Taddei Village, firmly grounded on reef after trying to rescue Greek ship which ran into same problem less than a mile away. Way down at the stern, the Taddei was scene of heroic battle by crewmembers to save their own ship and avoid loss of life. All crewmembers were taken off in Navy vessel and are back in the US. Crewmen of the Greek ship Maria G. L. were also rescued by other ships. The Taddei was outbound from Los Angeles to Yokohama at the time. (Story on Page 3.)



# Transport Forum Eyes Job Issues In Shipping Field

NEW ORLEANS—Proposals for a new approach to maritime labor problems and shipping issues that vitally affect the US-flag merchant marine were voiced here last month at Tulane University's 15th Annual Institute on Foreign Transportation and Port Operations.

A number of speakers at the week-long conference called for expanded joint action by sea labor, shipping management and Government to spark industry growth and jobs.

SIU President Paul Hall had been scheduled to be one of the chief panelists at a session on Friday, March 20, devoted to labor relations, but was unable to attend. Due to developments involving the Seafarers International Union of Canada, Hall was in Montreal.

Addressing the institute on its closing day, Herbert Schertz, Special Assistant to William E. Simkin, director of the Federal Mediation and Conciliation Service, cited the special problems that have developed in maritime and other industries which affect the collective bargaining process. Schertz named the decline in job opportunities as a major item. (The full text of his address is on Page 9.)

### Job Opportunity

He declared that "... negotiations in a climate where the proposals of one party resolved around a program for increasing productivity primarily through manpower curtailment, while the proposals of the other party concern themselves with improved job opportunity or job security either through maintenance or expansion of the manning scales are extremely difficult."

Both parties have to change their bargaining patterns, he said, and "approach their common problems with a desire to arrive at common solutions."

He warned, however, that "no mandatory regulations for the resolution of disputes in some form of compulsory arbitration will cure the underlying ills in any industry."

A call for a stronger merchant fleet also came from the commander of the Military Sea Transportation Service, Vice-Adm. Roy A. Gano, who warned that the US

is embroiled in a "major economic war with Russia."

He called for a stronger US-flag fleet to support MSTs in wartime and advised American shipowners they "must not be content to wait for prosperity to come before they upgrade their fleets because, if they wait, prosperity will pass them by."

Adm. Gano also made it clear that while he favored a privately-operated US merchant fleet, MSTs would continue to function and compete with private shipping.

### SIU Aids Fight On Scranton Plan

## Slash In Jobless Benefits Approved By Pennsylvania

HARRISBURG, Pa.—The Pennsylvania Legislature has passed a bill to revise unemployment compensation in the state by slashing total jobless pay benefits for unemployed workers and severely tightening eligibility qualifications. The "ripper" bill was sponsored by Pennsylvania's Governor William W. Scranton and Republican legislators.

The bill raises maximum jobless benefits by \$5 a week for relatively few unemployed but shortens the duration of benefits, raises the tax base but reduces the minimum corporation tax rate. By Scranton's own estimate, payments to unemployed workers will drop by a net of \$35 million a year.

The bill drew strong opposition from Pennsylvania labor. The largest concentration of trade union members in recent state history, about 20,000 in number, marched through the streets of the state capital on March 19 to protest the bill. Representatives from the SIU and its affiliates took part in the procession. The State AFL-CIO also sponsored full-page advertisements in the two Harrisburg newspapers to publicize a "Philadelphia Inquirer" story of March 17 which detailed a secret meeting between four members of Scranton's cabinet and representatives of Westinghouse Corp., US Steel and Bethlehem Steel.

The report quoted Scranton ad-

ministration officials as instructing the industrial representatives that it was their duty to "put into line" those Republican state representatives who were still opposed to the bill. Employers will benefit from the reduced unemployment payments to workers through lower proportional unemployment compensation taxes on businesses and through special low rates to new industries locating in the state.

The newly-passed revisions will reduce benefits paid to workers by \$35 million a year while increasing the tax contributions of employers by only \$4 million, labor has pointed out, charging Scranton with asking unemployed workers to bear the largest share of making the Pennsylvania unemployment compensation program solvent. The program has been underfinanced, labor charges, and the workers are being forced to bear the brunt of this bad planning.

### Cuts Benefits For 90,000

The AFL-CIO Executive Council estimates that the plan cuts off benefits for 90,000 unemployed persons in the state and singles out and penalizes the workers in seasonal and low-paid industries. The state AFL-CIO warned that "labor is going to do its best to defeat every member who voted for the bill," declaring that "the pledge that was made here . . . will be redeemed in full."

Many have charged that Scranton, who is considered a "dark



Sea unions joined with other labor groups in protest against Scranton bill. At Harrisburg rally (foreground, l-r), C. Dodson, Marine Engineers Beneficial Association; Harold Keane, Masters, Mates & Pilots; Philadelphia SIU Port Agent Frank Drozak and Joe Barbacane, MEBA, spark membership protest.

## SIU Wins NJ Jobless Pay Ruling

PORT NEWARK—The SIU successfully appealed a New Jersey ruling that disqualified a Seafarer from receiving state unemployment benefits after a claims examiner had invoked the shipping rules of another union.

The Seafarer had left a ship operated by Sea-Land Service after requesting and receiving a medical certificate from the skipper of his vessel in order to see a doctor. Sea-Land ships are registered in New Jersey, since the company's home office is located here. The ship sailed about 12 hours later on its regular run.

After coming ashore due to stomach pains, the Seafarer left for his home in Massachusetts, checked the following day with the US Public Health Service hospital in Boston, and was found to be not fit for duty. He recovered some time later and was available for work.

An appeals' tribunal decision notes that he then filed an interstate claim for benefits, which the examiner rejected.

The ruling was based on the shipping rules of the National Maritime Union, and contended that the Seafarer had not properly applied for a medical leave of absence. However, the decision of the appeals officer was that the NMU rules obviously could not apply, since the vessel and its crew are covered by an SIU agreement and SIU shipping rules.

horse" candidate for the Republican Presidential nomination, was striking a blow against working people to advance his own Presidential aspirations.



By Paul Hall

A meeting that could be of major significance to the future of the American maritime industry took place last week in Washington. For the first time, representatives of maritime labor and management were given the opportunity to sit down with top level US agency officials to discuss the many problems besetting the maritime industry and affecting American seamen.

Although the meeting was the first outgrowth of the US maritime union joint stand on the shipment of wheat and other grain commodities to the Soviet bloc countries, strengthened by the ILA boycott, these and future talks will not be limited to just wheat or enforcement of 50-50. They will cover the full range of maritime problems.

AFL-CIO President George Meany headed the labor delegation which consisted of the SIU, ILA, and NMU. Management was well represented, as was the Department of Commerce, Agriculture, Labor, State and the Maritime Administration. The importance of the meeting could be judged from the fact that in most cases it was the top man in the Department who was actually present at the meeting.

What they heard was the united position of the maritime labor movement on the issues effecting the livelihood of maritime workers. One of the most important points maritime labor has been trying to get across for some time is that unless machinery is available to resolve the issues arising out of the efforts to bypass protective features of the law and Government policies that were designed to assist the American merchant marine, maintain the US fleet of vessels and the jobs of maritime workers which are so essential to our economy and security, there is a large question as to our nation's ability to survive as a commercial maritime power.

In the end, the most important result of this and similar meetings should be the establishment of proper machinery to enable parts of the maritime industry, either labor, management or Government (which must be considered in any maritime question) to register grievances on matters at issue. Up until now there has been no instrument of this nature, a condition complicated by the fact that the Government agencies either refuse or fail to understand the intent of the law and the need for preserving and strengthening the American merchant marine.

The position of the maritime unions of course upheld the strict interpretation and application of 50-50. It went further than that however, and made the unions' insistence on the use of American-flag ships in Government aid programs and in the Russian and satellite grain movements emphatically clear.

This meeting is but the beginning. The machinery which we have felt has been a vital necessity for so long is in the process of development. The momentum gained by the joint stand of the US maritime unions over the Russian wheat shipments must be maintained. This first meeting of top labor, management and Government leadership was productive, but was only a beginning. Now that we have the ball, we must carry it. The scope of these meetings must be enlarged to encompass issues which have been ignored for years.



State Troopers in legislature (shown in background) arouse the anger of Democratic legislators, including State Rep. James Musto (center, standing) who demands that they be removed from Pennsylvania House of Representatives. The police were removed and debate proceeded on the unemployment compensation bill though Democrats couldn't learn who called out troops.

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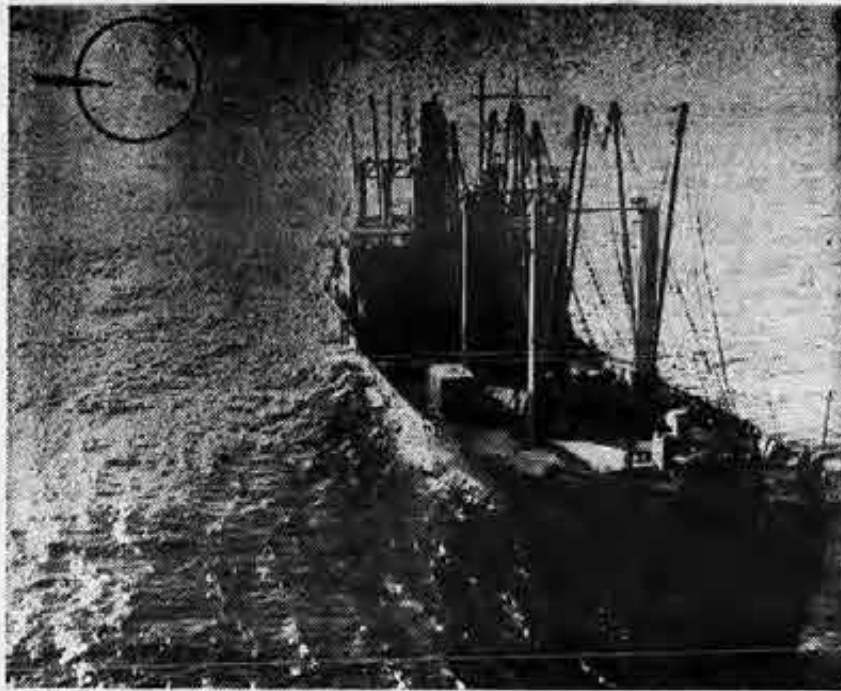


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Stern awash, the Taddei Village lies aground in Yokohama Bay within sight of the ill-fated Maria G. L., (circled), the ship it originally set out to help, whose midsection is under water.

Follow-Up On Wheat Sale Fight

# Top-Level US Talks Open On Ship Issues

WASHINGTON—A meeting of major importance to the American maritime industry took place here on March 23 when top maritime labor and management officials sat down together with the heads of major Government agencies for the first time to exchange views on many problems plaguing the maritime industry.

An outgrowth of the joint stand adopted by AFL-CIO maritime unions to halt bypassing of US vessels in the transport of grain, to

Communist countries and the agreement which ended the boycott by the International Longshoremen's Association of ships loading these cargoes, last week's meeting marked the first time that labor, management, and Government have sat down at such a high level to talk about the American merchant marine.

Meany headed the labor group of SIUNA President Paul Hall; Thomas W. Gleason, ILA president, and Joseph Curran, president of the National Maritime Union.

Representing the Government were top-level Cabinet officers, including Commerce Secretary Luther H. Hodges, Secretary of State Dean Rusk, and Agriculture Secretary Orville L. Freeman. The Labor Department was represented by James J. Reynolds, Assistant Labor Secretary, and the Maritime Administration by Maritime Administrator Nicholas Johnson. Management was represented by Ralph E. Casey, president of the American Merchant Marine Institute; Max Harrison, president of the American Maritime Association; Ralph B. Dewey, president of the Pacific American Steamship Association, and Rear Admiral Ralph James, executive director of the Committee of American Steamship Lines.

The meeting at the Department of Commerce building saw the leaders of maritime labor, management and Government engaged in a free discussion, in depth, of the use of American-flag ships in Government aid programs and in Russian and satellite grain movements. The maritime union leaders made clear their joint position on the absolute necessity for strict interpretation by Government agencies of the 50-50 laws and the necessity for setting up machinery to resolve the issues arising out of efforts to bypass the protective features of the law. Government policies de-

(Continued on page 22)

(Continued on page 15)

'Tried To Help Another Ship In Trouble . . . We're Lucky To Be Alive'

## Heroism Marks SIU Ship Disaster

NEW YORK—A tale of danger, heroism and good seamanship was reported to the LOG last week by Seafarer Herbert L. Skyles, who was night cook and baker aboard the Taddei Village (Consolidated) when she went aground on hidden reefs just outside Yokohama Bay on March 15.

"We're all lucky to be alive right now," Skyles said after he arrived here. "If it wasn't for the great seamanship displayed by every man aboard we all might have been goners."

The Taddei Village was outbound from Los Angeles to the Japanese port of Yokohama when the grounding occurred. Skyles reports the vessel was only ten minutes from picking up the pilot for the ride into Yokohama Bay when she picked up an SOS to proceed to the aid of a Greek-flag Liberty ship, the Maria G. L., which had run aground during a storm the night before.

The Taddei Village turned around immediately and headed away from the bay area, through heavy seas, toward the Greek ves-

sel. It was about 10:15 AM. The #2 lifeboat crew began at once to get the boat ready to go over the side to pick up survivors.

Skyles reports he was on deck near the #3 hatch on the port side. The Taddei had approached to within about 900 yards of the stricken Greek vessel when there was a sudden lurch and the ship ground to a screeching halt.

The Taddei Village had run aground and was stuck fast on the same hidden coral reefs that had claimed the vessel she had gone out to aid.

At this point the crew still didn't realize the seriousness of the situation, Skyles commented. That came later when the US Navy minesweeper Persistent tried three times and failed to get



Ramsey



Henninger

a line aboard the vessel. The Persistent was unable to come in close enough to put a line aboard the vessel for fear it would also run aground on the same reef.

Meanwhile, the SIU crew was busy aboard. At about 3 PM, the settler tanks ruptured and the plant shut down, so the pumps stopped operating. The captain

called for volunteers to go below to assist the engineers in closing sea valves in an attempt to keep water out of the engine room and maintain buoyancy. By this time the vessel already had a 20-degree list.

Skyles, two ABs and the chief steward went below into waist-deep water in the engine room which was filling with oil from the overflow pipes. When they discovered that water was pouring in through the sprung door of the shaft alley,



Skyles

## Statements On Canadian Shipping Dispute

MONTREAL—The following joint statement was issued here today by Charles Millard, trustee, Board of Trustees of the Maritime Transportation Unions, and Paul Hall, president, Seafarers International Union of North America, concerning the Canadian shipping dispute:

A series of meetings has been held to explore the problems facing the maritime industry on the Great Lakes and the parties are determined that normalcy shall be restored in the maritime industry in both Canada and the United States.

The interests and welfare of the members of the Seafarers International Union of Canada formed the basic consideration in the discussions.

To this end, the parties agreed to make the following public statement:

(1) Immediate steps will be taken to restore the Seafarers International Union of Canada to the constitutional control of its members. Constitutional provisions for succession to the presidency of the Seafarers International Union of Canada will be implemented as a first step in restoring membership control.

(2) The trustees will continue to exercise their powers and responsibilities under the legislation but it is their intention that active management of the union will be in the hands of the membership.

(3) Continued close relations will be maintained between the Seafarers International Union of Canada and the Seafarers International Union of North America

to advance the common interests of the membership of the Seafarers International Union of Canada.

(4) Steps will be taken to unite all elements of the maritime industry of Canada and the United States in a cooperative effort to settle any and all differences on the Great Lakes.

(5) The parties will seek the cooperation of the Canadian Labor Congress, the AFL-CIO, the Railway Labor Executives Association, the Maritime Trades Department and all other interested trade union groups to assist in the achievement of normalcy in the maritime industry.

(6) All possible steps will be taken to achieve integration of maritime unions in Canada where it is in the interest of union stability.

(7) Should either party feel that all the obligations have not been met, they are at liberty to consider all arrangements terminated.

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The following statement was issued here today by Paul Hall, president, Seafarers International Union of North America:

In the approach to the problem, and in the discussions between the interested parties, the Seafarers International Union of North America has been concerned with the fundamental issues involved in, and arising out of, the dispute. In arriving at a method for resolving the issues, the position of the SIUNA and the Executive Board of the Seafarers International Union of Canada was identical. All facets of the problem were discussed between the SIUNA and the SIU of Canada's Executive Board throughout the period of discussions and the position arrived at is a mutual one.

With respect to the law which established the trusteeship, our position has been, and remains, clear. The law is anti-union in character and undesirable; as such, we deplore its existence, including the removal of the President of the SIU of Canada, Hal C. Banks. It is our responsibility as a trade union to continue our fight to effect its rescission because we believe it is inimical to the interests not only of the SIU of Canada and its membership, but to all trade unionists and others concerned with the democratic concept. This

we will do through the legal processes and procedures available. Hal Banks is presently involved in trial proceedings in the courts and, consequently, we will not comment in that regard.

Throughout the meetings leading to the joint announcement by the interested parties, our emphasis was on the fundamental trade union considerations essential to ultimate resolution of the problem; namely, the continued integrity of the SIU of Canada as a free trade union organization and the preservation of the rights, welfare, security and economic gains achieved over the years by Canadian Seafarers.

We are pleased that there has been an understanding of the basic nature of these factors. We are equally pleased that, as the results of the discussions indicate, the responsible parties exhibited a recognition of their responsibilities to the Canadian government and Canadian people to effectuate resolution of the problems and the restoration of normalcy. The discussions with the trustees were amicable and they have demonstrated an understanding of the basic issues confronting the membership of the SIU of Canada. We

feel that they sincerely intend to act in the best interests of all parties to whom they have an obligation.

The SIUNA is grateful to those who have consistently sought to assist in resolving the issues. We are particularly grateful to AFL-CIO President George Meany who, throughout the entire dispute has demonstrated a clear understanding of the fundamental issues involved, and in characteristic fashion stood firmly for a trade union approach toward achieving a solution. By his actions, President George Meany made it possible to maintain the dispute in its proper perspective and to keep the focus on the real issue involved. For ourselves, and we feel sure, for the members of the SIU of Canada, we express deep appreciation to President Meany for his forthright and unswerving stand under the difficult circumstances.

It is also proper that we express gratitude to the Secretary of the United States Department of Labor, W. Willard Wirtz, and Assistant Secretary of Labor James Reynolds for their unremitting efforts to assist in resolving the problem, despite the complications. (Continued on page 23)



By Cal Tanner, Executive Vice-President

### ICC Maintains Favors To Rails

The Interstate Commerce Commission has once again proved its versatility in upholding discriminatory rail rates by giving the go-ahead to a railway rate cut on tinplate from the East to the West Coast. At the same time, ICC told the intercoastal shipping operators that any similar rate reduction in their case was unjust.

In handing down a decision on the rail cut, the examiner for the ICC said that the nation's transcontinental railroads were "justified" in cutting rates on tinplate from \$1.16 to \$1 per 100 pounds. At the same time he found that cuts in intercoastal ship rates on the same products from 98 to 82 cents per hundred pounds were "unjustified." The water rates are traditionally lower because they are the lower-cost method of transportation. This is something ICC chose to ignore.

The new rail rate applies to a minimum shipment of 60 tons, while the old rate applied to a minimum shipment of 40 tons. In addition, the water carriers filed a special rate of 72 cents per hundredweight on shipments of at least 500 tons.

If the reduced rail rate is upheld by the ICC's three-man rate panel, and later by the full 11-member Commission, it will mean a sharp dropoff in tinplate cargo for intercoastal water carriers. The new rate has been in effect since February, 1963, pending the approval of the ICC.

However, the Intercoastal Steamship Freight Conference feels that the cut on tinplate is just a "foot in the door" tactic, and that the tinplate reduction is merely the first of a series of other rate reductions on steel products moving in quantity from the East to the West Coast.

The intercoastal shipping industry has shown a steady decline since World War II. Those left in operation are SIU-contracted Calmar Steamship and the Weyerhaeuser Line, a subsidiary of the lumber outfit that bears the same name, under contract to the SIU Pacific District. Both carry lumber and other cargo eastbound and return to the West Coast with steel and steel products. In addition, Sea-Land container ships, manned by Seafarers, are the only new entry in the trade.

As the SIU has pointed out many times in disputing ICC rulings, before the Commission began beating the drum for the railroads, the intercoastal and coastwise shipping lines were the main source of US shipping activity not too long ago.

In turning down the request of the water carriers for a rate cut, the ICC examiner said that "the acceptable costs, heretofore detailed, indicate that both the 82 and 72 cent rates were well below the fully-distributed costs. Even though the Commission could approve either or both of these rates," he continued, "such finding could only apply to the Calmar Steamship Corporation, since it is the only one which submitted cost evidence."

## Stewards' Job Preference Set After June 15

NEW YORK — The Seafarers Appeals Board has issued a further reminder that job preference for SIU chief stewards who have completed refresher courses under the Steward Recertification Program will be given after June 15, 1964 in the Port of New York.

The Steward Department Recertification Program was initiated in 1962 in New York, offering a refresher school for SIU chief stewards. Since the school is conducted only in New York, the SAB has ruled that this is the only port where the job preference provided for in the shipping rules can be put into effect.

Holder of Certificates of Recertification from the Steward Department Recertification Program are permitted job preference under the shipping rules in the contract between the Union and its contracted operators.

The steward school features both classroom and field work in an attempt to upgrade the skills necessary for a chief steward's rating. The next class is scheduled to begin May 18 and run until June 26. The current class began March 30 and will run through May 8.

Steward department personnel who have at least three years of seetime in a rating above 3rd cook can receive further details by contacting Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, New York.

**STEEL ADVOCATE (Isthmian), Jan. 8**—Chairman, T. Selt; Secretary, E. Carlson. Motion made that members at sea should be able to vote on dues increase by having a 90-day voting period. Members at sea should have chance to participate in important voting.

**NATALIE (Maritime), Dec. 23** — Chairman, J. N. McLaren; Secretary, none. No money in treasury. Will run a pool to replenish and reimburse the baker \$2.78 that is owed to him. Discussion on milk that was found spoiled in some cans. Steward department claiming OT for sougeeing done by wipers.

**PUERTO RICO (Motorships), Dec. 24**—Chairman, Peter F. DiCapio; Secretary, George Anderson. Ship sailed short two wipers and one saloon

**SEATRAN GEORGIA (Seatrains), Feb. 17**—Chairman, K. Puchalski; Secretary, R. Mansfield. New washing machine is aboard. Locker was built for deck department gear. No beefs were reported. J. Gibbons elected to serve as ship's delegate. Vote of thanks extended to Brother Lester, resigning ship's delegate, for good job.

**YOUNG AMERICA (Waterman), Jan. 16**—Chairman, T. G. Tucker; Secretary, G. D. Hopper. The safety committee reported that to its knowledge everything is shipshape. Discussion held concerning minor accidents that have occurred since the last safety meeting, and what could have been done to prevent same. All safety recommendations at previous meeting have been fully complied with. It was stressed that anything found to be of a hazardous nature is to be brought to the immediate attention of the department head.

**MOUNT VERNON VICTORY (Victory Carriers), February 8**—Chairman, K. Gahagan; Secretary, K. Lynch. Brother John Chambers was elected to serve as new ship's delegate. No beefs reported by department delegates. Beds are in bad shape. New springs and mattresses are needed.

**STEEL CHEMIST (Isthmian), January 18**—Chairman, George Finkler; Secretary, Robert Rivera. Ship running smoothly. \$21.00 in ship's fund. Anyone wishing to donate to fund at payoff may do so, but it's not necessary for treasurer to collect one dollar per man.

**ROBIN HOOD (Robin), February 9**—Chairman, George Stanley; Secretary, W. R. Gammons. Ship's delegate reported that everything was running smoothly. \$25.15 in ship's fund. W. R. Gammons was elected to serve as ship's delegate. Discussion on library being locked while ship is in port.

**A & J FAITH (Pacific Seafarers), February 10**—Chairman, B. P. McNulty; Secretary, Julius H. Johnson. Discussion on wipers not doing sanitary work as required. Former captain had to get off at Chittagong, Pakistan, due to illness. Discussion on keeping engine room doors closed and on use of passageway to go from port to starboard side. Steward requested to serve hamburgers on buns and to have tea for supper and not kool-aid all the time.

**January 2**—Chairman, Charles Johnson; Secretary, Floyd C. Nolan. Motion made not to sign on until new mattresses are put aboard, along with mattress covers, and unlicensed quarters are painted. Smooth trip with no beefs. Vote of thanks to steward department for fine holiday meals.

### DIGEST of SIU SHIP MEETINGS

messman. No beefs reported by department delegates. Vote of thanks to steward department for a nice Christmas dinner.

**Oct. 9**—Chairman, A. Aragon; Secretary, A. Ferrar. A few hours disputed OT in steward department. Delegates have been having trouble getting repairs done which involve water running too hot in the tropics and too cold in cold weather. Vote of thanks extended to steward department.

**RIO GRANDE (Oriental Exporters), Feb. 9**—Chairman, Julio Evans; Secretary, S. T. Arales. Brother Robert F. Stewart resigned as ship's delegate. Frank Fandino was elected to replace him. Everything running smoothly with no beefs. Motion made to write to headquarters regarding crew's mail.

**STEEL SEAFARER (Isthmian), Feb. 9**—Chairman, Thomas Malone; Secretary, Lancelot Alexander. Ship's delegate spoke to the captain about draws in rupees that the crew would not accept. He also asked the mate about getting launch for crew between one and five. \$5.40 in ship's fund. Some disputed OT in engine department. Patrolman to see chief engineer about use of profanity to engine department men.



MTD Exec. Sec. Peter McGavin (2nd from left) greets Booker Montgomery, pres., ILA Local 1800; Capt. H. M. Stegall, pres., and Capt. W. G. Hughes, MM&P Local 15, all of New Orleans; ILA Vice-Pres. G. Dixon, Mobile.



Participants from New Orleans include (l-r) ILA Vice-Pres. C. Henry; A. P. Stoddard, pres., New Orleans AFL-CIO; ILA Vice-Pres. A. Chittenden, pres., and Bill Moody of SIU, sec., New Orleans MTD; W. Daliet, sec-treas., ILA Local 1419.

# GULF AREA MTD CONFERENCE



Delegation from Mobile MTD Port Council includes Cliff Taggart, Retail Clerks; George Dixon, int'l vice-pres., ILA, and Louis Neira, SIU Port Agent.



Lindsey Williams, Gulf SIU vice-pres.; Wilfred Daliet, ILA, New Orleans, and ILA Vice-Pres. George Dixon of Mobile hold lively discussion.



West Gulf delegates were Willie Wells, pres., ILA Local 1273; W. H. Hopkins, vice-pres., South Atlantic ILA; Tom Fox, pres., Oil, Chemical Workers, Houston.

The first Gulf Conference of the Maritime Trades Department was held in New Orleans on March 25, with MTD Executive Secretary Peter McGavin of Washington presiding. The one-day gathering called for expanded joint action on organizing, maritime issues and in the political and legislative fields by all affiliated organizations.

## Your Union Benefits



By Al Kerr, Secretary-Treasurer

### The Sickness & Accident Benefit

We've discussed a number of the benefits available to SIU men and their families, and this time we'll deal with some of the details about the Sickness and Accident benefit program (S&A). This program for Seafarers was originally established in mid-1962, and was then amended last year to cover all disabilities arising on or after August 1, 1963. The entire program is divided into two basic sections: In-Patient Benefits and Out-Patient Benefits.

The in-patient benefit provides \$56 per week. This is payable at the rate of \$8 per day to an eligible seaman during the time he is an in-patient in any USPHS hospital or approved private hospital in the United States, Puerto Rico, the Virgin Islands or Canada. The benefit is payable from the first day of hospitalization, but not for a period to exceed 39 weeks.

For out-patients, the benefit also is \$56 per week, payable at the rate of \$8 per day to an eligible who is disabled and receiving treatment within the United States, Puerto Rico, the Virgin Islands or Canada.

If an eligible is receiving medical care from a private physician, the trustees reserve the right to evaluate the medical proof submitted.

Payment of the S&A benefit on an out-patient basis shall not be made if the eligible is disabled as a result of his own willful misconduct, or for periods of out-patient treatment outside of the United States, Puerto Rico, the Virgin Islands or Canada.

There is a waiting period of seven days commencing with the calendar day he was first declared not fit for duty. If the seaman is still disabled after the seven-day waiting period, then payments are to be made retroactive to the fifth day from the calendar day he was first declared not fit for duty.

**Duration of Benefit.** An eligible is entitled to a maximum of 39 weeks of payments during any one period of disability, including in-hospital and out-patient time. Where there has been a waiting period, the 39-week period starts when benefits are payable. However, an eligible shall not receive total benefit payments in excess of 39 weeks in any 12-month period, and the 12-month period for the determination of the 39-week maximum payment begins on the first day an employee is eligible for payment.

If an eligible is receiving or is entitled to receive maintenance and cure payments, the Plan shall pay only an amount which together with such payments shall equal \$56 per week, but the eligible shall be entitled if such payments terminate before a period of 39 weeks to receive a total of \$56 per week up to a maximum of 39 weeks. However, if he may be entitled to receive maintenance and cure and has not yet received same, he shall execute an assignment of maintenance and cure payments to the Seafarers Welfare Plan.

**General Rules.** (a) Any disability occurring during a period of disability, and before an eligible obtains a fit-for-duty slip, is considered to be the same disability. The maximum of payments in such a case is 39 weeks, no matter how distinct the disabilities happen to be.

(b) A recurrence of a previous disability shall be considered part of the same disability period even though the eligible obtained a fit-for-duty certificate or accepted employment.

(c) Disability for unrelated causes shall be considered a new period of disability provided the eligible has been pronounced fit-for-duty from his original disability or has accepted employment.

(d) An eligible cannot accept employment and be disabled simultaneously. Any applicant for S&A benefits who accepts employment at any time during the period for which he claims such benefits, shall be declared fit for duty with respect to that disability and shall be disqualified from receiving benefits for the cause of alleged disability. Any claimant who received benefit payments after accepting

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed.

employment shall be required to reimburse the fund for all such benefits received after the first day of employment during such period of alleged disability.

**(e) Hospital Expense Benefit.** An eligible who is not entitled to treatment at a USPHS facility and who is hospitalized during any period for which he is entitled to receive the S&A benefit, shall also be entitled to receive hospital benefits according to the Schedule for Dependents' Benefits.

**(f) In-Hospital Benefit.** If an eligible is entitled to receive the in-hospital benefit, the Plan shall pay only an amount which together with such payments shall equal \$8 per day. If an eligible is still confined after having received the S&A benefit payments for a maximum of 39 weeks, he is still entitled to receive the in-hospital benefit.

**(g) Failure of an eligible employee to place himself under treatment promptly or to comply with medical care or instructions will be deemed cause for disqualification from benefits.**

**Filing Claim.** Each claim for the S&A benefit must be filed within 60 days after discharge from hospital or the commencement of the disability period when no hospitalization is involved. In addition to the claim form, each claimant shall be required to submit medical proof of his disability and the trustees reserve the right to evaluate the medical proof submitted. They may require further examination of the applicant by a doctor selected by the Plan or may request a more complete certification.

After an initial claim has been filed for any disability, it will not be necessary to file additional claims for weekly payments for the same disability period. However, the employee must submit medical proof attesting to his continued disability and stating the cause of his disability before any subsequent payments may be made.

**One point of clarification . . .** If you are receiving maintenance and cure you are not entitled to receive the Sickness and Accident benefit.

# Alaska Fish Unions Dig Out; 'Quake Toll Shows 27 Dead

SEATTLE—Tremendous losses in life and property have been reported by the fishing and allied industries of Alaska in the wake of the disastrous earthquake and series of tidal waves which struck that state's coastline last week. Although the President's chief advisor on the scene, Edward A. McDermott, expressed gratification that the loss of life in the tremor was less than had been originally feared, at least 27 of the 68 confirmed dead were members of SIUNA affiliates.

They were shoreside workers in Valdez who were washed from the docks when an unidentified Alaskan Steam ship was lifted onto shore by a huge surge of water.

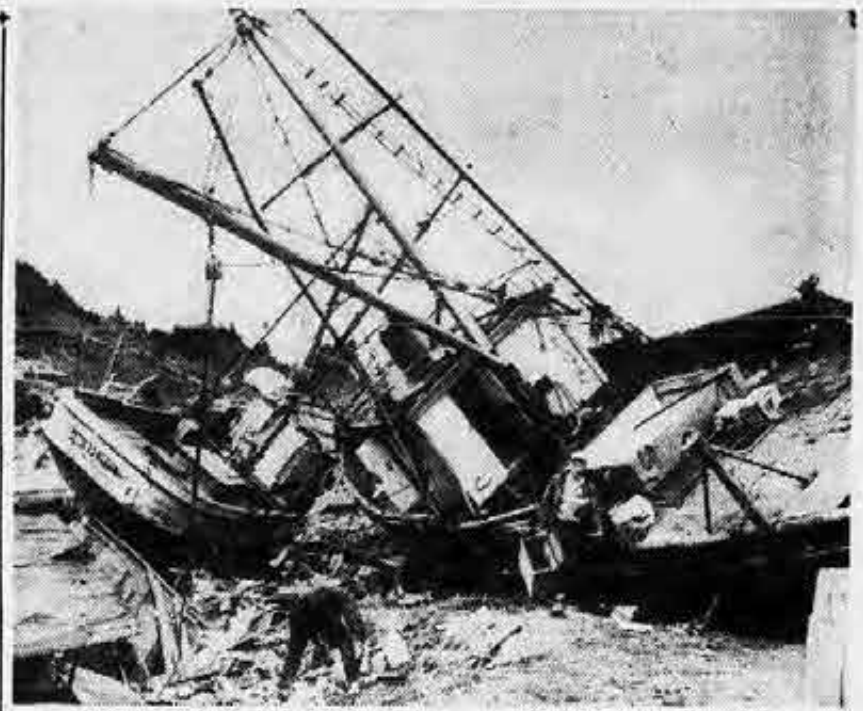
All docks and terminals on the Southeast coast of Alaska are reported to be still intact, but reports from the Southwestern coast are varied. One company, Cal-Pak of San Francisco, estimates its losses at between \$400,000 and \$500,000. It is under contract to the SIU-affiliated Cannery Workers Union of the Pacific—Los Angeles Harbor.

### Heavy Plant Loss

Other SIU-affiliated companies, although reporting no deaths, sustained heavy plant losses. The Quzinkie Packing Company, fish packers near Kodiak, was a total loss, affecting 60 members.

In Kodiak, the Alaska Packers Association, employing 100 men, also reported a total loss, as did Alaska King Crab, with 70 jobs. Pan American Fisheries was partially destroyed, leaving 85 members out of jobs, and 80 jobs were affected by the partial loss of Alaska Ice and Storage. No reports have as yet been received from the San Juan Fish and Packing, or Columbia Ward. The Kodiak City Dock was destroyed.

In Seward, the Halibut Co-op plant was completely destroyed, affecting jobs of some 130 cannery workers. The Port of Seward had been reported as being completely unusable. In Anchorage, the new city dock was damaged, but is reportedly being repaired and was expected to be in operation as the LOG went to



Fishermen pick up the splinters from their boats on the Kodiak waterfront. A huge tidal wave unleashed by the Alaskan earthquake made shambles of the city's waterfront, affecting hundreds employed in fishing industry.

press. However, the Army dock in Anchorage was totally destroyed and the status of other facilities in the port were reported as either badly damaged or destroyed. The rail terminal and yard of the Alaskan Railroad were severely damaged at Anchorage.

While the people of Alaska prepared to turn to the monumental task of rebuilding the facilities of their fishing industry—on which the state's economic life largely depends—Washington was reportedly preparing sweeping legislation to aid the crippled state.

According to McDermott, steps necessary for the President and Congress may require a broader range of action than usually fol-

lows a natural disaster. McDermott reportedly told the President that a considerable amount of time would be necessary for the job of rebuilding the fishing docks, processing plants, canneries and fishing fleets destroyed by the 'quake.

Thus, a large percentage of Alaskan wage-earners, dependent upon the fisheries, may be without income for a long time. Additionally, the fisheries' employees along with the fisheries themselves provide the State of Alaska with its prime source of tax income.

All this indicated, according to a spokesman for the President, that "economic relief programs" beyond emergency housing, feeding and medical care would be necessary.

## AFL-CIO Moves To Refute Senate Attack On Rights Bill

WASHINGTON—A widely circulated anti-civil rights speech by Sen. Lister Hill (D-Ala.) has been sharply criticized by the AFL-CIO as containing "serious inaccuracies" about the possible effects on labor unions.

In a letter to all state and central body affiliates, AFL-CIO Legislative Director Andrew J. Biemiller warned that Hill was unjustified in charges that the rights bill would "undermine . . . the seniority system," deprive unions of "representation rights" under basic labor laws and otherwise be a "blow to labor union freedom."

Basing his letter on a Federation legal analysis of the civil rights bill and Hill's comments about it, Biemiller stated flatly that the AFL-CIO was seeking to "correct

misunderstandings" that might arise and reaffirmed the Federation's support of the rights bill as "morally right" and "in the truest sense in the best interests of all."

Citing Hill as a "distinguished senator . . . often sympathetic toward the cause of labor," the Federation said it was thus "all the more regretful" at his "error-studded" speech on the rights bill. The rights bill, the analysis declared, in regard to labor unions "simply would not do what Sen. Hill says it would." It added:

- It would not "undermine seniority systems" or interfere with "bargaining rights," but actually strengthen these systems and rights.

- It would not be "a blow to union freedom," but would merely impose on unions and on unionized employers "certain obligations" already imposed by existing law.

- It would not require that minority group workers including Negroes be "given preference in employment." The AFL-CIO "does not believe in righting ancient wrongs by perpetrating new ones," and the notion that the civil rights

bill would require this is "utterly false," the analysis declared.

The AFL-CIO analysis of Hill's charges spelled out its conviction that Hill was "misled" into erroneous interpretations because of his opposition to the rights bill.

The proposed legislation "would not alter" the obligations a union already has "to represent all employees fairly and impartially without regard to race or creed," it declared.

The civil rights bill would, in addition, strengthen the union seniority system "by depriving non-union employers of the 'advantage' they now have . . . in being able to practice discrimination in employment policies without the risk of running afoul" the legal duties imposed on unionized employers and unions, the comment on Hill's speech continued.

The rights bill, the Federation analysis declared, "does not give to any race the right of preferential treatment. It does not prevent an employer or a union from relying on genuine gradations in skill or experience or similar qualifications in deciding whom to hire or promote or refer to a job."

### Vacation Pay

As a result of instructions from an insurance representative covering the Union for possible theft or forgery of vacation payments to members, a change in the method of payment of SIU vacation benefits has become necessary. All payments will now have to be made at an office of the Union and proper identification must be given at the same time.



# The Atlantic Coast

By Earl (Bull) Shepard, Vice-President, Atlantic

## Mishaps Mar The Shipping Picture

Shipping was pretty fair in New York for the past couple of weeks, as headquarters was one of the few spots where job activity held up well. The port handled 51 ship visits, in the form of 26 payoffs, 4 sign-on and 21 in-transit visits.

Some of you fellows may have read about the Steel Scientist colliding with a Liberian ship off the coast of Aden. Fortunately there were no injuries but, according to reports, the Scientist put into port badly holed above the waterline. Many of the crewmembers who were on the Taddel Village are on the beach here in New York. The full story on this sea thriller is on another page of this issue. There were a few injuries but fortunately everybody got off safely.

Cliff Martin is on the beach in New York and is waiting for a coastwise trip. Cliff's wife just had an operation and he says he's really grateful to the SIU Welfare Plan for taking care of the bills. He also wants to thank his many friends who were so thoughtful during this trying period. Joe Billotto chimes in that New York still is his favorite port. Charlie Clark, who's been commuting between Baltimore and New York, is hoping to get a bosun's job on a ship going offshore. Charlie says that he wants to remind everyone that the oysters in Maryland are at their best right now, and he's waiting for the crab season to begin.

Shipping has tapered off in Boston for the past few weeks but things are expected to pick up soon. The Venore is loading grain for Russia and two or three more ships are expected there shortly. Tony Leva, whose last ship was the Miami, is a familiar figure around the Boston hall. He likes to drop around every now and then to chew the fat with some of his former shipmates. Evald Olsen, who went on pension in 1959, still comes to the hall regularly to see if he can drum up a good card game. Bill McCarthy is on the beach in Boston waiting for a bosun's job. His last time out was as bosun on the Monticello Victory. He then came ashore to work in the shipyard, but the yard was sold and all hands were laid off.

Shipping in Philadelphia perked up a bit last period. One of the real oldtime stewards, Bob McCulloch, has been on the beach there for quite some time, and says he's ready to ship out now on any run he can get. Bob's father died about five weeks ago and it took him a while to recover from the shock.

James Winersaw, also on the beach in Philadelphia, has quite a tale to tell about the Globe Carrier. According to Jimmy, the ship was on a coal run to Holland and developed a crack in the hull. By the time she reached Rotterdam and the shipyard, she needed a new bottom. Jim says the crew had to lay over in Rotterdam for 36 days, and that prices were so high, they all took a licking there.

A real oldtimer who's on the beach in Philadelphia is E.P. Burke, who joined the SIU in 1943. He said he can remember the long hours and short pay of the old days and how you couldn't afford to be choosy about a job. He says that he prefers coastwise or intercoastal runs now, or a short trip to Europe. The SIU oldtimer said that as you begin to get on in age you really begin to appreciate the Union's welfare and pension plans.

Shipping has really held up well in Norfolk, and the port agent there reports that he is completely out of men for all departments. The Marore recently paid off, and the Columbia and Marine are laying in the shipyard and should be ready to take on a full crew within the next ten days. All these ships are supposed to carry wheat cargoes.

Walter Wallace, who ships out of Norfolk, had to get off the National Defender in the Panama Canal. The SIU veteran was hospitalized but is okay now. Alfred Hargis also had to get off the Defender so he could be home with his wife while she has a serious

operation. Jerry Agno decided to sign off the same ship in order to come home and spend some time with his small baby.

Shipping in Baltimore has been pretty fair and the prospects for the coming days look good. During the last two weeks in March, 8 ships signed on, Baltimore, 13 paid off and 20 ships were in transit. At the present time, the Seamar, Marymar and Beatrice are waiting for crews.

Edgar Carlson is a regular visitor to the Baltimore SIU hall. Eddie has been a member since 1943 and sailed on deepsea ships until 1957 when he decided to try the towboats. He's sailing on inland waters now, but may get the urge to try a foreign run again.

Marcus Calgaron says he's had all the excitement he can stand for the time being. He was on the Fairland during a collision but was off watch at the time. When he arrived on deck, all the excitement was over. Marcus was also on the Steel Vendor when it collided in Calcutta with a tugboat, and 11 tug crewmembers were lost.

Action on the legislative front in Puerto Rico is really booming. At the present time, legislative bills are under debate concerning anti-trust laws, a \$1.50 minimum wage, reduction of the workweek from 48 to 40 hours, a resolution promising profit-sharing, a bill to curb strike breaking, and a bill to require manufacturers to give advance notice if they have plans of automating and cutting down on their work force.

Shipping in general has been very good in Puerto Rico, and it's a good thing. Dick Hunt arrived recently on the Alcoa Trader and as soon as he paid off the ship he made a bee-line to El Comandante Race Track to take a whack at the nags. At last reports, Hunt needed a ship, and in a hurry.

## Notify Union On LOG Mail

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

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

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



Seafarer Saturnino Calleja (left) receives the first of many \$150 pension checks from SIU headquarters Rep. Ed Mooney. Calleja sailed 25 years in the black gang with the SIU.

## 5 More Seafarers Awarded Pensions



NEW YORK—The list of SIU oldtimers retired on pension benefits so far this year has increased to 14, with the addition of 5 new names to the retirement roster. Action last month by the joint panel of trustees for the retirement program approved a normal monthly pension for one of the five, and disability pensions for the rest.

The four who will draw disability pensions of \$150 monthly are Leslie L. Wilson, 40; Julius B. Schutte, 65; Saturnino Calleja, and Joe Fazio, 69. Retired Seafarer Charles F. Murree went on the normal pension for the same \$150 monthly payment.

Wilson, a native-born Kentuckian, first joined the SIU in the Port of New York in 1948. He sailed in the steward department during his years at sea until he became eligible for a pension after signing off the Del Norte (Delta), his last ship. He lives at Harahan, La., with his wife, Beulah Mae.

Schutte's last ship was the Robin Goodfellow (Robin). Sailing as a steward, he put in 30 years since he began shipping from New York in 1934. Now he's planning to move back to New Canaan, Conn., to live with his son George. Schutte served in the Navy between 1916 and 1919.

Born in Spain, Calleja sailed for nearly a quarter of a century with the SIU since signing up in the Port of New York in 1938. He shipped in the engine department

## Court's Boycott Ban Prompts ILA Appeal

BALTIMORE—The International Longshoremen's Association has appealed to the Fourth Circuit Court of Appeals here to dismiss a temporary injunction issued by the Federal District Court which prohibits the ILA from boycotting the British freighter Tulse Hill.

On March 18, Chief Judge Roszel C. Thomsen of the Federal District Court signed a temporary order restraining the ILA and ILA Local 1355 from falling to work or refusing to work on the Tulse Hill.

Judge Thomsen tempered his decision somewhat by declaring a ten-day stay of the injunction and by annotating his decision to the effect that the order "shall not

require any individual member of the International Longshoremen's Association or Local 1355 to work on the Tulse Hill."

It is expected that the Appeals Court will withhold judgment pending a review of the entire matter by the National Labor Relations Board in Washington. The NLRB made the original motion for an injunction.

Judge Thomsen originally balked at issuing an injunction before the NLRB held hearings on the dispute, but the injunction was issued by the judge before the NLRB had acted on the matter. An NLRB regional attorney has emphasized that the Tulse Hill case is classified as a "priority" matter by the board.

As a result, the case will bypass the usual NLRB examiner's hearings and decision. Briefs by both the ILA and the NLRB were filed with the Board on March 24.

### Protest Amended Policy

The Tulse Hill has been tied up in Baltimore since January 21, when the ILA members began a boycott in protest over the State Department's recent action in amending its Cuba ship blacklist. The AFL-CIO Maritime Trades Department joined the ILA in its protest by informing the State Department that the new policies "are among the gravest threats to the security of the American-seaman and to the future of the American-flag fleet." The MTD position was contained in a telegram sent to Secretary of State Dean Rusk by MTD President Paul Hall on January 6.

The Tulse Hill came off the Cuban blacklist in December under a new government policy which allows a shipowner to have vessels removed from the list if he pledges that the ships which he controls in the Cuban trade will be removed as soon as their charters expire.

The Tulse Hill was preparing to take on a load of American wheat ticketed for shipment back to Britain, when the ILA began boycott action in protest over the amended policy.

and signed off the Village his last time out.

Fazio was born in Italy in 1894, came to the US at an early age and now makes his home in Louisiana. He joined the SIU at New Orleans in 1952 and shipped in the steward department. Since he signed off the Del Sud (Delta), he's been spending time at home with his wife Josie.

The only non-disability pensioner on the list, Murree signed off for the last time from the Del Mundo (Delta) and expects to spend his retirement with his wife Carrie in their New Orleans home. He was born in Boston, Mass., but first joined the SIU at New Orleans in 1944, sailing in the engine department.

## First Seniority Upgrading Program Completed In NY

NEW YORK—The second group of class B men to participate in the Seniority Upgrading Program inaugurated by the Seafarers Appeals Board is scheduled to start taking part in the program beginning this Monday, April 6, in the Port of New York.

The first group of 29 Seafarers to take part in the seniority upgrading completed the program successfully on Friday, March 27. They all received certificates noting their new class A seniority under the rules established by the Appeals Board.

Announcement of the upgrading program was made by the SAB in February, following a Union-shipowner survey of manpower needs in all ports and the number of men shipped to fill SIU-contracted vessels during 1963. The SAB is the joint Union-management panel governing the shipping rules set up under the contracts for SIU ships.

The Board's action is a move to assure the availability of qualified

Seafarers to meet current manning needs. Seafarers interested in the upgrading program can find full qualifications set forth in the shipping rules.

All qualified Class B men who wish to apply for a seniority upgrading application or for further information, should write to: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, New York.

The SAB Seniority Upgrading Committee includes Shepard for the Atlantic Area; Lindsey Williams, Gulf Area; Al Tanner, Great Lakes Area, and E. B. McAuley, West Coast Area.



## SIU Tugs Assist Rescue

# Explosion Breaks Tanker 2nd Time

NEWPORT NEWS — The 18,000-ton tanker San Jacinto arrived here in two pieces last week, after being towed by two SIU tugs following a harrowing break-up off the Virginia Coast on March 26. Thirty-five members of the ship's crew, who are members of the National Maritime Union, stayed on the vessel and were towed back to port with the stern section.

The two SIU tugs that took part in the rescue were the Curtis Bay boats Tern and Lampert Point, manned by the SIU Inland Boatmen's Union.

Last week's mishap was the second one for the same ship. The split came in the wake of an explosion that ripped the hull during routine tank-cleaning operations. One of the two members of the San Jacinto crew who was taken off the split ship, steward Martin Dotilla, died of natural causes aboard the rescue tanker Mobil Pegasus.

The San Jacinto was known as

## Hotel Union Readies Study On Automation

WASHINGTON—The Hotel & Restaurant Employees International Union, alarmed over the job-destroying effects of food-vending machines, pre-cooked foods and new automated kitchens, has voted to launch a study-in-depth of the effects of automation on the mass feeding and lodging industry.

The research project will include an investigation of the industry's manpower and retraining needs.

Some Government experts are "fostering the idea that people displaced from industrial production jobs by automation are able to find work in the service trades," a union spokesman said. "The fact is that the new techniques are killing off jobs in our industry too."

• On the Indiana Toll Road, there is a chain of 16 restaurants where food is cooked and frozen in a central kitchen, trucked to the eating places, and heated on order in a microwave oven.

• The spread of vending machines in factories and offices has brought bankruptcy to countless small restaurants and sharply reduced jobs in industrial catering.

• Prepared mixes, pre-cooked foods and pre-portioned meat and fowl have seriously dislocated traditional employment patterns and displaced thousands of workers.

The union is "faced with the fact that the new methods also are destroying the jobs of the least skilled" and has an obligation to see that apprentice training opportunities are made available so they may acquire the higher skills the industry needs—as cooks, waiters, waitresses and barmen, it was stated.



the Fort Mercer until 1952, when she split up in a storm off Cape Cod. She was rebuilt and given a new bow and increased deadweight capacity after the first accident. The current split-up of the ship occurred while the vessel was enroute from Portland, Me., to Houston.

After an explosion ripped the 554-foot tanker 40 miles east of Chincoteague, Va., the vessel's master reported via the Pegasus that "all hands are aft, floating well and starting to ballast. Send tug." The Pegasus reached the San Jacinto shortly after the explosion occurred.

The two sections of the ship hung together for several hours while the Tern and Lampert Point were on their way to take the sections under tow.

While waiting for the arrival of the tugs, the Coast Guard cutter Conifer put a towline to the stern section and kept her headed toward Norfolk during heavy fog and drizzle that hampered rescue operations. Another cutter, the Agassiz, kept the bow section of the San Jacinto under surveillance.

The San Jacinto was built in 1945 by Sun Shipbuilding in Chester, Pa., and is currently owned by the Trinidad Corporation of New York. The company said this week that it had made no decision on whether the San Jacinto would be rebuilt.

## Seek Change In US Sea Agency Rule

WASHINGTON — Attorneys practicing before the Maritime Administration have asked for a change in review procedures involving the MA and the Commerce Department.

The lawyers asked that the practice of submitting all decisions made by the Maritime Subsidy Board or the MA itself to the Secretary of Commerce be discontinued. They said that the system made it possible for the Secretary to reverse any decision, arbitrarily, without giving the lawyers who argued the case the benefits of a personal hearing.

Unhappiness over the Commerce-MA relationship, established when the MA was reorganized in 1961, has been widespread. There are indications that Congress will look into the problems either this year or next. Critics contend that no matter what the MSB, for example, may decide, the Secretary of Commerce, possibly for budgetary reasons, may override the decision.

The argument by the attorneys was set forward in a 20-page report issued by the Committee on Practice and Procedure of the Maritime Bar Association here. The long comment by the lawyers is concerned with proposed changes in the MA's rules governing practice and procedure.

The maritime attorneys said that the Secretary's review "is conducted by persons unknown, under procedures and according to standards which are nowhere published, and with no provision for the hearing of interested parties."

## Hitching Up



Half-hitching a tug fender at the New York Canvas Company is James Mazziotti, member of the SIU United Industrial Workers employed at the Brooklyn plant. Rope work is his speciality.

## SIU, Liberian Ships Collide; None Injured

NEW YORK — A company spokesman here reported no injuries to Seafarers or other crewmembers aboard the SIU-contracted freighter Steel Scientist (Isthmian) last week, after it was involved in a collision with the Liberian-flag ship President Pretorius near Djibouti, French Somaliland.

The Steel Scientist, which was bound for the US East Coast and Gulf ports from India with a cargo of tea and burlap at the time of the mishap, put in to Aden for temporary repairs. She reportedly sustained plate damage above the waterline in the vicinity of number 2 and 3 holds.

After being patched up sufficiently to continue her voyage, the Scientist took off again and is presently on her way back to the States. She is due to arrive at an unspecified East Coast port about April 19. There was no damage report available on the other vessel involved.

## 3 Atlantic, Gulf Tugmen Retiring On Pension \$s

NEW YORK—Three tugboat oldtimers in the SIU Inland Boatmen's Union were added to the pension roster last month, bringing the total number of tug veterans retired on pensions in 1964 to 11.

The trio approved for monthly disability pensions includes Algernon Coe, 56; James M. Samuel, 52, and Randall H. Holmes, 58.

A resident of Corpus Christi, Texas, Coe was born in the British West Indies, where he first picked up the "sailing fever." In 1944, he was employed by the G. & H. Towing Company, and their association lasted until Coe had to stop working. The IBU pension will now permit Coe to retire to his adopted Texas and enjoy his leisure. He's unmarried.

Samuel, who had been employed by the Gellenthin Barge Line since 1927, was born in Virginia in 1911, and is now a resident of Paulsboro, NJ, where he's expected to spend his retirement with his wife, Helen. Samuel was a barge captain for Gellenthin during the latter part of his career and also served in the Army during World War II.

Employed by the Sabine Towing Company since 1948, Holmes previously had worked for the W. C. Sheppard Construction Company starting in 1943. He had been a chief engineer with Sabine and a diesel mechanic with Sheppard. Born in Geneva, Fla., he lives today, in Nederland, Texas, with his wife Mamie.



Coe



Samuel



Holmes



By Lindsey Williams, Vice-President, Gulf Area

## Blood Banks Can Use Extra Lift

Of special importance to Seafarers and their families are reports received from around the Gulf that the supply of blood available at SIU banks in all ports is at a low ebb. In recent weeks there's been a heavy demand on the available supply due to an unusual number of transfusions that have been necessary not only for Seafarers but also for their wives and, in some cases, for their children.

At one point the New Orleans supply dropped to less than two dozen pints and Tampa's bank was completely depleted in the emergency treatment of one brother who later was transferred to the USPHS Hospital in Savannah.

SIU men on the beach in the various ports can assist by volunteering blood to replenish the supply. Remember, you may be in good health today, but tomorrow some unforeseen circumstance may mean that your own life or that of your wife or child may be saved by the Union blood bank. The blood donor program is a continuing one in all ports. All you have to do is drop in, tell the SIU agent you are willing to contribute and he will make the necessary arrangements.

A big topic of conversation in New Orleans is the title fight scheduled in the Crescent City on April 10 between world light-heavyweight champion Willie Pastrano and Gregorio Peralta of Argentina. Pastrano is the son of Seafarer Frank Pas-

trano and is known to many members here. Willie will have to be at his best over the 15-round route to reverse a decision he dropped to Peralta in a 10-round non-title fight a few months ago.

Among those checking in at the New Orleans Hall these last few days has been Mike Vigo, who came ashore for a rest. He registered in group 1 of the steward department after being on the Del Sud for more than a year. Elrod (Gator Mouth) Bates also came in, making the rafters ring as usual, as did Louis Marshall, Marvin Nesom, Clarence Hancock, Louis (Polly) Arena and Jerry Gaspard.

Shipping in Mobile has been fair. Most of the ships hitting that port have been in transit and payoffs have been light. The supertanker Montpellier Victory, in lay-up at Mobile, is expected to go into the grain trade. Henry Sedgeway, who has been enjoying life ashore with his family while working in the Mobile Ship Repair Yard, is registered in group 1 of the engine department and is about ready to make another trip.

O. M. Brooke, who has been sailing out of the Gulf, principally from Mobile, since 1938, is registered in group 2 and will take the first job out. He says his wife and eight children at their home at Eight Mile Point provide plenty of incentive for him to keep work-

ing steadily. M. J. Danzey, who has been ill since he got off the SS Inger (Reynolds), is fit for duty and ready to ship out.

Roy E. Henderson of Fairhope, Alabama, who has been ashore for about six months working as a carpenter on various construction jobs, is registered for an AB's job. Charles Perkins is waiting-out a steward's job, while George E. Powell is waiting for a group 3 job on the bauxite run.

Shipping has been lively in Houston. The SS Wilton, a T-3 tanker recently acquired by Marine Carriers, took a full SIU crew and sailed for India with a cargo of grain. The Warm Springs (Columbia) returned to Houston from India, paid off and went into the shipyard for repairs. This ship later recrewed and took on a cargo of grain for Calcutta. The Mount Washington, new Victory Carriers supertanker, called in Houston for the first time since she was commissioned. This tanker is now on a coastwise run with Houston scheduled as her regular terminus.

Burnell Butts, who has been working ashore for some time as bosun of the Gulf Ship Service Company, a boom and rigging test and repair outfit, is registered in group 1 of the deck department in Houston and ready to ship. The ship service company recently suspended operations. Butts moved from Mobile to Houston with his wife and four children in 1962.

Wilson McVoy, a New Yorker, also checked in at the Houston hall to register after the Columbia laid up in Norfolk. McVoy said he prefers to ship out of Houston because he believes job opportunities are more plentiful. He is looking for a tanker going offshore. Walter E. Czajkowski, who started shipping out of Philadelphia in 1942, paid off the Cities Service coastwise tanker Cantigny in Lake Charles. He plans to try to make another coastwise run and get off in New York soon to go to the World's Fair.

John W. Fairecloth is buying a home in Houston. He moved there about three years ago from Mobile after getting off the Keva Ideal on which he was chief scraperman for nearly three years. He last paid off the Warm Springs.

The 16-year-old son of James Brusco, Jr. is in the training school in Houston preparing to follow in his dad's footsteps.

From Tampa comes word that Paul Brinson has hit the beach for a vacation. C. H. Miers and Wilson Deal are at the top of the steward department list but say the fish are biting too good in the Tampa area for them to start making job calls. Tony Sosa, retired on a Seafarer's pension, is a frequent visitor to the Tampa Hall and sends greetings to all.



## SOME OBSERVATIONS ON CURRENT MARITIME LABOR PROBLEMS

An address by Herbert Schmertz, Special Assistant to the Director, Federal Mediation and Conciliation Service, at the 15th Annual Institute on Foreign Transportation and Port Operations, Tulane University, New Orleans, on March 20, 1964.

**S**INCE its enactment in 1947, the national emergency provisions of the Taft-Hartley Act have been invoked a total of 23 times.

In eight instances, or in over one-third of the disputes in which the law was applied, some phase of the maritime industry was involved.

Beyond this, whether we are representatives of labor, management or the Government, we know that Government interest and involvement in the labor-management affairs of this industry have perhaps been more extensive than in any other single industry. In addition to the application of the statutory provisions of the Taft-Hartley Act, we have seen such things as the "Morse Board" in connection with last year's longshore dispute; a special Presidential Representative to help settle the 1962 West Coast offshore dispute; the currently-being-conducted Department of Labor longshore study and extensive Government involvement in the Savannah and wheat situations.

I suppose all of us who work on the problems of this industry have asked ourselves on some occasions with some frustration and dismay: Why does this industry seem to have so much difficulty with its labor relations and collective bargaining process? Is there something unique about this industry which inherently causes collective bargaining to be an outmoded and ineffective tool? Putting it another way, is it unrealistic to believe that private, voluntary collective bargaining can be relied upon to produce agreement between labor and management as to the terms and conditions of employment for this industry? Are the proponents of compulsory arbitration correct in their view that the national interest requires the Government to legislate the procedures for strikeless settlements of disputes?

I would suggest that a true analysis of this industry would not lead to the conclusion that free, voluntary collective bargaining can't work. I will admit that it has been a somewhat squeaky wheel in the recent past, but it is not the process which has caused the friction. An examination of the breakdowns in bargaining would reveal that the true causes are neither an accumulation of excessive power nor any intellectual shortcoming on the part of the bargainers. Furthermore, the degree of Government involvement which we have witnessed does not stem from any desire by the Government to hamper or do away with the voluntarism of collective bargaining.

The breakdowns which have resulted have been caused by the external demands that collective bargaining achieve ends which collective bargaining never was expected to achieve nor should be expected to achieve today. The purpose of collective bargaining is to establish the terms and conditions of employment. When it has been directed toward these goals, it generally has functioned as intended. However, when labor and management are faced with conditions in their industry which seem to demand negotiations over the terms of unemployment, then collective bargaining frequently becomes unequal to the task.

This is not limited to maritime. I am sure that those of you from this area know of the long and difficult strike which was carried on at the Shell refinery over at Houston. This dispute also caused a breakdown in bargaining because the main issues involved job curtailment. The continuing problems in the railroad situation also fall into this pattern, as did those on the airlines last year.

**T**HE clear reality is that we are moving into a world in which this nation will possess the technological ability to install a productive system based primarily on machine power and machine skills. This will represent a dramatic shift from the role

previously played by machines.

Until recently the purpose of the machine was to replace man's power, but man's skills were essential to the utilization of the machine's power. What we face today is the replacement of man's skills by machine skills. This will tend to destroy jobs and render useless the work experience of vast numbers now employed. The continuing pressures of the marketplace will require us to use this equipment. The fact that we can develop a productive system which in essence will toil for us obviously can either be a curse or a blessing. The real issue we face is whether it creates abundance for the many or the few. The



The author, Herbert Schmertz, delivering his address to the Tulane institute.

assessment in the final analysis of the utility of such productive ability must be made in human values not technological.

If one were to attempt to isolate the problems of this industry in one word, as seen first from the labor point of view, then from management, and then from the Government, it would seem that "opportunity" would characterize labor's problems, "productivity" management's, and "continuity" the Government's.

If you will reflect a moment, I think you will agree that the problems facing maritime labor stem directly from continually-declining job opportunity. Our ship replacement program rests upon a policy of a lesser number of ships. The entire foreign-flag issue essentially concerns itself with a loss of jobs for American seamen.

The frequent jurisdictional squabbles between various unions either occur or are intensified by the job opportunity problem. Putting it in blunt terms, we find unions which daily must face conditions which will lead to less and less employment for their membership. To suggest that unions accept this is unrealistic. I am sure that each union official would answer the suggestion with a salty paraphrase from Winston Churchill when he said, "I did not become Prime Minister to preside over the dissolution of the British Empire." I know that statistics are usually uninteresting, but permit me to document what I have been saying with a few.

In 1954 this nation had 1,234 ships under US flag. In January, 1963 the number had fallen to 843—a decrease of 391 ships. Under current conditions there is no reason to believe the downward trend will be reversed.

From the industry standpoint, I suggested that the term "productivity" summed up the problems. This could be broken down into a number of components, but all related to productivity. One concerns itself with the existence of a high percentage of outmoded, obsolete ships insofar as their ability to

compete with the ships of other nations. It is clear that the cost per ton carried when a small Liberty or Victory ship is used is considerably higher than the cost of operating newer and much larger ships which have been built in recent years. For that portion of our merchant fleet which does not receive operating differential subsidies, the only hope they have to be able to compete with foreign shipowners, while maintaining wages and working conditions of a level which American labor both in other segments of this industry and in general have achieved, is to increase the productivity of both their equipment and their manpower to such a point that it will sufficiently surpass their foreign competitors.

It would appear that either an unwillingness or an inability to make the capital investment necessary to develop ships of this caliber has led to the decisions to place under so-called flags of convenience a substantial number of ships which previously flew US flags. The problem of productivity is not limited to ship operation, however. It also goes to the heart of ship construction.

**U**NLESS we can achieve a shipbuilding program which enables our shipyards to produce ships whose unit costs will be competitive with those of the foreign yards, it will be difficult, if not impossible, for American steamship operators to obtain the type of equipment necessary to compete. Even some profits of our subsidized lines are unproductive because they remain frozen in reserve funds.

From the Government's standpoint, the interest has been to insure continuity of operation. This would include not only defense cargo and foreign aid shipments but also the movement of general cargo—the stoppage of which might have an adverse effect on this nation's balance of payments. This interest has been manifested by periodic feverish activity during crisis periods to either prevent or in most cases end so-called crippling work stoppages.

It has been in this atmosphere that collective bargaining has been asked to produce not only strikeless settlements but settlements which are supposed to solve the parties' problems. As one who has participated in a number of these negotiations, I can say to you that negotiations in a climate where the proposals of one party resolve around a program for increasing productivity primarily through manpower curtailment, while the proposals of the other party concern themselves with improved job opportunity or job security either through maintenance or expansion of the manning scales are extremely difficult.

In such negotiations each side faces a dilemma. If he even discusses the proposals of the other, he may in principle cause his own proposals to be lost. Putting it specifically, if labor insists in discussing only increased job opportunity through the same or increased manning while management insists upon discussing only increased productivity through reduced manning, it is difficult for true bargaining to take place. If these problems exist, it is incumbent upon both parties to change their bargaining patterns and approach their common problems with a desire to arrive at common solutions. No mandatory regulations for the resolution of disputes in some form of compulsory arbitration will cure the underlying ills which have caused the breakdowns. Substitution of a procedural device based upon an adversary with a decision by an individual not intimately involved with the problems of the industry will, I agree, prevent work stoppages and provide the con-

tinuity which the Government so dearly desires, but will not succeed in solving either the problems of productivity or job opportunity. These are substantive ills and only with imaginative, bold substantive solutions can we begin to reverse the downward trend of the American merchant fleet, and it is up to the parties to begin to work out solutions.

**B**EYOND this, it is clear that additional alleviation of these pressures could also be achieved by a larger, more modern, more productive fleet. If this nation could expand its fleet with ships embodying the latest equipment and technology, the immediate result would be to help improve job opportunity not only amongst our seagoing work force but also our shipbuilding work force. At the same time we would increase the amount of cargo carried in American-flag ships, thereby cutting down on whatever outflow of American dollars results from cargo going in foreign ships. Conceivably, if we cut the unit cost for constructing ships, we could even attract foreign shipping interests to build their ships in American shipyards.

Traditionally, policies for fleet expansion have been generated by war-time crisis. It would appear to me that we are now faced with a crisis of sorts. We must decide whether we are going to have an American merchant fleet worthy of the stature and power of this nation or whether we are going to settle for a second-rate merchant fleet.

In times of crisis the policies for fleet expansion have generally been drawn up and implemented by the Government. The parties usually have not played any great role. For example, just prior to the Suez crisis when the Government embarked upon a program to build a substantial number of Mariner class ships, most people in the industry opposed this program. Yet when the Suez crisis occurred, there was a great scurrying around to charter these ships. As a result of these charters, the high utility of the Mariner class ships was discovered.

Today both labor and management face an opportunity and a challenge. I believe the time has arrived for the parties to play a more important role in the development of positive, imaginative policies to alleviate current pressures. Too long they either have been silent or special pleaders insofar as the development of Government policy is concerned.

Through the forum provided by collective bargaining, the representatives of labor and management have a very genuine opportunity to sit down as intelligent, rational individuals and attempt to truly assess and deal with their problems but also to frame joint proposals to the Government which would assist in the solutions of these problems.

I would urge that some thought be given to attempts to break the pattern of the haphazard, day-to-day living by which maritime labor and maritime management conduct their labor affairs. If the parties are either unwilling or unable to take any long-range view of solving the economic problems of this industry, the likelihood of the Government either being able or willing to assist them is diminished. By this I am not suggesting that the Government would or should abdicate its responsibilities as a policy-maker in this field; rather I suggest there has been too little honest exploration and presentation of the needs of the nation and the industry in the maritime field as compared to the needs of specific groups. Other industries in recent years have found the joint committee approach to be of high utility. We have seen such devices as the Human Relations Committee in the steel industry, the Armour Committee, and others. It is not too late for this industry to begin thinking about and acting upon a common attack against the decline of the American merchant fleet.



# Beef Box

By Robert A. Matthews,  
Vice-President, Contracts, & Bill Hall, Headquarters Rep.

## Grain Trade Tankers, Baker's Hours

Recently headquarters received a letter from Seafarer J. T. Dickerson, ship's delegate aboard the Washington Carrier, regarding the SIU agreement as it applies to tankers engaged in the grain trade. He said there has been some confusion on his vessel concerning application of the memorandum of understanding in the tanker agreement.

**Question:** According to this reference, for tankers in the grain trade, "however when butterworth machines are used and the tanks are cleaned and mucked, men performing this work shall be paid at the tank cleaning rate . . ." But the memorandum does not state which tank cleaning section applies.

In this particular case, the tanks were not butterworthed, but were washed down from the inside of the tanks with high pressure water hose and then mucked. The chief mate contended Section 32 of the freightship agreement applied and the captain contended Section 21 of the tanker agreement applied, and the overtime was submitted according to the terms of the latter, inasmuch as the captain stated that he had a beef over the same situation last trip in Houston, Texas.

**Answer:** When a tanker enters the grain trade, it comes under the freightship working rules. The only thing that remains the same is the tanker wage scale. Therefore, if crewmembers are required to clean tanks and butterworth machines are used, they are entitled to the tank cleaning rate as outlined in the freightship agreement. When members are required to clean tanks and no butterworth machines are used, they are entitled to the hold cleaning rate as outlined in the standard freightship agreement.

**Reference:** Standard Tanker Agreement, Memorandum of Understanding 4. "Cleaning tanks when grain has been carried. When men are required to sweep up grain and remove it from the tanks or wash the tanks down with a hand hose, this shall be considered the same as cleaning holds and the hold cleaning rate shall be paid as per the freightship agreement. However, when butterworth machines are used and the tanks are cleaned and mucked, men performing this work shall be paid at the tank cleaning rate."

The recommendation you submit regarding the rewording of this section of the agreement will be forwarded to the Negotiating Committee.

**"Standard Freightship Agreement, Article III, Section 22. Cleaning Cargo Holds.** (a) Members of the unlicensed deck department may be required to clean and sweep cargo holds.

"(b) When this work is performed by men on watch at sea or in port, between the hours of 8 AM and 5 PM, Monday through Friday, they shall receive \$.50 per hour.

"(c) When this work is performed by men off watch at sea or in port between 5 PM and 8 AM weekdays or on Saturdays, Sundays, or holidays, they shall receive overtime plus \$.50 per hour.

"(d) The rate for cleaning cargo holds which have carried penalty cargo shall be that shown in Article II, Section 30.

**"Standard Freightship Agreement, Article III, Section 32. Tank Cleaning.** (a) When members of the crew on or off watch are required to enter any tank in which water is regularly carried, for the purpose of cleaning or making repairs therein, they shall be paid straight overtime for straight time hours and overtime and one-half between the hours of 5 PM and 8 AM weekdays, or on Saturdays, Sundays and holidays.

"(b) When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil, or creosotes including bunkers or molasses, including use of butterworth system for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rates of \$2.24 per hour for those ratings receiving a basic monthly wage of \$357.47 or below; \$2.28 per hour for those ratings receiving \$364.50 but not more than \$416.07 or above. On Saturdays, Sundays and holidays or between the hours of 5 PM and 8 AM weekdays, the rates for such work shall be \$4.47, \$4.57 and \$4.65 per hour respectively, dependent upon the monthly wage ranges specified above.

"Three hours overtime at the rate of \$2.24, \$2.28 and \$2.33 per hour respectively, dependent upon the monthly wage ranges specified above, shall be paid for this work in addition to the overtime actually worked, provided however, that these three (3) hours overtime shall be paid only once when tanks are being cleaned on consecutive working days."

The next question pertaining to a contract interpretation on the hours for a night cook and baker on offshore runs was sent in by Brother Billy Russell. The question and its corresponding answer were printed previously in the LOG (Dec. 27, 1963), but we feel that it would be of value to repeat this particular item.

**Question:** The night cook and baker shall work day work. His hours shall be set forth by the steward in all ports. I would like to know if this applies to overseas ports in foreign countries. The agreement states "in American ports, in all ports."

**Answer:** This section of the agreement applies to all ports anywhere.

**Reference:** Standard Freightship Agreement, Article V, Section 4. Working Hours. "In American ports, the night cook and baker shall work in a schedule between 6 AM and 6 PM as set forth by the steward except on days of arrival.

"In all ports, the night cook and baker shall work on a schedule between 6 AM and 6 PM as set forth by the steward except on days of arrival."

In submitting questions and work situations for clarifications, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent contract clarifications during the past few days included the following: James J. Labenz, SS Ocean Anna; Wiley T. Stricklin, SS Henry; Joe Holzenbeck; Paul Franco, ship's delegate, SS Ocean Spray; H. R. Hellman, ship's delegate, SS City of Alma; Chester Hughart, ship's delegate, Globe Explorer.

## MA Examiner Backs Expanded Service

# WATERMAN SUBSIDY BID ADVANCES

WASHINGTON—Hopes of the SIU-contracted Waterman Steamship Company for Government operating and construction subsidy on the US Atlantic-Far East run got a boost last month when the Maritime Administration urged approval of bids to expand or start subsidized service on Trade Route 12.

MA Public Counsel Aaron Silverman, in filing his proposed findings and conclusions with an MA examiner, noted that despite cargo losses inbound on Trade Route 12, American vessels have

been picking up in outbound cargo since 1959.

Silverman declared in his findings that "there is room for more American-flag vessels and sailings. There is no solid evidence to establish that US-flag ships have

reached their maximum competitive position on Trade Route 12."

The MA Counsel added that in view of previous decisions by the Maritime Subsidy Board and the Secretary of Commerce, he believes US-flag carriage on Trade Route 12 is short of the standard of the highest practically-attainable goal.

Waterman Steamship has made application with the MA for 24 to 30 outbound subsidized sailings on Trade Route 12. In a separate case, Waterman has also made application with the MA for inbound subsidized service on the same route. Waterman still has applications pending with the MA for Trade Route 22, US Gulf-Far East service outbound; Routes 5, 7, 8, 9 and 21, US North Atlantic, United Kingdom and Continent; Route 29, US Pacific-Far East, and Route 32, US Great Lakes-Western Europe.

## THE INQUIRING SEAFARER

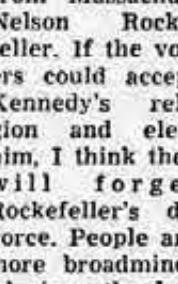
**QUESTION:** Who is your choice as candidate for President in the November elections?

**Edward J. Taylor:** I'm for Johnson all the way, especially since



he's kept his promise that 50 percent of the wheat going to Russia will go on American ships. He's doing a good job on civil rights and, more important, he's going all out for Medicare. The Republicans will split on Rockefeller and Goldwater, so Nixon will probably slip in, but he won't give Johnson any trouble.

**Leo Doucette:** Even though I'm from Massachusetts I like Gov.



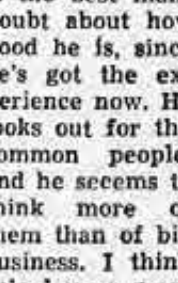
Nelson Rockefeller. If the voters could accept Kennedy's religion and elect him, I think they will forget Rockefeller's divorce. People are more broadminded since the last election. Rockefeller could do as good a job as any of them. Goldwater looks like his biggest threat right now.

**George W. Scott:** I'm for Goldwater, although I don't think he



will make it this year. But, you can bet I'll vote for him in 1968. Johnson will probably be elected. Goldwater is the only candidate to express an original opinion. All the others are strictly "me too." He's the only national politician who's not afraid to stand up to our enemies.

**Bill Waddell:** President Johnson is the best man. There isn't any



doubt about how good he is, since he's got the experience now. He looks out for the common people, and he seems to think more of them than of big business. I think he's done a great job up to now. Goldwater looks

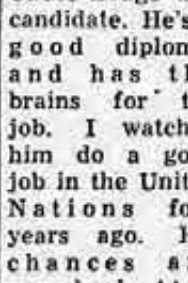
like the biggest threat to Johnson right now.

**M. Osman:** Barry Goldwater looks like the best man to me. I've



seen him on television a couple of times and he looks like a good man. He's smart, and I like what he has to say. He's a lot more serious than a lot of guys he's running against. You know that any man who runs for the presidency must be a good man for the job.

**Nick Gaylord:** I think Henry Cabot Lodge would make the best



candidate. He's a good diplomat and has the brains for the job. I watched him do a good job in the United Nations four years ago. His chances are much better since the New Hampshire primary. Nixon is probably his strongest opposition.

**Serge E. Lomakin:** I want to see Lyndon Johnson continue as President. I think



he's doing a good job running the government and is the best candidate around. I don't care who the Republicans put up. Johnson is for the working man and I want to see everyone in the country working like they are now.

# Scholarship Awards Due Next Month

NEW YORK—Nearly three dozen candidates have applied for one of the five SIU college scholarships to be awarded to qualified SIU men or their children next month.

Almost half of the applications are fully completed and are being processed for the annual competition at this time. The balance of the applications still require some supporting documents, but should be complete by the time of the judging in May.

The competition for the \$6,000 awards, which may be used to attend any accredited college in the US or its possessions for study in any field, is open to qualified Seafarers who have a minimum of three years' seetime on SIU-contracted vessels, or to children whose fathers meet the seetime requirement.

At least one annual award is reserved for a Seafarer.

Fifty-three awards have been given since the program began in 1953. The winners are chosen by a panel of leading university educators and administrators on the basis of their high school records and scholastic attainments.

# 'Seafarers' Nine Seeks Little League Pennant

JERSEY CITY — There's pennant fever in the air as the Greenville American Little League's "Seafarers" prepare for the 1964 campaign.

The "Seafarers," sponsored by the SIU's Railway Marine Region, hope to improve on their 1963 finish. If they do, this could mean the league championship.

Manager Robert Berardi and coach Frank Sobera led last year's contingent to second place in the Jersey City loop, marking a tremendous improvement over the basement finish of the preceding year. Similar improvement this season would put the youngsters at the top of the standings.

Topflight performance deserves the finest equipment and the SIU-RMR has made the "Seafarers" the best-dressed team in the league. New uniforms were purchased to replace the worn flannels the youngsters wore last year.

Sponsoring the Little Leaguers is part of the Seafarers community activities program. Besides providing recreation for nearly 200 youngsters, the league also gives SIU members a rooting interest and a diverting activity while on the beach.

## Type Minutes When Possible

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

**SPAD**

**Seafarers Political Activity Report**



**SHIPPING AID EXTENSION**—A bill to extend the 55 percent construction differential subsidy on merchant vessels to June 30, 1967 has been introduced by Sen. Warren G. Magnuson (D-Wash.). The present 55 percent ceiling expires June 30, and the Administration does not favor its extension.

Until 1960 this differential was 50 percent, but in that year rising construction costs prompted the Senate Commerce Committee to recommend, and Congress to agree to increasing the differential to 55 percent for a two-year period. In 1962 the legislation was extended for another two-year period which expires June 30. Sen. Magnuson, chairman of the Commerce Committee, has scheduled no hearings yet.

**ANTI-STRIKEBREAKING BILL IN NY**—The New York State Legislature adjourned without completing action on the anti-strikebreaking proposal that had been disputed by employers in the state. But the bill may yet see action when the legislature comes back again this month. Gov. Rockefeller has called the lawmakers back for action on several proposals which did not clear the regular session.

The anti-strikebreaking bill was sent back to committee by its sponsor for the supposed purpose of amendment, but the practical affect appeared to be to kill the bill for this session. The normal procedure in proposing amendments provides for the committee to which the bill is sent to return it to the floor and for the bill to retain its place in the calendar. The measure was designed to prohibit employers from hiring persons who repeatedly and habitually offer to work in place of strikers.

**ATTACK ON POVERTY.** President Johnson and his Council of Economic Advisers have laid on the line the facts about poverty in the United States and have called for a coordinated "frontal assault" by Federal, state, local and private forces to eliminate its roots and consequences. In a report to the Congress, the President said America's high standard of living is a "hollow achievement" to the one-fifth of our citizens who live "without hope" in poverty. He said 35 million Americans exist on per capita income of only \$590, compared with the national average of \$1,900.

The Council report continued, "It is a world where a minor illness becomes a major tragedy, where pride and privacy must be sacrificed to get help, where honesty can become a luxury and ambition a myth. "Worst of all, the poverty of the fathers is visited upon the children."

In line with this, much of the President's attack on poverty centers on education.

Statistically, the Council reported 47 per cent of the poor live in the South, 25 per cent in the North Central region, 17 per cent in the Northeast and 11 per cent in the West. In addition, it pointed out:

- Nearly one-half of all non-white Americans live in poverty.
- More than 40 per cent of all farm families are poor.
- More than 11 million children are raised in poverty.

**LABOR ROUND-UP**

A boost in the present United Auto Workers pension program, which provides benefits of \$2.80 a month for each year of service, was mapped out at the UAW's 19th constitutional convention at Atlantic City. The actual amount of increase sought in upcoming contract negotiations will be decided upon by sub-councils representing UAW members employed by the major auto manufacturers. Other job-creating measures drafted at the convention include a drop in the retirement age from 65 to 60 years of age and regular cost-of-living adjustments for members already in retirement.

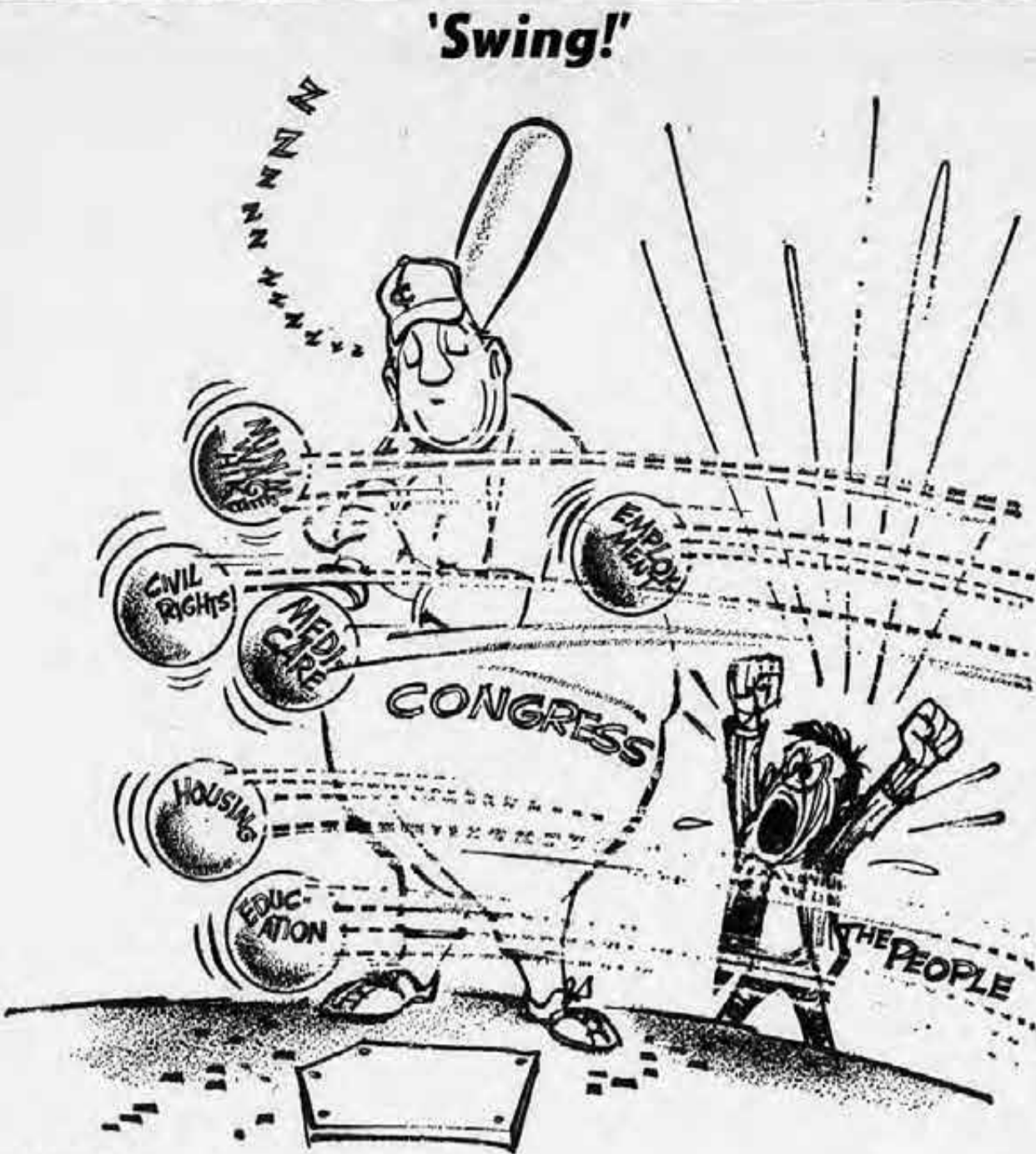
A determined 14-year-long organizing campaign conducted by the Glass Bottle Blowers paid off in Anderson, SC, when the union won a National Labor Relations Board election at the big Owens-Corning Fiberglass plant. The union won the election 492 to 375. The contest was the fourth in a series of NLRB elections, the first having taken place in 1959 when the union got 39 percent of the vote.

The Building Service Employees were victorious in winning a first contract with the Trenton Memorial Hospital, Trenton, Ont., after a three-month strike that sparked an inquiry by the provincial government. The hospital's board of trustees had previously rejected a unanimous conciliation board re-

port and had tried to block efforts at negotiations by the union and the Ontario Labor Dept. The trustees caved in during bargaining sessions conducted by a three-member provincial committee which had been studying the advisability of compulsory arbitration.

The International Brotherhood of Electrical Workers has been designated as bargaining representative for 1,377 employees of the Iroquois Gas Corp. in Buffalo, NY, after winning an election over District 50 of the United Mine Workers. The IBEW won a mail referendum conducted by the regional office of the National Labor Relations Board by more than two to one. In the election, in which 97 percent of the eligible workers voted, the IBEW received 896 votes to 376 for District 50.

The 8th US Circuit Court of Appeals has upheld a 1963 National Labor Relations Board ruling that a volunteer organizer for the Brick and Clay Workers was fired for union activities and must be restored to his job with lost earnings. The union supporter was fired March 5, 1962 after getting 150 fellow workers to join the union at the A. P. Green Fire Brick Company in Mexico, Mo. The Brick and Clay Workers lost two elections at the plant by close margins but, after the volunteer organizer was fired, won a third vote by a count of 349-295.



SEAMAN

SEAFARERS LOG

The Congress of the United States has been called the greatest deliberative body in the world. Others have less kindly referred to it as the biggest debating society the world has ever seen. A debating society of course never takes any action—it just talks.

Under the prodding of labor and consumer groups, business organizations and just plain common sense, much important and urgently-needed legislation has been placed before Congress at this session. For the most part, however, Congress has chosen neither to approve nor disapprove, resorting instead to stratagems designed to avoid the necessity of taking action—even after considerable pro and con debate.

The need for much of the legislation is clear to everyone, it seems, except to the Congress. Hopes for passage of job, health, housing and education measures in this session, as well as proposals to assure equal employment and civil rights for all US cit-

izens, await the pleasure of Congress during the present filibuster and talkathon in the Senate. The House has already passed the basic civil rights measures.

Meanwhile, such items as medical care for the aged under Social Security get nowhere fast in spite of strong support from everyone except the American Medical Association.

Other legislation on the Congressional shelf involves several million unemployed US workers for whose assistance sweeping new legislation is still pending in Congress. Bills calling for a hike in the minimum wage, Federal action to eradicate slums and provide greater public aid to education are all pending—perhaps languishing is a better word—before Congress.

With election time rolling around again, Congressmen will soon be sticking their hands out for votes. Perhaps this is a good time to let them know that they ought to stick their necks out a little too.

**Numbers Game**

New studies of productivity figures by the US Labor Department's Bureau of Labor Statistics suggest that automation and other technological changes in industry may not be eliminating manufacturing jobs as fast as earlier estimates had indicated.

In a recently-published bulletin, the Bureau's experts indicated that their earlier estimates of the rate of gain in manufacturing output per man-hour were too high. However, it was agreed that, whatever the rate, automation is cutting sharply into US employment.

To meet this problem, some experts believe a basic shift in traditional attitudes toward work will be needed if large-scale national joblessness on a continuing basis is to be avoided. The AFL-CIO is arguing that a sharply-reduced workweek, penalty overtime, substantially-increased Federal expenditures on public works and other job remedies are necessary.

Other suggest that measures such as the

recently-enacted Federal income tax cut are enough of a stimulant to the economy, and that this will spur demands for goods and, in turn, lead to retraining programs for jobless workers.

A US report issued last September indicated that a 3.5 percent annual increase in output per man-hour was developing through automation and other technical developments on the basis of figures for the previous two years. Then the output figures were revised, and a new projected figure showing a 2.7 per cent gain in productivity was released. The revised figure was based on separate Commerce Department studies.

All of this only adds new urgency to the drive for a specific, coordinated national attack on the automation issue from all fronts, so that as each new group of "experts" comes to the forefront, it doesn't create false hopes and attitudes affecting millions of American workers and employers alike. Automation with its mixed blessings must be treated more responsibly than it has in the past.

# AFL-CIO Backs Medical Group Practice

With the US standing in the dismal 11th place spot among major nations of the world in its rate of infant mortality, which is generally viewed as the best index to a nation's medical care, it is obvious that the world's richest nation—which should have the world's finest medical care—is far from that goal. Changes and improvements are needed.

Probably the greatest single improvement in medical organization that is foreseeable in the near future is the further expansion of prepaid group medical practice. Such prepaid group plans have been urged for some time by the AFL-CIO, member unions, and other consumer groups. They point out that new needs for specialization in medicine can best be met through coordinating into a team the many professional personnel required, each with his special skills, each doing what he has been trained to do.

It is an unfortunate fact that medical care in the US today is very much dependent on income. It may well be that only rarely is anyone needing emergency care denied it because he cannot pay—but vast numbers of persons throughout the country do not have fair access to the high quality care they need, when they need it.

Although nearly 75 percent of the population today has some form of health insurance, only about 25 percent of all personal medical care expenditures are covered. The coverage of most plans is concentrated on hospitalization-surgery, leaving other costs uninsured.

This is why the expansion of prepaid group medical practice plans is considered important. They would make available to workers and their families the all-important non-hospital, non-surgical medical care which is lacking under most of today's health plans. Such prepaid group practice plans would make available to more citizens the preventive medicine, proper diagnosis and early treatment which are recognized as the best means of health

care. This might then reduce the amount of expensive hospitalization which often stems from limited diagnostic and preventive services.

By resolution and report, the 1963 AFL-CIO convention in New York went on record strongly in support of comprehensive, direct service group practice prepayment plans. A key convention resolution stated in part:

"Those health programs which combine comprehensive benefits with direct service and which provide medical care by a team of physicians, specialists and auxiliary personnel organized on a rational basis in group practice have demonstrated their value."

"The advantages of these programs are: they assure the medical care provided is of high quality; they provide diagnostic and preventive as well as curative health services; they guarantee a service benefit; the total family expenditures for health services are less under such plans than under conventional insurance programs."

A special supplement on "Working Standards For Group Health Plans" was printed in a recent issue of "Group Health & Welfare News," published by the Group Health Association of America, and enumerates many important features of such plans.

Services include (1) general and special medical services for prevention, diagnosis, treatment, and rehabilitation; (2) services at home, office, and hospital, and emergency services at all times in the local area covered by the plan; (3) hospitalization for at least 30 days or its equivalent.

The physicians are jointly as well as individually responsible for their patients, but each patient is offered the opportunity to select a personal physician. Service to the group health plan's patients is generally provided in premises occupied in common by its physicians. The physicians make joint use of the items of major equipment, the associated professional and non-professional

personnel, and medical records. The payment for physicians' services, at least that from the group health plan, is all pooled and distributed among the physicians in accordance with a formal plan.

Such programs have prepaid benefits which preferably include all services provided whether at home, in the office or in a nursing home, hospital or other facility. If charges in addition to premiums are made at the time patients receive service, such extra charges are to be small and are to be specified as to amount and character in writing, in the beneficiary's certificate of participation in the plan.

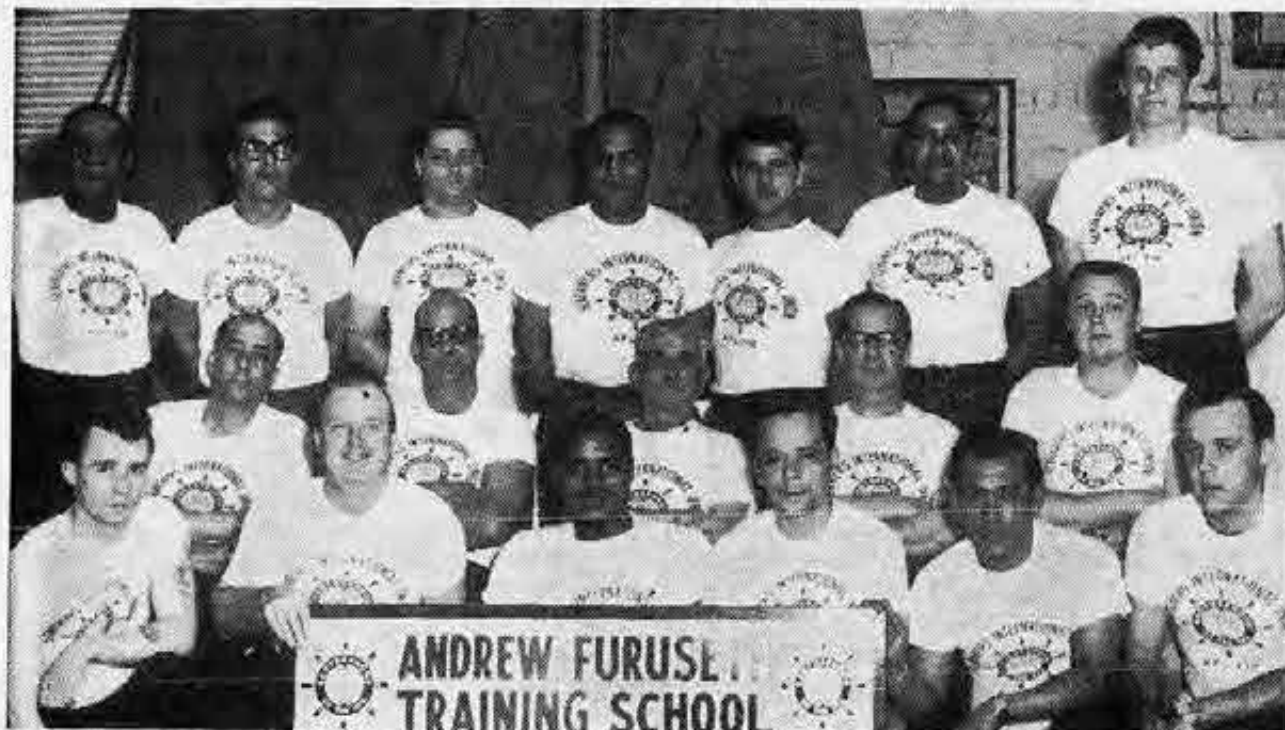
In any event, prepaid benefits are to cover not less than 80 percent of the average aggregate value of all services provided.

The principal barriers to the future development of such prepaid group practice plans, an AFL-CIO report points out, are in the opposition of the American Medical Association and in the fact that many workers are already blanketed with large group insurance plans that allow no escape even when good direct service programs providing better medical care exist.

Although the AMA now accepts prepayment and group practice, it does not want them associated together in the same plan, the report states. They consider plans which compensate physicians by salary or on a capitation basis as a challenge to the economic control over payment for services which the AMA violently insists is its prerogative.

As more and more information on the high-quality, reasonably priced medical care which can be found in comprehensive, prepaid group medical plans becomes available to American workers, it can be expected that organized labor will turn increasingly to such programs. They emphasize, first, prevention of illness by eliminating the cost barrier, and second, quality medical care by selected doctors practicing in groups.

## Another Lifeboat Class Goes Into The Book



Graduation time for SIU training school's Lifeboat Class No. 104 finds all hands assembled in headquarters after getting Coast Guard lifeboat tickets. The 16-man group is composed (front, l-r) of Thomas Ratcliffe, Austin L. Evans, Ango Solomon, Jose Jiminez, Arthur Sequeira, Robert Toedel; middle, Marius Del Prado, Antonio Alfonso, William Snell, Alexander Katsanevakis, Walter Jones; rear, instructor Dan Butts, Philip Mack, Erkki Leskinen, Lucien Butts, Robert A. Ruffner, Victor Encarnacion and instructor Arne Bjornsson.

## Runaway SIU Ship Recalled

# New Name Goes On Antarctic Maps

The renaming of what is probably the world's longest peninsula will remind many Seafarers of the onetime SIU-manned Liberty ship Nathaniel B. Palmer, a Liberty tanker which ran away from US registry in 1954 and was scrapped last year.

The ship and the peninsula were named after a young Connecticut sea captain who, in 1821, while commanding the 45-ton sloop Hero, discovered an extension of land in the Antarctic that until a month ago was known on American charts as Palmer Land. Palmer was searching for new seal-fishing grounds at the time.

Last month, the US Board on Geographic Names, an agency of the Department of the Interior, approved a name change to make Palmer Land, the long reach of land pointing toward the tip of South America, the Antarctic Peninsula.

Seafarers who rode the former

American Waterways Company vessel named after Palmer may recall how the ship came into the news on its own back in 1952, when she ran aground in ankle-deep waters of the Argentina River in Uruguay.

After food and stores became a problem, the crew was flown out of Montevideo a month and a half after the grounding. The jinx followed them out of South America when the plane on which they were leaving developed engine trouble and had to return to Montevideo. After waiting 26 hours, they were again flown out, and this time made the United States.

Later the Palmer again sailed into the limelight when, in 1953, she was among the first American

ships to switch to Costa Rica registry in the heyday of the US Government's ship transfer program. The Palmer then took on the name Manolito. She returned to the American flag for a brief period and then switched as the Manolito to a Panamanian outfit, flying the Liberian flag this time.

In 1962, she switched to the Lebanese flag as the SS Manegina and, in 1963, went to the scrappers. She was originally built in 1943.

The story of the new Antarctic Peninsula follows a similar pattern of name changes and disputed ownership down through the past 140-odd years of history.

After Capt. Palmer was credited by the US with discovering the Antarctic territory, the British

pursued a claim that Edward Bransfield actually found the territory in 1820. They named it Graham Land in honor of Sir James R. G. Graham, first Lord of the Admiralty early in the 19th century. To add to a mapmaker's confusion, Argentina called the area San Martin Land and Chile tagged it O'Higgins Land. But the newest compromise on the name of the huge, "S"-shaped body of land has settled these issues despite a number of international incidents.

Under the compromise, the northern portion of the peninsula is to be called Graham Land, the southern part Palmer Land. The arm of land as a whole will be known as the Antarctic Peninsula.

## Guaranteed Income Proposed By Panel

WASHINGTON — A suggestion that every American should be guaranteed an adequate income as a matter of right whether he works or not, was made to President Johnson last week in a statement by the 32-member "Ad Hoc Committee on the Triple Revolution."

The group, composed of economists, educators, writers and others, said that three "revolutions" presently underway — the cybernation revolution, the weaponry revolution and the human rights revolution—require radical changes in national attitudes and policy.

### Link Broken

The plea for a guaranteed income was one of a number of suggestions put forward by the Committee to deal with the impact of these revolutions on the economy. In an official statement, the group declared that "the traditional link between jobs and income is being broken."

The cybernation revolution,

considered the most important of the three revolutions, is pinpointed as the cause of this break. Cybernetics is a science that deals with automation and the amount of control man has over today's complex machines. As automation takes more and more control over production, the committee holds, a combination of electronic computers and automated, self-regulating machines makes possible tremendous output with little or no assistance from the worker.

The other revolutions contribute to the problem. Coming as it does at a time when people realize that the ultimate power to destroy the world is already in the hands of man, the vast military and space expenditures brought about by the weaponry revolution are becoming more and more unpopular, the group feels. As cutbacks are made, a greater number of people will join the unemployment rolls.

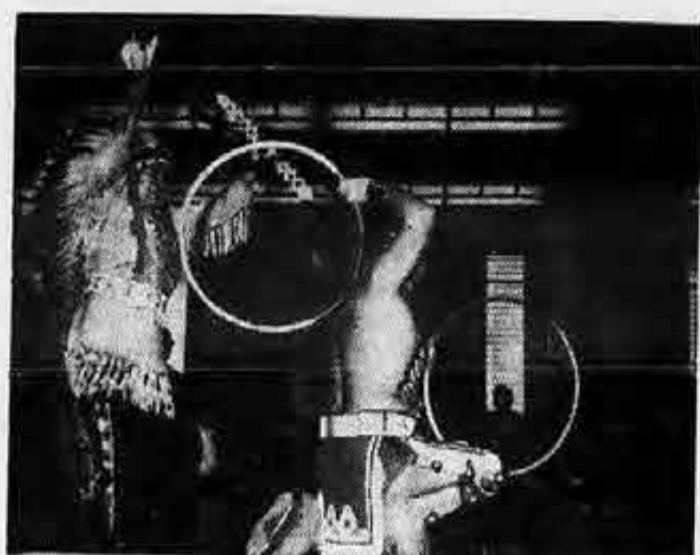
The human rights revolution, too, is forcing new areas to be explored. As the Negro becomes eligible for a greater number of positions, the competition for the particular number of available jobs increases.

### Right To Income

However, according to the Committee, the values of cybernation are being limited by the antiquated system of linking one's job to his income. According to the group, the link must be broken by having society provide "that every individual and every family be provided with an adequate income as a matter of right."

With the link broken, cybernation would then be the answer instead of the problem, providing funds to finance the program and making possible the creation of funds for neglected public purposes and the elimination of poverty both at home and abroad.

# Seafarer Mad Bear Hosts Visit of Friendly Tribe



Father and son team swing into their tribe's ancient rendition of the famed "war dance." Seafarers in the hall got a full close-up.



Seafarer Wallace (Mad Bear) Anderson (at right, earlier, in his own ceremonial garb) provided a close look at the SIU when he arranged a visit by a family of Hopi Indians from Arizona to headquarters. Mad Bear, a Tuscarora Indian from New York, gave the Western family a personally-guided tour of Union activities. Since Hopi Indians are known for their ceremonial dances, they performed a few for Seafarers gathered in the hiring hall.



Hopi family gathers around for an explanation of the Seafarers Rotary Shipping Board where the list of available jobs and ship movements in the Port of New York are posted.

Keeping time with the rhythm of the dances, Mad Bear (above, left) cheers on the Hopi dancers as they pray for rain and engage in other ceremonial rituals according to ancient rite. Father and son in their ceremonial dress provided contrast to modern SIU hiring hall.



With big grin, Mad Bear (front, far left) gathers all hands for a group photo with onlooking Seafarers and SIU port officials, who hold up some of the youngsters for the camera. John Fay and John Dwyer have two of the young ones in tow. Port Agent Joe DiGeorge is at far right.

Ladies provided accompaniment with song and drum for the occasion, while men did the footwork and ceremonial dancing on the hiring hall deck. Dad is sitting this one out as son (not shown here) takes the spotlight. Younger members of the family helped out with singing accompaniment.

# Ship Agencies Reject Guam Subsidy Move

WASHINGTON—The Federal Maritime Commission has opposed legislation to end the domestic trade status of Guam so shipping subsidies may be paid to operators serving the Pacific Island.

Testifying before the House Merchant Marine Subcommittee, Deputy Maritime Administrator J. W. Gulick said such a bill "will not produce more cargo," is "unlikely to produce lower shipping rates," would set "an undesirable precedent" by opening a heretofore non-subsidized domestic trade to subsidized competitors and would diminish FMC rate regulatory power.

He said the measure might not permit authorization of subsidy anyway "unless substantial foreign competition develops."

The proposed legislation had been urged by SIU Pacific District-contracted American President Lines and Pacific Far East Lines to end the treatment of Guam as a domestic trade area. Like the coastwise trade, service to Guam is reserved exclusively for US-flag ships right now.

### Foreign Ships Since '62

Foreign ships have been permitted to call at Guam since 1962, but only to and from foreign ports.

The Maritime Administration has also taken a position of opposition to the proposal, testifying that few or no foreign carriers would be attracted because of the relatively small size of the trade. Subsidies would not guarantee any lowering of rates, a spokesman also noted.

Beside the operators, the only affirmative voice for the proposal was a representative of the Department of the Interior's Division of Insular Affairs.

# Firemen's Officials Reelected

SAN FRANCISCO — President William Jordan and all other incumbents who ran for office in the annual election for officers of the Marine Firemen's Union were re-elected in membership balloting, the union announced here last month.

Both Jordan and Vice-President Alex Jarrett ran unopposed in the balloting among members of the SIUNA-affiliated Marine Firemen, Oilers and Watertenders. C. A. Peterson, incumbent MFOW treasurer, defeated Nick Trivich by a vote of 1,806 to 595.

The Seattle port agent, William (Bud) Haley, also was reelected, but a tragic plane crash took his life, and a special election was scheduled for April 2 to fill the post.

There was one proposition on the MFOW ballot this year other than the normal election of officials, a "no promotion" proposition, which was adopted by the membership. In the future, under the terms of the provision, there can be no promotions or changing of jobs in the unlicensed engine department aboard ship, except in emergency situations.

# US Indicts Steel Co's On Prices

LOS ANGELES — A Federal grand jury here has indicated six companies, including US Steel, on charges of rigging bids and dividing up the market on sales of steel and concrete water pipe in ten Western states.

In five indictments, the grand jury charged that company executives had met periodically between 1954 and 1962 to decide which firm would submit the low bid.

Also named in the Los Angeles indictments were Kaiser Steel, United States Industries, American Pipe & Construction, Smith-Scott, and the United Concrete Pipe Company along with eight officers or former officers of the companies.

# Coast Vessel Goes Collegiate

SAN FRANCISCO — The Matson liner Monterey, an SIU Pacific District-contracted ship, will become part of the University of Hawaii during three 42-day cruises later this year. University courses related to the literature, native arts, and government of the South Pacific will be offered under the program, but only one of the courses will be given on each sailing. The courses will offer college credit, and will be presented by the University of Hawaii, in cooperation with the division of educational travel of the National Education Association.

# Senate Unit Okays 'Truth-In-Lending'

WASHINGTON—A Senate Banking subcommittee has voted 5-4 approval of a "truth-in-lending" bill it had bottled up for more than four years. The bill, sponsored by Sen. Paul H. Douglas (D-Ill.), would require disclosure of all interest and finance charges in clear, simple terms. It has Administration support and strong backing from labor and consumer groups.

Douglas, who presided over subcommittee hearings which have filled 3,954 pages of testimony since 1960, urged Banking Committee Chairman A. Willis Robertson (D-Va.) to schedule an executive session of the full committee to act on the measure. Robertson cast the

only Democratic vote against the bill in the subcommittee showdown.

Sen. Edmund S. Muskie (D-Me.) provided the swing vote to dislodge the bill after the subcommittee agreed to an amendment which would permit revolving credit charges, used by many department stores, to be stated in terms of monthly interest rate. The original bill would have required all charges to be expressed in terms of true annual interest rates.

The bill also requires lenders and sellers to disclose in writing the total amount of cost to be financed, including a specific list of "extra" charges in connection with the financing.

Douglas summed up the intent of the legislation in these words: "The purpose of this bill is to require that the American consumer be given the truth, the whole truth, and nothing but the truth about the interest rates and finance charges he is asked to pay when he borrows money or buys an article on the installment plan."



By E. B. McAuley, West Coast Representative

# Earthquake Cripples Alaskan Industry

The disastrous earthquake in Alaska last week seems to have crippled the fishing fleets and their allied industries, the canneries, in many areas, according to preliminary reports by some of our SIUNA affiliates. In at least one place, Seward, reports are that the entire fishing fleet which had been servicing the largest cannery there is completely out of commission.

We understand that a number of the fishing boats are completely destroyed and that the wreckage of other waterfront installations has been thrown upon and strewn about the beaches both at Seward and Kodiak. Of course, the tidal waves must have completely demolished the docks there. It is a real catastrophe for what is certainly one of the most important Alaskan industries.

There appears to be a fierce three-way battle shaping up on the California political scene for the Democratic Senatorial nomination. Pierre Salinger has been declared eligible to run for the Senate by the California Supreme Court. A legal cloud was hanging over the scene because Salinger had been out of the state for some eight or nine years. He had been a resident of Virginia while serving as press secretary to President Kennedy and President Johnson. Now in the race on the Democratic side will be Clair Engle, Allan Cranston and Salinger.

The annual convention of the International Union of Operating Engineers, AFL-CIO, will be held this year at the Sheraton Palace Hotel in San Francisco, beginning April 13. We here are looking forward to seeing the delegation from Local 25 which will be headed by our old friend, Steve Leslie, president of the local and International Representative of the IUOE's Marine Division, whose local offices are in the SIU headquarters building in New York.

### Trend Watchers

Ray Christiansen, the labor writer for the "San Francisco Examiner" recently wrote a piece about the great job of staying on top of the political scene being done by the Labor Council. He cites the map system on the wall of the Council's Conference Room at the Labor Temple. By using color designations, the Council can plot political trends from 1958 to 1963. Although there seems to be a slight conservative trend, the Council is heartened by the strong votes against the "right-to-work" laws.

The Port of Seattle reports that shipping has slowed up considerably there, with the Barbara Frietchie the only payoff in the last period. Two oldtimers on the beach in Seattle are Herbert Kennedy, whose last ship was the Antinous as chief steward, and Al Smith, an oldtimer who has been sailing as bosun for quite a few years and is looking for just such a spot on a trans-Pacific run. Kennedy says he is going to wait awhile, mainly to have his weight checked at the hospital. Known as "Tiny," Kennedy tips the scales at a mere 280 pounds—give or take 40.

Shipping was light out of Wilmington for the last two weeks and the crew of the ill-starred Taddel Village were paid off there after

flying in from Japan where the ship ran aground. The Mankato Victory also paid off, and Wilmington saw four ships in transit.

Nevin Ellis, former Savannah patrolman, is AB on board the Mankato Victory and asked us to send his hellos to all of his East Coast friends.

John R. Nelson dropped into the Wilmington hall recently and retired his book. He has decided to try a job on the beach for a while to be near his family. Ray J. Kroupa, on the beach for a while to get a fractured heel mended, served on the balloting committee while in the cast. Now he says he is ready to get out and get his sea legs back.

Thomas Laarents, a charter member of the SIU, is presently carpenter on the Kenmar and stopped by the hall to say hello. He said he likes the climate out here much better than on the East Coast. Wilmington is expected to be slow for the next two weeks, with no payoffs in sight, and only a few Sea-Land and Calmar in-transits.

Lewis Smith, who usually sails as AB out of Baltimore, and quite often grabs a slot as delegate, is looking for a ship out of San Francisco on the "romance run" to Japan or Korea. Charles Gilbert, one of the few seamen who has drawn unemployment benefits from the state of Alabama, and has been with the SIU for some 20 years, is also looking for a good trans-Pacific run.

Karl Jarve just arrived in SF after having been flown in from Japan. He also was on the Taddel Village and is looking forward to picking up his clothing allowance so that the gear he lost when the ship went aground can be replaced.

# 2 Railtug Oldtimers On Pension

NEW YORK—Two more veteran members of the SIU Railway Marine Region have been added to the pension list by the trustees for the retirement program.

The latest additions bring the total number of railroad tug veterans retired on union pensions since the program began to 57. Nine have gone on the list so far this year.

Both of the oldtimers who have just joined the list of retired members are going on disability pensions, and come out of the Penn-



Stone



Bredell

sylvania Railroad tug fleet. They are John E. Stone, 63, and Luther A. Bredell, 65.

Stone was a barge captain with the Pennsy, and was born in Mathews County, Virginia. He now makes his home with his wife Joyce in Blakes, Va.

He joined the Penn Railroad fleet in August, 1920, and worked for the company through January, 1964, which makes him a veteran of 44 years' service.

Bredell, the other pensioner, is retiring to his Camden, NJ, home to enjoy some leisure with his wife Letty. He spent over 40 years working as a tugboat mate for the Pennsy.

Of the 57 retired on pensions so far, 22 came out of the Penn Railroad tug fleet, 11 from the Baltimore & Ohio and 9 from the New York Central. The balance is composed of 6 from the New Haven, 3 from Brooklyn Eastern District Terminal, 2 from Bush Terminal, 1 from New York Dock, 2 from Western Maryland, and 1 from the Chesapeake & Ohio fleet.

# Report From San Francisco



Attentive gathering of Seafarers at SIU informational meeting in San Francisco last month hears West Coast SIU Rep. E. B. McAuley reporting to membership. Looking on (far left) is Paul Gonsorchik, port agent and meeting secretary. Gathering was also addressed by visitors from Marine Cooks & Stewards including (seated, center) Secretary-Treasurer Ed Turner, Jerry Posner, welfare plan administrator, and Frank Gomar, assistant secretary-treasurer.

## Top-Level US Shipping Talks

(Continued from page 3)  
signed to make possible the survival of the American merchant marine, maintain the merchant fleet and protect the jobs of US seamen were strongly urged by the union representatives.

Toward this end, the Maritime Administrator announced in the meeting that plans were underway for the establishment of a committee to take up the complaints of the maritime industry on American - flag participation in such a program.

Insistence by the maritime unions that US-flag vessels be guaranteed at least 50 percent of Government - sponsored cargoes and Russian wheat shipments was stressed by AFL-CIO President Meany. The maritime unions made clear that they consider last week's top level meeting as just a beginning. Many more such meetings on the highest possible level are necessary, they feel, to untangle the mess in which the maritime industry finds itself today after the years of inaction and failure by Government agencies to uphold the intent of laws designed to preserve and strengthen the American merchant marine.

The unions emphasized their belief that future meetings are needed to clarify issues and formulate decisive action by all segments of the maritime industry and Government, to solve such problems as the disastrous impact of runaway-flag shipping on the American merchant marine, the undercutting of US seamen's jobs by automation, and the problem of obtaining increased American commercial cargoes for American-flag ships.

Although an Executive Order has been drafted to set up a committee of representatives from labor, management and Government to deal with these questions, the order has not yet been executed. Such questions as the scope of the committee, the areas to be discussed and the degree of Government participation are still being worked out.

## SIU, Waterman Approve New Quarters Plan

**NEW YORK** — The SIU Contract Department has worked out an arrangement with Waterman Steamship to provide watch facilities for the engine department on a number of its vessels, following a cutback in the company's passenger operations.

Quarters for the firemen and oilers are being shifted around on a total of 19 company vessels. The Desoto was the first Waterman ship on which the change was made, using former passenger accommodations.

The changes in black gang quarters also will affect the Afoundria, Andrew Jackson, Antinous, Arizpa, City of Alma, Fairport, Hastings, Iberville, Jean LaFitte, John B. Waterman, Kyska, LaSalle, Madaket, Maiden Creek, Topa Topa, Wacosta, Warrior and Yaka. The other company vessels are C-2s on which there is no quarters problem.

Agreement has been reached between the Union and the company to have the quarters change made at the first US port the vessels make where the Union maintains a hiring hall.

## Bridge Ticket



Seafarer Nicolaos Papazoglou is all smiles as he displays his newly-won Third Mate's license to Welfare Rep. John Dwyer at SIU headquarters. Papazoglou, who makes his home in New York with his wife Aresstia and daughter Patricia, 8, last shipped aboard the Thetis (Rye Marine) where he served as deck delegate.



## Union Settles Pending OT, Pay Beefs

Headquarters here in Detroit has been advised by Boland and Cornelius that the John T. Hutchinson, presently at the Fraser-Nelson yard in Superior, will not be ready for operation until June. Seniority men from this vessel will be reassigned on the basis of their fleet seniority. The Diamond Alkali, also in the Superior shipyard, has been repowered from stoker to diesel, eliminating three firemen's jobs.

Reiss steamship has informed the Union that the SS Richard Reiss will not be in service until June. Reiss seniority men, as well, will be called on the basis of their fleet seniority.

The Algonac service center has been affected by the low water problem in the St. Clair River. Dredging of the area around the service center boathouse will be required. This means that when Westcott starts its service around May 1, our launch, the Speedy Marlene, will go into operation to service contracted vessels.

An area conference of the Maritime Trades Department has been scheduled for April 8 at the Wolverine Hotel, Detroit. Port councils are presently voting on delegates to attend this meeting. Discussions will be held concerning important matters to all of the marine industry. One of the major issues to be taken up at this meeting will be the assignment of an Area Director for the Canadian and American Great Lakes Area, whose primary function will be to coordinate activities of all port councils in the area.

As the '64 season keeps getting up steam, we want to keep advising the membership about settlement of various disputed and pending money items from last season. Among them is a vacation item pending for Gerald Tilgetsk, gateman on the Sylvania, who drew a check for \$165. The gateman aboard the US Gypsum also were paid over \$100 disputed overtime. Edward Lombardi visited Detroit and picked up a pair of checks representing disputed overtime with two companies.

Ed also collected a small item representing half-time wages not paid for work performed on Saturday and Sunday on the steamer Fred A. Manske. He didn't complete seven days of work, but was bumped through no fault of his own.

A transportation and lodging beef for Everett May on the Diamond Alkali was collected, but a beef about the duties of the 2nd cook and porter on the US Gypsum is going to be discussed at the next meeting of the Clarifications Committee. The clarifications group will also act on a bonus claim by Charles Campbell, who was injured ashore while off on an emergency leave.

Anselm Kenny is getting the vacation pay due from the John J. Boland. Checks for almost \$150 are being split by Ray Hoholik, Jerome Bianchi and Leonard Smith, in settlement of the tunnelmen's beef which occurred on the US Gypsum for several weeks last spring. Bianchi gets \$89 out of the total, Smith \$44.50 and Hoholik gets the rest.

We're glad to report for the fellows on the C. C. West that the vacation claim for Clarence Lenhart is okay. Lenhart was hospitalized due to illness and could not complete the season, so he almost lost out on a claim for \$214.

A dispute involving the steamer George Steinbrenner on transportation pay for Edward Baatz from Ashtabula to Honor, Mich., and from Honor to Superior, where he rejoined the vessel, is payable. Baatz was off on a medical leave of absence and, under these circumstances, the company is responsible for the transportation.

We're also holding a check in Detroit for Robert B. Erickson from the Henry Steinbrenner. Erickson quit the vessel after working more than 120 days and, as the contract says, did not have to complete the lay-up of the vessel in order to collect vacation pay.

A final pending item again involves Ed Lombardi, from the J. L. Reiss this time. He's got a day's wages coming for reporting to the vessel on a porter's job. There was no job open when he got there, and since this was a duplication of job calls that were not his fault, the company agreed to pay Lombardi the day's wages for reporting to the vessel.

## Great Lakes Tugmen Win New Contracts, \$ Gains

**CLEVELAND**—Tugmen of the Great Lakes Towing Company can look forward to increased wages, higher company payments for welfare benefits and other fringe gains as a result of a new agreement negotiated by the Great Lakes Tug & Dredge Region of the SIU Inland Boatmen's Union.

The pact renewal, covering firemen-watchmen, helpers, laborers and maintenance mechanics on the company's large fleet of tugs, calls for money increases during the three-year life of the agreement. Some of the wage gain is retroactive to last April.

Other benefits include eight paid holidays per year, strong grievance procedure for settling disputes, improved procedures governing seniority rights and a 50-cent per hour towline bonus.

A substantial increase in company payments per man per day for welfare-pension items is also included in the pact to provide increased security for Lakes IBU members and their families.

The union has also announced new contracts with the Gleason Marine Towing Company covering the company's oil operations and a separate pact with the Calumet Towing Company. It is continuing talks with Sinclair Refining, Becker Towing, Detroit Marine Towing, Bigane Vessel Fueling, Hannah Inland Waterways and the Westcott Boat Service.

Looking to the outlook for the new season, Regional Director Bob

Jones said he expected dredging in the Great Lakes area to be down this year unless private companies start dredging their slips and docks to keep up with progress throughout the St. Lawrence Seaway system. Jones said he expected there will be dredge work this summer in Detroit, Gladstone, Bay City and Sault Ste. Marie (Mich.), Chicago, Lorain (Ohio), Buffalo and Rochester (NY) and Duluth (Minn.).

## Welland Canal Tolls Put Off

**OTTAWA** — Reversing an earlier decision, the Canadian government has announced it will not reimpose tolls at the present time on ships using the Welland Canal. A final decision on whether to reimpose the canal levy will depend on settlement of the entire toll structure on the St. Lawrence Seaway. Public hearings on the whole question of Seaway tolls are expected to start on April 30.

The announcement reversed an earlier decision by the former Transport Minister that canal tolls would be reimposed by April 1. The government had originally removed tolls on the waterway linking Lake Ontario and Lake Erie in July, 1962.

Negotiating teams representing the Canadian St. Lawrence Seaway Authority and the United States St. Lawrence Seaway Development Corporation are studying the whole toll question. The negotiators are expected to issue a notice on the toll question soon which will be the basis for future discussions.

Both bodies must make a report to their governments on the toll question by July 1.

Meanwhile the St. Lawrence Seaway authority has announced tentative opening dates for the canals under its authority. The Welland Canal was scheduled to open April 1, weather and ice conditions permitting. Other tentative opening dates are:

Sault Ste. Marie Canal, April 13; South Shore, Beauharnois, Iroquois, Lachine and Cornwall canals, April 15; Wiley-Dondero canal April 15 or earlier if ice conditions permit.

## Eyes Extra Funds For ICC Use

**WASHINGTON**—The chairman of the Senate Commerce Committee, Senator Warren G. Magnuson (D-Wash.), has asked Congress to boost the Interstate Commerce Commission's new budget by \$825,000, in order to continue the fight to "stamp out illegal carriage."

According to Sen. Magnuson, the extra sum is needed to create 103 additional jobs so that the Commission can better police unregulated carriers who are "undermining the national transportation system." Magnuson, in addition to his position as chairman of the Senate Commerce Committee, also serves on the Senate Appropriations Subcommittee which oversees ICC's financial requests.

Magnuson called the original budget request of the ICC for \$1.1 million for the fiscal year 1964-65 conservative. He quoted an ICC spokesman as saying that 103 additional jobs in the field are needed this year, 98 more the year after, and an additional 90 jobs in fiscal 1966-67.

The Senator noted that unlawful transportation may be costing regulated carriers as much as \$500 million annually in revenues, and "depriving the state and Federal governments of tax revenues which, if there was no lawful carriage, would come from regulated carriers."

Refusal to grant ICC the additional funds for its crackdown on illegal operators, he said, would therefore be "penny-wise and pound foolish."

Magnuson is deeply interested in pushing the added budget if he can get the backing of private interest groups who want to cooperate in the resulting stepped-up campaign against unlawful carriage.

## Pushing Barges Called Cheaper

**CLEVELAND, Ohio** — A university professor has made the suggestion that Great Lakes Barges should be pushed by tugs instead of the usual practice of pulling them. Speaking before a meeting of the Lake Carriers Association, marine engineer Harry Benford of the University of Michigan said that pushing these carriers would be easier and cheaper than pulling them, because when they are pulled, the barges must have special fins fitted to the stern to keep them straight while towing. He said the fins increased fuel costs. Benford is retiring chairman of the Great Lakes and Great Rivers Section of the Society of Naval Architects and Naval Engineers.

## Pesticides Believed Link To Fish Loss

WASHINGTON—The United States Public Health Service is investigating a discovery that fish deaths in the Mississippi River were presumably caused by minute amounts of pesticides in the water.

The USPHS's Division of Water Supply and Pollution Control has announced an acceleration of plans to make a comprehensive pollution survey of the Mississippi. Agents of the Food and Drug Administration from St. Louis to New Orleans also have begun collecting samples of fish, looking for residues of highly toxic materials.

Meanwhile, Gulf of Mexico research teams from the USPHS and the Bureau of Commercial Fisheries of the Department of the Interior began collecting shrimp for laboratory examination.

These actions were precipitated by a report issued March 22, by the Robert A. Taft Sanitary Engineering Center in Cincinnati. After months of painstaking analysis, the center concluded that dead fish from the lower Mississippi contained toxic amounts of two commonly-used pesticides—endrin and dieldrin—and two other unidentified but poisonous synthetic organic materials.

The inference drawn was that the amounts of pesticides washed down from the fields into the river could be injurious to fish-life.

This in turn presents the question of whether these chemicals can be harmful to man. A carefully-worded USPHS statement said "pesticide levels in the lower Mississippi basin do not present any immediate health problems."

The Taft Center report seemed to solve the four-year-old mystery of what was killing the fish in the lower Mississippi and the estuaries of the Gulf of Mexico.

Since 1960, catfish, mullet, sea trout, and other edible and inedible fish have died by the millions in those areas, the heaviest toll being taken in the Baton Rouge and Gulf areas.

After eliminating such causes as parasitic and bacterial diseases, lack of oxygen, and drastic temperature changes in the water, the investigation finally pointed toward the toxic pesticides.

## Alaska Ship Rates Unjust, Agency Warns

WASHINGTON — The Federal Maritime Commission has for the first time turned down rate changes in the domestic offshore trade. In a decision combining two cases, the FMC ruled that the Alaska Steamship Company and the Northern Commercial Company River Lines were attempting to charge unjust and unreasonable fees.

The commission, in a decision handed down recently, ruled that companies operating in the Frozen North would not be permitted to charge fees that would produce a rate of return greater than ten percent. Rates set by Alaska Steamship yielded more than a 12 percent return until they were ordered reduced. When Northern Commercial tried to install a similar rate schedule, the commission issued its ten percent edict.

A ten percent increase on general cargo to the seasonal areas of Alaska, Bristol Bay, Nome, Kotzebue and other Bering Sea areas had been planned, along with a 20 percent hike on cannery cargo—cans, cartons and salt, which are used in the canning process—and a ten percent increase on south-bound canned salmon products from all areas of Alaska.

The commission decided to act after evaluation of the tariff schedule indicated a rate rise in the "seasonal trade" as opposed to the "scheduled trade." Since Alaska Steamship holds a virtual monopoly on the seasonal trade and faces keen competition in the scheduled trade, it reduced fees in the latter in order to compete, but raised fees in the former to make up the difference.

The FMC refused to measure Alaska Steamship's rates on the carrier's overall operations. "We think it would be unfair to saddle such captive shippers with the burden of the carrier's losses resulting from operations in the scheduled trade," the commission explained.

The commission concluded its session by requiring Alaska Steamship and Northern Commercial to submit amended tariff schedules within 30 days.



First checks to be paid out by the New Bedford Fishermen's Union pension plan are received by Capt. Johan Gundersen (3rd from left), Capt. Emil Seaburg (4th from left) and Paul Mathiesen (far right). Checks were presented to the new pensioners by John B. Patten, administrator of the program (left), and Austin P. Skinner, union secretary-treasurer.

### New Bedford Continues Pact Talks

## SIU FISHERMEN GET PENSION PLAN

NEW BEDFORD, Mass.—The SIU-affiliated New Bedford Fishermen's Union has received the go-ahead from the Federal Government on its new pension plan and has already made the first pension payments to 11 members of the union.

The pensions were approved after a review by the New Bedford Fishermen's Pension Trust, which is jointly administered by the NBFU and the Seafood Producer's Association, representing the vessel operators. The trust fund is financed from monthly contributions by the owners.

A start on the pension program culminated a year-long effort by

the union. Agreement between the NBFU and the owners on the basic plan was reached last July. Another seven months passed before Federal approval was received, and then two months more elapsed to allow for notification of oldtimers who qualified and to set up actual administration of the plan.

Members of the union who qualify for pensions must be over 64 years of age, must have at least 175 days of fishing time on each of the calendar years prior to retirement commencing with the year 1959, and must be completely withdrawn from the fishing field.

During times of acute shipping conditions the last requirement can be waived by the trustees. The plan also accounts for sick time, which may be creditable for up to a third of the total fishing time requirement.

Meanwhile, union members were due to get together late this week for a meeting that would hear a progress report on a new working contract. A strike vote on behalf of the union's 1,200 members is

possible if the talks continue to bog down.

The union is demanding an increase in maintenance and cure payments, which benefits members who are ill and cannot work. It is also asking for an increase in welfare contributions by the boat owners and an increase in Seafood Council contributions which will be used for promotional activities in behalf of the industry.

In addition, the NBFU is asking for a guaranteed minimum wage for captains and crewmembers.



### Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

### Spring Is Time For A Personal Check-Up

Every year, when Spring rolls around, man has celebrated the end of winter and felt an overall newness to life. It is historically the time for festivals, orgies, feasts and prayers, as a tribute to the gods in vogue at the time. This is a welcoming of a renewed life, a new cycle.

Spring is the time when publications blossom forth with tips for the gardener, homemaker, homeowner and the car owner. It is the time for the spring dose of sulphur and molasses and a time for assault on the accumulation of winter. This is the time to get everything shipshape for the coming season, because we are aware that it is important to keep our personal possessions in order. The prudent instinct in each of us realizes that good maintenance and upkeep prolongs the useful life of our property.

If this check-up is good for our possessions, why isn't it time for a check-up of ourselves, our wives, our children?

What about yourself? Have you reviewed your driving habits? You will probably be surprised at the sloppy and dangerous practices that have crept into your driving, any one of which could cause a serious accident. How about your work around the house? Your activity aboard ship? Simple negligence can cause accidental injury or death.

How about your weight? Are you overweight? Do you eat three pork chops when one should suffice? It's your responsibility and only you can control it. Do you have headaches, or dizzy spells? Is your vision blurred? Have you had your glasses checked? Do your teeth hurt? Do you have chest pain? Do your feet hurt? Do your corns bother you? Then do something about it; you would if it were your car. Do you smoke too much? Evidence indicates that cancer and smoking are inter-related. Further, does your furnace leak gases into your house, or does the muffler on your car fill it with carbon monoxide? These can kill you just as dead and quicker than cancer.

Do nagging unsolved problems at work, at home, or aboard ship, tear away at your ulcers? Are you trying to drive a Cadillac on a Rambler income? Are you trying to keep up with the Joneses when the Smiths are your speed? Are you just trying to do too much with what you have or what you are? If so, usually there is something possible to do to relieve these tensions. Unless you do, they take a terrific toll in wear and tear on your mind and body.

This spring checklist could go on and on, but it's difficult to be very hopeful about it. These things are usually taken very seriously at the moment, then promptly forgotten. It would be better if every one of us paused once in a while to reflect on such matters and took the responsibility for his own health.

For certainly there is nothing that can take the place of self-appraisal and self-determination. Those spring sulphur-and-molasses "tonics" may induce catharsis of the body, but there is serious doubt that many of us develop good health habits from this dosing.

## US Rails Net High

WASHINGTON—Net income for the major US rail companies was higher last year than for any other year since 1957, and their net railway operating income bettered all years since 1958.

Class I rails estimated their income at \$651 million and net railway operating income before deduction of interest and other fixed charges at \$806 million, according to a statement released by the Association of American Railroads.

The 1963 net operating income, said the AAR, produced a return rate of 3.1 percent on the depreciated value of road and equipment shown on the books of carriers including materials, inventories and cash.

The AAR said that railroad net earnings in 1963 included substantial tax credits, arising from the new depreciation guidelines for railroad property put forth in 1962 by the Internal Revenue Service and from the seven percent investment credit enacted by Congress in 1962.

## MA Nixes New Bids For Titan

WASHINGTON—The Maritime Administration has given up trying to sell the 45,000-ton supertanker Titan. The MA has rejected all bids on the vessel and said it will not offer the ship for sale again unless a "definite interest" is shown.

A former Manuel E. Kulukundis ship, the Titan was seized by the Government last year because of the default on a Government-insured mortgage by the Kulukundis American-flag shipping interests.

The Titan has been offered for sale four times, and each time there either have been no bids or all bids have been rejected. The latest bid to be rejected by the MA was for just over \$8 million. The MA called this bid "non-responsive."

Other rejected bids for the supertanker were \$5.5 million offered by SIU-contracted Wall Street Traders and \$4 million by the Keystone Shipping Company. The MA charged that these bids did not represent the fair value of the ship. Earlier, the MA had set a minimum bid price of \$10 million on the Titan.

The ship was built in 1960 at a cost of \$14 million. The Government insured a \$12.4 million mortgage on the vessel. Until an acceptable offer is made the Titan will be laid up in the James River (Va.) reserve fleet.







By Fred Stewart & Ed Mooney  
Headquarters Representatives

### Lifeboat Training Again Saves Lives

The importance of a thorough knowledge of lifeboat procedures by every crewmember of a merchant ship was pointed up again recently after the grounding near Yokohama of the SIU-contracted Taddel VIIage. It was only through the expert seamanship of the crew and the training received through SIU lifeboat programs that serious injury and loss of life were avoided during the difficult job of lowering boats in heavy seas with the vessel listing badly.

James Ramsey, a graduate of the SIU Lifeboat Class No. 88, won special praise from his shipmates for the professional job he did in getting the No. 2 lifeboat away with 14 crewmembers under very difficult conditions. Later, it was the fine seamanship and boat-handling abilities of bosun Harrington and AB Henninger that kept lifeboat No. 1 afloat, although its seams were sprung. This boat was awash and constantly in danger of going down in the heavy seas. For 14 hours these men struggled to keep the boat headed into the seas and were successful—saving not only their own lives but that of the Captain.

It is important for every SIU man to have a lifeboat ticket, which is easily available through the lifeboat school at headquarters. The old saying that self-help is the best help is as true in disasters at sea as it is anywhere else. Without anyone making jokes about it, it can safely be said that when a vessel

runs into difficulty at sea, all the crewmembers are in the same boat. In such a situation the man without lifeboat training simply cannot pull his own weight and endangers his shipmates as well as himself.

Seafarers learn more than simple boat-handling at the lifeboat school. In addition to gaining the finer points of boat-handling, abandoning procedures, rescue techniques and survival measures, they get a new awareness of their importance as part of a team and of the responsibilities they owe to their shipmates.

The purpose of lifeboat training they learn, is not simply to safeguard their own lives but to insure the safety and well-being of every man on board as well. This new sense of responsibility toward their shipmates also makes them better union members and, last, but not least, better Americans.

The sea is as dangerous and unpredictable a foe as ever for seafaring men. The declining nature of the American-flag fleet and the steadily-increasing age of US merchant ships gives the sea an edge in the struggle for survival on the high seas, and exposes today's American seamen to increasing dangers. For those reasons, all hands should take advantage of every weapon available to safeguard their survival. The best training for survival at sea which a Seafarer can get is through proper lifeboat training.

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While we're on the subject of safety for seafaring men, who have been the models for travelers since time began, it's worthwhile pointing out the difficulties presently being encountered by another kind of "traveling man," to help our pitch for safety first.

Col. John Glenn faced dangers as America's first astronaut which no American had ever encountered before. He tackled the dangers of fantastic speed and height, survived the threat of a thousand different mechanical failures and returned unscratched from a journey into space. Now Glenn is in the hospital, and has been for some time, because of the after-effects of a fall in his own bathroom. At last report it will probably be months before he is fully recovered from the injury to his inner-ear — which he suffered in the "safety" of his own home.

The point is clear. For Glenn, as for many other Americans, the home proved a far more hazardous place than anyone would have expected. More accidents occur in the home than anywhere else. Seafarers should always keep in mind their ship or the busy dock areas are not necessarily the most dan-

gerous places in which they regularly find themselves.

On their ships they are usually safety-conscious and have a fine record of safety. At home, however, one tends to forget the dangers hidden in the slippery tiles of a bathroom floor, the loose tread on a steep staircase or the broken rung on that ladder out in the garage.

Keep home safety always in mind and for your family's sake make your house shipshape and keep it that way.

## Runaway Ship Goes Amuck During Panamanian Crisis

Seafarer Hugh Curran, passing the time of day with his neighbor at a local tavern recently, received a very vivid lesson in just how effective the US Government's "effective control" of runaway flag vessels really is.

The subject arose when Curran discovered that the man to whom he was chatting was the steward aboard a Panamanian-flag, American-owned vessel at the time of the disorder in that little Central American country.

The steward, an American, told Curran that the crew aboard his vessel made the messhall look like the lobby of the United Nations during a coffee break. Although largely made up of West Indians,

the crew was composed of many from the Southern European countries. The officers were mostly Americans and Norwegians.

The ship was outbound from the Persian Gulf to the United States, and as is usual for runaway-flag vessels, was nowhere near the country of its flag.

When the skipper, another American, heard from the wireless operator of the disturbance in Panama, he was at a loss as to what action to take. Then, when he found out that Panama and the US had broken off diplomatic relations, complete chaos developed on the ship. The skipper, knowing nothing better to do, passed out what hand-guns he had in his safe to the officers aboard the ship.

No orders went with the guns, the steward told Curran. The guns were simply handed over to each officer, with a shrug implying that the skipper hadn't the slightest idea what the guns were for.

At a loss, the officers just stood around, wondering aloud what course of action they should take. The country under whose flag they were sailing had broken diplomatic relations with the country where the owner of the vessel held his allegiance.

It was lucky, the steward commented, that the Panamanians never had a chance to nationalize their fleet. He is certain that the skipper did not have the slightest idea what he would have done in case that had happened.



Seafarer Hugh Curran (left) tells log staffer of the chaos which upset the officers and crew on one American-owned Panamanian runaway ship which was on the high seas at the peak of the disorder last January in the Central American country.

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

By Sidney Margolius

### Appliance Repair Bills Rise

Recently a family was shocked by a bill for \$20 for repairing the bake unit in a ten-year-old electric range that probably would not bring much more in the second-hand market. The charge was \$5.65 for two small parts and \$14.25 for labor, including \$4.95 for the first call to see what was wrong, and \$9.30 for the return call with the parts.

Why this charge for a simple parts replacement? The actual work did not take long. In comparison, you get noticeably more work done for \$20 on a car. Even doctors charge no more for a house call than do appliance repair companies.

We checked with the manufacturer of the range whose service branch had done the repair work (General Electric). It turned out that the serviceman, a highly-skilled worker, was paid \$120 a week for a 40-hour week, a little more than the national average of \$110 for appliance servicemen as reported recently by "Home Furnishings Daily." Certainly his \$3 an hour did not account for the labor charge of \$9.30 an hour, plus the \$4.95 for the initial call.

But, manufacturers argue, the serviceman's pay is only a fraction of the total cost of servicing an appliance. The manufacturer also must charge for the cost of operating his truck (in this case, radio-equipped), for tools, and the overhead of the service depot. Thus, if a serviceman is paid \$2.50 an hour, which is more typical on a nation-wide basis, the manufacturer or dealer providing the service adds 100 per cent for overhead. Now the cost had become \$5 an hour. But they don't stop there. Only half of the serviceman's time actually is spent in the home. This raises the per-hour cost to \$10. A major appliance service manager told a school for servicemen that the average call takes 45 minutes. Now you see why you pay \$7.50 for a typical call.

However, you're lucky if you get off even with a \$7.50 charge. The serviceman often needs to make a second call with the parts, especially if your appliance is not a late model.

What about the high price for parts? Just one of a hundred components of a range for which you originally paid, say, only \$200, may cost you \$5 or more.

The manufacturers claim that the high cost of repair parts arises from the need to stock many parts for different models, especially since models usually change yearly. But service representatives also have admitted to this writer that the sale of parts is a profitable business, with no competition and no need to give discounts.

Manufacturers and dealers tend to blame high costs of appliance repairs on consumers. The Fairchild News Service reported that while appliances themselves now are better quality, many consumers fail to read instruction booklets and so make unnecessary calls for service.

This is partly true, but only partly. Another part of the problem is that modern appliances are more complicated, with more parts, circuits, etc., to break down. Too, the manufacturers themselves are responsible for the need to carry a multitude of different parts and to train highly specialized servicemen, because of the policy of bringing out new models each year whether or not there are any really basic changes.

What can you do about it? You can, of course, compare service charges in your area. This may produce somewhat lower charges. But it won't solve the fact that it is costly to run a truck up to your house with a highly-skilled appliance repairman at the wheel.

Nor will buying a service contract help the average family. A careful user who buys a contract helps pay the bills for careless families who may use the wrong detergent in a washer, or overload it habitually, or those who put in nuisance calls for such omissions as failing to plug in a TV set.

Too, the store or dealer that sells you a service contract may make an extra profit on it, further adding to service costs. For example, you may buy a service contract from a dealer or department store which takes part of the annual charge, and turns the contract over to a repair firm. A price of \$25 for a contract may really buy consumers only \$20 worth of service, or less. You pay overhead costs of two companies—seller and service firm.

However, if you have a large family and do use an appliance heavily—especially a washing machine or TV set—then a service contract may benefit you because less-frequent users will help pay the bill.

The only basic ways to hold down service costs on the dozen or so appliances and electronic equipment in your house are these:

- 1.—When you buy an appliance, buy the simplest model you need. Avoid those with extra gadgets.
- 2.—Read your instruction booklet to know how to operate your appliance.
- 3.—Check the plug and the fuse box, and also read your instruction booklet again, before you call a repairman.
- 4.—If you must call the repair service, be prepared to explain the difficulty as exactly as you can.
- 5.—Don't delay or talk to the serviceman unnecessarily. His time costs you about ten cents a minute.

## Senate Bill Okays New Canal Study

WASHINGTON—A bill authorizing a broad study of a possible new nuclear-blasted, sea level waterway between the Atlantic and Pacific Oceans was approved last week by the Senate Commerce Committee.

If approved by the Senate as a whole, the bill would give a seven-man committee appointed by the President power to study and make recommendations on the most suitable route. The study would also include examining the feasibility of a 1,000 mile-long trans-United States passage from the Gulf through Texas, New Mexico and California to the Pacific.

Of the presently acceptable possibilities for the canal, it is figured that it would take from two years to make the shortest cut—the San Blas route in Panama—to ten years for the 170-mile-long Tehuantepec canal through Mexico.

One reason the Committee gave for the study of the trans-US canal is that such a route would not require treaties and relationships with other countries that could lead to difficulties such as this country's operations of the present canal in Panama.

The sea level canals, blasted out with nuclear power, are estimated to cost anywhere from \$20 million for the San Blas route to possibly \$25 billion for a trans-United States passage.

# New Ailment Strikes Airline Jet Jockeys

CHICAGO—Airline pilots flying high speed jets are finding they have time on their hands. It's preying on their minds and giving them a headache at the same time.

Racing the sun across the globe, pilots and air crews are beginning to suffer from "time-zone syndrome," which affects air travelers as well; the difference being that they don't get as big a dose as professional flyers who are constantly exposed. A recent article in the Air Line

Pilot, the monthly magazine of the Air Line Pilots Association, explains that the earth is divided into 24 zones of 15 degrees each. Traveling against the sun you put the clock ahead one hour when passing a time zone and in the opposite direction, one hour back. Because a jet flies at nearly the same speed as the sun, which in latitudes where most of the trans-Atlantic flights take place is about 600 miles per hour, flying eastward the days are shortened and westward, lengthened.

On the surface it sounds like a nice deal. You get in your plane at 6 AM with dawn just breaking, put in a day's work flying like mad, and land with the same dawn of the same day still breaking over the far-away airport of some exotic land. Now you can get going on some sight-seeing without having lost a minute of precious time.

But it doesn't work quite that way the article explains. "Though it seems that time could be saved or lost in this fashion, this is not so. Chasing the sun you don't gain time but you might lose sleep." True enough it's the same dawn of the same day. But the natives of the far-away land are just waking from a good night's sleep, while our speedy airline pilot has already put in full day's work—and not easy work either.

As a result, the normal day-night cycle of wakefulness and sleep, eating patterns, and the normal physiological rhythm of the entire body is disrupted and changed, the article notes.

## UNFAIR TO LABOR DO NOT BUY

Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

- Texas-Miller Products, Inc.
- Adam Hats, Ashley, Dorsey Jay, Hampshire Club, Repell-X, Sea Spray Men's Hats (United Hatters)
- Eastern Air Lines (Flight Engineers)
- H. I. Siegel "HIS" brand men's clothes (Amalgamated Clothing Workers)
- "Judy Bond" Blouses (Int'l Ladies Garment Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
- Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)

## Fried Chicken



Southern fried chicken is a popular menu item aboard the cruise boat **Port Welcome**, thanks to the care and attention to its preparation by SIU Inland Boatmen's Union member **Minnie Jacobs**. The **Port Welcome** operates out of Baltimore, servicing charter parties and tour groups throughout the Chesapeake Bay area.

# Advertisers At Sea With New Billboards

NEW YORK—Seafarers entering the port of New York in the near future who see a 112-foot Buick, a 112-foot girl in a bikini or a 112-foot anything else approaching them majestically across the waters around Manhattan are advised not to take alarm. It's all in the spirit of American enterprise.

An advertising company intends to tow immense floats carrying 112-foot long, 30-foot high advertising displays around Manhattan island. The floats, pulled by a tug, would be on the move from 7 to 10 in the morning and again from 4 in the afternoon to midnight.

Starting their journey at the George Washington Bridge, they would proceed to Wall Street, up the East River to the Triborough Bridge, and then return to the point of departure.

A company representative reports it took 18 months to get the necessary clearances for the floats from different state and Federal agencies. A New York car dealer has already signed up for a float. Despite their watery environment, the signs are not aimed directly at Seafarers, but at the

thousands of people in cars on the river-hugging highways around Manhattan, people in high office buildings and almost anyone who steals an occasional glance at the water. Traffic Department figures indicate that 585,000 cars, each carrying 1.7 persons, drive on highways alongside the East River, Hudson and Harlem Rivers daily.

Possibly to ward off criticism of the plan, a company official has been quick to add: "We won't be defacing the rivers with our spectaculars. Rather, I honestly believe we'll be bringing some real beauty and excitement to the millions upon millions of people who will see them."

Like the beauty and excitement of a 112-foot long, 30-foot high picture of a guy with sinus troubles. What a "welcome home" after a long trip. The Statue of Liberty was never like this—but then, she never had a sinus condition.

**ORION CLIPPER** (Western Tankers), Feb. 2—Chairman, H. Miller; Secretary, Frank Naklick. Disputed OT in deck department. One man hospitalized in Okinawa. Washing machine is in very poor condition. A new one should be purchased or a shoreside mechanic repair the old one. All the fans in the crew's quarters and in messhalls are rusted and all should be taken down, scraped and painted.

**BARBARA FRIETCHIE** (Liberty Navigation), Feb. 16 — Chairman, Patrick G. Fox; Secretary, D. O. Coker. No money in treasury. No disputed OT reported by department delegates. Motion to make available absentee ballots for Union members at sea in order that they might have a more active part in elections and all other Union matters. A place has been built for Indian stevedores and cargo checkers back aft. Discussion on keeping all screen doors locked on main deck. No natives are to be allowed in midship house.

**WALTER RICE** (Reynolds Metals), Jan. 12—Chairman, H. Huston; Secretary, T. J. Moore. Ship due in Mobile yard for repairs. No payoff until ship reaches Corpus Christi, unless ordered by Company. A few hours disputed OT in each department. Motion that the negotiating committee strive to obtain a retirement based on 15 years' seetime on SIU-contracted ships. Vote of thanks to the steward department for the holiday meals and decorations. Crew requested to keep all doors closed in order to keep the air-conditioning unit working efficiently.

**Feb. 15—Chairman, J. A. Hollen; Secretary, P. D. Sheldrake.** Sailed one man short from Corpus Christi, creating hardship in steward department. Captain told crew he would not pay off any men in Longview unless ordered to do so. Motion made to write letter to New York to try and have it agreed that a man can be payed off in any port where he can secure a relief. No money in ship's fund. Donations will be accepted from crew.

**MAYFLOWER** (Mayflower), Jan. 27 —Chairman, James Sumpter; Secretary, R. Sanchez. Vote of thanks extended to resigning ship's delegate. James Sumpter will take over after payoff. Motion made that SIU members be eligible for retirement at any age with 15 years' seetime or 20 years in the Union at higher pension amount. Motion made for all ships to have draw 24 hours before entering port of payoff, so that men off watch can go ashore. Vote of thanks to the steward department for a job well done.

**THETIS** (Rye Marine), Jan. 19 — Chairman, Eugene Sobczak; Secretary, C. A. Collins. Brother W. Cassidy was elected to serve as new ship's delegate. Discussion on launch service to

be brought before boarding patrolman and headquarters.

**STEEL TRAVELER** (Isthmian), Jan. 4—Chairman, James Peterson; Secretary, Fasil Ali. \$34.41 in ship's fund. Motion made that vote for any change in the SIU Constitution is to last for a period of six months so that SIU members aboard ship can cast vote. In the event a ship does not enter a port where crew can vote, absentee ballots are to be provided.

**WALTER RICE** (Reynolds Metal), Nov. 16—Chairman, H. Huston; Secretary, Curly Nielsen. Ship's delegate reported this is a smooth trip with no beefs and good cooperation from department heads. Some disputed OT

M. McClure was elected to serve as ship's delegate. No beefs reported by department delegates. Discussion and motion on dues increase. Water tank should be checked for possible leak. Discussion about dumping garbage, etc., in passageway.

**ERNA ELIZABETH** (Albatross), Jan. 28—Chairman, Jack Nelson; Secretary, Samuel Doyle. \$18.57 in ship's fund. No beefs reported by department delegates. Old repair list was disregarded. No work done on pantry sinks.

**DEL RIO** (Delta), Jan. 5 — Chairman, F.M. Fedroza; Secretary, A. M. Tolentino. It was suggested that the disgusting mail situation existing in the Port of Conakry, Guinea, be investigated. Vote of thanks extended to G. Lurie, Purser, for cooperation with the crew. Vote of thanks to ship's delegate A. Abrams and all department delegates for their cooperation and a job well done. Vote of thanks to the steward department for a job well done. \$10.00 in ship's fund. Brother Abrams suggested that ship's fund be turned over to ship's treasurer who is the chief steward.

**ST. CHRISTOPHER** (Destiny Carriers), Feb. 2 — Chairman, O. M. Bartlett; Secretary, Thomas Farrell. Beef squared away by Philadelphia agent on the removal of bonus. One OS missed ship. Crew requested to keep messroom clean and to return cups to pantry sinks. Fan requested over galley range. Discussion on general alarm bells for fire and boat drill.

**TRANSEASTERN** (Transeastern), Feb. 7 — Chairman, S. Foti; Secretary, L. Strange. Brother Fred Isreal was elected to serve as ship's delegate. Discussion about getting breakfast out faster, and having more night lunch put out. Ship's delegate to see about transportation from Houston to the port where the ship is in for replacements. Draw or payoff should be held on arrival. Delayed sailing disputed in steward department.

**FANWOOD** (Waterman), Feb. 8 — Chairman, Lawrence P. Conticello; Secretary, Clarence J. Nall. Brother Leo Thomas was elected to serve as ship's delegate. Everything is running smoothly. Discussion on cleaning laundry room, recreation room and slop sink. Crew requested to return cups to pantry when finished.

**LOSMAR** (Calmar), December 22—Chairman, E. J. Ponis; Secretary, J. Garber. Brother E. J. Ponis was elected to serve as ship's delegate. No beefs reported by department delegates. Crew requested to rinse coffee cups more thoroughly, close sidley doors quietly and flush toilets after use. Discussion on proposed raise in dues.

## DIGEST of SIU SHIP MEETINGS

In each department. Motion to have ship's delegate and boarding patrolman see port captain about reliefs in Galveston. Discussion on increasing manning. Crewmembers told that nobody is to work under crane while work is being performed overhead.

**DEL SANTOS** (Delta), Feb. 2 — Chairman, C. C. Mitchell, Jr.; Secretary, Adam Hauke. Ship sailed short two men. Few minor beefs settled. Discussion on raise in dues.

**BIENVILLE** (Sea-Land), Feb. 6 — Chairman, R. Mitchell; Secretary, Diaz. Brother John J. St. John was elected to serve as ship's delegate commencing next voyage. \$58.19 in ship's fund. Division of OT beef settled in deck department. Motion that the ship's delegate should contact patrolman and find out why no callback is posted on sailing board for deck department.

**SEATRAN NEW YORK** (Seatrains), Jan. 26 — Chairman, Van Whitney; Secretary, E. Jimenez. Port agent will contact company regarding lack of money for draws. No OT involved for the all-hands "emergency" that took place last voyage. Van Whitney was elected to serve as ship's delegate. Former delegate E. Jimenez extended a vote of thanks for a job well done. Crew requested to keep messhall door closed when air-conditioner is in use. Vote of thanks to steward department for well-prepared food.

**TRANSYORK** (Transwestern), Jan. 12—Chairman, Lamar Gribbon; Secretary, Robert G. Schlagler. Brother

# Seeks Higher Budget Outlay For Fisheries

WASHINGTON — The United States cannot afford a continuing decline in its commercial fishing industry, according to the director of the Federal Bureau of Commercial Fisheries.

"To remain in competition for the world's fishery resources, the US commercial fishing industry must be revitalized and made more productive and profitable, Donald L. McKernan informed Congressmen.

McKernan made his plea to pep up the fishing industry in explaining the proposed \$26.4 million budget for the work to a Senate Appropriations Subcommittee. He reminded the lawmakers that the commercial fishing industry now supports a half-million people and supplies more than a million tons of food annually to the country.

The largest single item in the budget amounts to \$20.6 million for management and investigations of resources. Another \$4.8 million is for new construction; \$676,000 for general administrative expenses and \$300,000 for foreign currency programs.

"With our own population expected to increase by nearly 75 million in the next 20 years, the time may soon be at hand when the US will have to look to the sea for more of its food supply," said McKernan.

## Whaleburgers Go Big In Britain

"Whaleburgers" are the newest delicacy for Great Britain's cat and dog population, according to a report from Dofos Frozen Foods, Ltd., of Edinburgh and London.

Sold as a frozen food, the whalebeef is packaged in two-and-a-half inch thick slabs, which may be kept under normal refrigeration for 10 days without spoiling.

The firm claims that its product has high protein value and adds greatly to the pet's general health.



'Seafarer Specialists'



Describing himself as an electrician who "can't fry an egg without busting the yoke," Seafarer Roy W. Corns on the *Afoundria* (Waterman) says he can still recognize those who do know their stuff on the galley range. He thus tags the above trio as those responsible for the good menus and feeding on his ship, and doesn't mind who knows it. The threesome includes (l-r) chief cook W. W. Perkins, steward W. Young and baker W. W. Reid.

From the Ships at Sea

While Seafarers sailing in northern waters are still contending with winter's final blasts, ships on southern runs continue to write testimonials about the pleasures of working day after day under the warm, tropical sun. One of the most enthusiastic reports reaching the

LOG comes from the aptly-named *Florida State* (Everglades) where Roy Elford, meeting secretary, reports that Ernie Puras is the champion fisherman on the Florida to Ponce, Puerto Rico, run.

Elford says that the crew aboard the *Florida State* encountered "fair" fishing on the trip through the Caribbean. The fisherman found dolphin and barracuda hitting the trolling lines off the Dominican Republic, and red snappers biting hard at Freeport, Grand Bahama Island. Wahoo are only striking occasionally, he adds.

The crew aboard the *Choctaw*



Puras



Dean

(Waterman) has tried just about everything as an answer to the problem of keeping native watchmen and others out of the crew messroom. However, only recently have they admitted that the problem doesn't have a solution. After an extended discussion at a ship's meeting, the crew declared the problem unsolvable, according to Ernest Goo, ship's delegate and Roland Dean, meeting chairman.

The ingenious crew aboard the

*Del Rio* (Delta) might have a possible answer for their troubled brothers on the *Choctaw*. M. B. Elliott, meeting secretary, writes that the *Del Rio's* crew has voted to use teamwork to keep foreign longshoremen out of the messhall, except when the dockers are there on official business. However the *Del Rio's* crewmembers are wrestling with their own special problem. It seems that certain parties are tossing their dirty duds into the ship's washer-dryer, flipping the switch, only to find out they don't know how to operate the machine!

Seafarers have been lavish in voicing thanks for fine work by the steward department. Ships whose stewards have received official votes of thanks for a job well done include the *Jean La Fite* (Waterman), *Steel Apprentice* and *Steel Designer* (Isthmian), *Azalea City* and *Summit* (Sea-Land), *Alcoa Marketer* (Alcoa), *Seatrain Savannah* (Seatrain), *Topa Topa* (Waterman), *York* (American Bulk Carriers), *Beloit Victory* (Marine Managers), *Penn Exporter* (Penn Shipping), *Seatrain New York* (Seatrain) and *Margaret Brown* (Bloomfield).

Things aboard the *Warrior* (Waterman) have been exceptionally smooth lately. Not only did the crew vote its thanks to the steward department for fine food and service, but the deck and engine departments also received congratulations for fine cooperation. A final vote of thanks went to the

captain, reports R. Hufford, ship's delegate.

The *Oceanic Spray* (American Oceanic) is really getting a good going-over, reports Paul Franco, ship's delegate, who is determined to see the ship turned out in good SIU style. Franco says the *Spray* picked up a new crew at New Orleans. Bosun Ed Adams, deck delegate R. F. Boswell and steward J. B. Chermie all rate as some of



Franco



Hufford

the best he's ever sailed with, he writes.

The crew's messroom on the *Blenville* (Sea-Land) may not look too much like the delegates' dining room at the United Nations, but the number of nationalities represented there some times makes the messroom seem like an annex to the U.N. After a language problem was cleared up, the crew proceeded to thank the steward department for its fine meals and also gave a further vote of gratitude to their shipmates who fixed the television set, reports G. J. Kersey, ship's delegate.

Anything that isn't tied down is apt to disappear when a ship ties up in some ports. Now it looks like a ship's library has become a target of sneak thieves. Just to make sure there will be something left to read when the *Robin Hood* (Robin Lines) is at sea, crewmembers were warned to keep the library locked when in port.

Prompt Payment Receives Thanks

To the Editor:

Please accept this as my appreciation and thanks to the maternity benefit I received so quickly from the SIU for myself and my daughter.

I would like to add that it took only three weeks for me to receive this benefit, despite a mistake made in the application or in the records.

My husband, Joe Weekley, who sails in the deck depart-

ment out of New Orleans, is at sea now, so needless to say the money provided a welcome helping hand for us at home.

kind attention given by everyone in such a painful moment. My brother's wife and I sincerely thank all of the crew of the *Alcoa Polaris* for the gentleness, kindness, and affection which in one way or another they had or gave to my brother in life or after.

Always willing to be of your service and gratitude.

Julio Colon  
Genoveva Colon

Seafarer's Wife Backs Unionism

To the Editor:

I read an article in one of our local papers in Baltimore the other day about labor unions and how they have to stand together to achieve decent conditions for all workers.

I am strongly in favor of union labor and have recently married a merchant seaman. I am employed at present but during my working career find 99 percent of the women opposed to organized labor or anything it stands for.

One reason is that they object to paying union dues. Another is that they are unwilling to stick together long enough to find out about the benefits of a union.

I am careful to support organized labor when buying any article of clothing as well as food and other things we use. Other working families should always do the same.

Clarice M. Alread

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.

ment out of New Orleans, is at sea now, so needless to say the money provided a welcome helping hand for us at home.

Mrs. Joseph E. Weekley

Thanks Go Out To Polaris Men

To the Editor:

In my grief for the loss of my brother, I'm writing just a few lines to let you know how deeply grateful I feel for the

Maritime Health Stirs Concern Of SIU Wife

Mrs. Shirley Miller, wife of Seafarer Jerry R. Miller who sails in the deck department, is deeply concerned about the health of the maritime industry which employs her husband, as any Seafarer's wife has a right to be.

That's the reason why when Mrs. Miller spotted a magazine editorial entitled "Give Us More Ships!" she took the trouble to bring it to the attention of the LOG. In her letter to the editor, Mrs. Miller cited the article's obvious importance and said that it was her hope that others could learn about it. The article appeared in "Extension," a publication for Catholic families.

An Army veteran, Miller and his wife live in Daphne, Ala. He is a graduate of the SIU's Andrew Furuseth Training School and sailed in the steward department

before he switched to the deck gang.

The editorial, by Paul F. Healy, summarized a number of facts often seen in the LOG. It described the sickly condition of the steadily-shrinking US merchant fleet, the continuing decline in the cargoes carried, and the shocking decline in American shipbuilding activities.

The solution to the problems in the "Extension" editorial was in harmony with the policies proposed by the SIU and often noted in the LOG. The editorial advocated the extension of Federal subsidies to vessels engaged in inter-coastal, world tramping and Great Lakes service. It also supported the replacement of 25-30 ships a year rather than the average of 15 a year provided under the present US shipbuilding schedule.

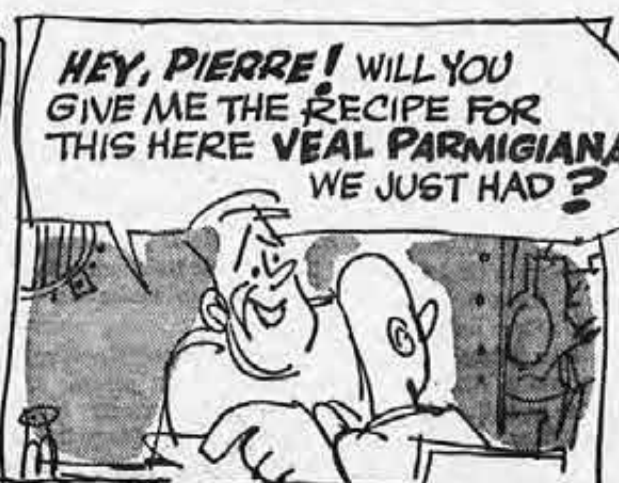


Miller

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come up. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.



# Seafarers Find Good Captain Makes Sailing A Pleasure

Ask any Seafarer to tell you about some of the skippers he's had to put up with, and he'll respond with a list of names complete with details about how mean, unjust, ill-tempered, unfair, etc., some of them were. On the other hand, a request for the names of a couple of good skippers will often be met with a long pause.

It's not that the list is any shorter or longer one way or the other—it's just that the memory feeds on the "bad guys," and their names stick in a fellow's mind.

However, when a Seafarer does find a captain he thinks is okay,



Aponte



Berger

he won't hesitate to sing his praises loud and clear.

A recent letter from shipmates Felix Aponte and Sid Berger, who sail on the New Yorker (Containership), not only describes their enthusiastic appreciation for the ship's master, Captain Victor G. Diaz, Jr., but also rates him as one of the best ever to take command of a ship.

"It isn't often that you have the pleasure of having a skipper aboard

who looks after the welfare of the crew as does Captain Victor G. Diaz, Jr.," writes Aponte, who is ship's delegate. Berger is the chief steward.

An incident which typifies the captain's concern for his crew occurred when a crewmember became ill while at sea and Captain Diaz arranged for an around-the-clock watch to attend him. Then, when the New Yorker arrived in port, an ambulance was waiting on the dock to take the man to the hospital.

Once, in Ponce, Puerto Rico, the skipper himself took an injured crewmember ashore to see a doctor. Since it was a Sunday, everything was closed, so the captain wanted to make sure that there would be no difficulty because of the language barrier.

The two Seafarers also write that Diaz has inspired the confidence of the crew since they know that the safety of both the ship and the crew is being carefully looked after. When sugar is being loaded around the clock in Ponce, the captain can be found checking the hold both day and night to assure that the cargo is

being stowed properly and won't shift at sea.

Since Diaz assumed command in November, the New Yorker has been awarded an "excellent" rating in vessel sanitation by the US Public Health Service and there is an almost complete absence of turnover. The only two replacements to join the ship since Capt. Diaz took over the bridge, were taking the places of men who had become ill.

Aponte and Berger conclude: "If only other masters were like Capt. Diza, sailing would be a pleasure."

## LOG-A-RHYTHM

### Youthful Dream

By M. Pece

*I went to sea a young, young lad,  
"To see the world," I said.  
For years I roamed the ocean deep  
Strange fancies in my head.  
One day I paused to ponder on  
The life that I had led,  
And growing old was sad to see  
That all my dreams had fled.*

*Strange lands beneath a foreign sun  
Were like my boyhood home.  
And strangers in their foreign garb  
Beneath, were too alone.  
Strange sights and sounds could  
all be placed  
In lands already seen.  
But still, I travel on and on  
Pursuing my youthful dream.*

### Automation

By Paul R. Albano

*While you're still shipping,  
Don't be in a constant daze.  
Instead, you should try  
To change your ways.  
Now, if you want information,  
First you must think  
Of automation,  
Then estimation.  
After all that tension,  
There's always that pension.  
Put our committee to work  
On this invention!*

## To Calcutta For Coffee



Coffeetime on the Hudson (Victory Transport) enroute to Calcutta finds this group gathered in messhall for a java break. Pictured (l-r) are Seafarers W. Guernsey, Roy (Rocky) Scruton, E. B. Hardcastle and W. O'Connor. Engine delegate L. Paradeau, deck engineer, forwarded the evidence.

**ALCOA MARKETER (Alcoa), Jan. 8** — Chairman, Roy Pappas; Secretary, T. J. Lewis. Letter sent to headquarters regarding wiper left at hospital in Moji, Japan. Some delayed sailing disputed. Straight OT claimed and disputed for cleaning hold in deck department. Cargo is superphosphate. Steward requests new set of baker's drums be put aboard. Movie projector supposed to have come from Alcoa Partner cannot be found. \$135.00 due for movie fund from New Orleans. Top bunks in engine fo'c'sles should be put below. Delegate to see port engineer and patrolman about this. Discussion on several items of business, including dues increase, eyeglass benefits, retirement plan. Better sleepchest needed. Hospital ship should be given by officer on deck when captain is not aboard. Officers are doing work

was elected to serve as ship's delegate. One member in hospital in Germany and one in France. \$10.50 in ship's fund. Some disputed OT in deck department. Christmas and New Year's Day were tops and vote of thanks was extended to entire steward department.

**HEDGE HAVEN (Hedge Haven), Jan. 11** — Chairman, H. Braunstein; Secretary, A. D. Allain, Jr. Two men hospitalized in Japan. One man missed ship in Bahrain Islands and rejoined in Port Suez. No beefs reported by department delegates. \$21.00 in ship's fund. Food is not served in accordance with menu. Stale coffee is being served at meals. Steward to check vegetables and food.

**IBERVILLE (Waterman), Jan. 25** — Chairman, Horace Carmichael; Secretary, Louis E. Meyers. \$18.31 in ship's fund. No beefs reported by department delegates. Tom A. Martineau was elected to serve as ship's delegate.

**COUNCIL GROVE (Cities Service), Jan. 19** — Chairman, T. Falkner; Secretary, G. Swift. Brother H. Sojack was elected to serve as ship's delegate. Some disputed OT in deck department. Relations with mate are not good. Negotiating committee should meet with shipowners regarding a shore gang to load all but daily stores on coastwise tankers. Motion that SIU set up a pension plan to retire members after 20 years' membership and 12 years' seetime with SIU. Decks of crew's quarters are cracked and should be chipped and painted. This work has been promised before. Suggestion made that food in messhall be covered during spraying. Awning for fantail requested.

**FAIRLAND (Sea-Land), Jan. 25** — Chairman, Robert S. Davis; Secretary, Lonnie B. Dooley. Motion made to raise overtime rate and wages. Patrolman to be contacted regarding which department is to be authorized OT for painting engineers' rooms.

**WALTER RICE (Reynolds Metals), Chairman, H. Huston; Secretary, T. J. Moore. Ship 1, due in Mobile yard for repairs. There will be no payoff until ship is in Corpus Christi. Few hours disputed OT in deck department. Motion to have negotiating committee strive to obtain a retirement plan based on 15 years' seetime on SIU-contracted ships at any age. Vote of thanks extended to the steward department for the holiday meals and decorations.**

**DEL SANTOS (Delta), Feb. 2** — Chairman, C. C. Hatchell, Jr.; Secretary, Adam Houke. Ship sailed two men short. A few minor beefs ironed out satisfactorily. Discussion on dues raise and need for additional Union funds.

**ALCOA TRADER (Alcoa), Jan. 29** — Chairman, William H. Rhone; Secretary, N. Mutin. Ship's delegate reported that all fans are now installed in fo'c'sles. Captain announced that only money that is actually coming will be advanced on draws unless an emergency exists. A copy of the captain's letter to the Coast Guard regarding missing men was forwarded to headquarters. Washing machine should be replaced. Aerial for radio will be purchased with money that captain is holding. Discussion on holding meeting once a month at different hour each time. Vote of thanks to the steward department.

**DEL SUD (Delta), Jan. 30** — Chairman, Paul Drozak; Secretary, Phil Reyes. Special meeting called to discuss minutes of previous meeting. The chairman spoke at length on the dues increase. Motion made that the crew go on record as endorsing the Union's program with respect to a dues increase. Discussion on minor beefs aboard this ship which will be referred to patrolman in port of payoff. Some new men being shipped aboard this vessel not fulfilling their duties.

## DIGEST of SIU SHIP MEETINGS

men should do. Check medicine supplies. Wipers to sougee passageway. Vote of thanks to steward department and to 4-8 watch for cleaning pantry. Crewmembers asked to leave door key and strip bunks when getting off ship.

**BONANZA (Penn Shipping), Dec. 29** — Chairman, M. H. Jones; Secretary, William J. Anderson. Motion made that the Union seek improved retirement plan for the membership. Ship left port with no gasoline for the lifeboats. Some disputed OT in the three departments. Captain gave out only \$50.00 to each man after a three-month trip. Vote of thanks to the steward department.

**TADDEI VICTORY (Consolidated Mariners), Feb. 2** — Chairman, W. Steward; Secretary, Bob Porter. Motion made that canned fresh milk be issued three times daily at sea until depleted. Discussion on hot and cold water controls in showers. Discussion on quality of breakfast ham.

**ALCOA EXPLORER (Alcoa), Jan. 16** — Chairman, C. R. Stack; Secretary, S. DiGirolamo. Everything is running fine. S. DiGirolamo was elected to serve as ship's delegate. Discussion on garbage. Crewmembers requested to pick up clothes when dry in the engine room.

**ELIZABETH PORT (Sea-Land), Jan. 6** — Chairman, George Ruf; Secretary, Leo J. White. \$21.50 in ship's fund. Motion to have a death benefit for a man's wife, if she should pass away, of \$500.00. Mike Carry was elected to serve as new ship's delegate. Forced draft should be put in the fo'c'sles as other Sea-Land ships have. This matter to be taken up with patrolman.

**WASHINGTON CARRIER (Destiny), Jan. 1** — Chairman, J. F. Dickerson; Secretary, H. M. Smith. Brother J. F. Dickerson was elected to serve as ship's delegate. No beefs reported by department delegates. Discussion on taking up donation for ship's fund. Fo'c'sles and passageways need sougeeing after loading grain.

**ELDORADO (Penn Shipping), Jan. 12** — Chairman, Cyril A. Scott; Secretary, G. McKenna. Deck delegate extends thanks to his department for their cooperation. Ship's delegate to see patrolman about travel pay. The matter of cleaning of fo'c'sles will also be referred to patrolman. Vote of thanks to the steward department.

**MADAKET (Waterman), Dec. 28** — Chairman, H. J. Acosta; Secretary, Albert G. Espenada. Chief electrician

## Welfare Assist Is Appreciated

To the Editor:

This is just to notify you that I finally located and received my suitcase. It had lain in Millville, New Jersey, at the Railway Express office for almost three months. There was a real mix-up until I received it.

I wrote a letter of thanks and apology to the people at Sea-Land for bothering them about something that was not their fault. I also want to thank the Welfare Representatives at SIU headquarters for their efforts in this matter.

For the record, I am receiving the LOG and wish to express my appreciation for it and for the opportunity it affords me to keep abreast of people, friends, news, laws and all events of importance to me as a Union brother and seaman.

Thanks again to all at headquarters for their kind help in my time of difficulty.

Alfred A. Kushe

## Idle Seafarer Asks For Mail

To the Editor:

Hello to all from a retired Seafarer in the hospital in Raybrook, New York. We've heard through radio, television and the newspapers that this place will be closed on April 15, 1965. I expect to be in good shape by then, but one year from now is a long time.

I spoke to the doctor about the place being closed and he said yes, it was. I have been here nine months after being transferred from one place in Brooklyn that was more like a night club than a hospital. I got a lot better after I got

## LETTERS To The Editor

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here, though I have been unable to travel.

It looks like I'll be able to get away from here for a spell in June or July so I can take care of some personal business and also pay a visit to headquarters, which I want to make my first stop.

Not too many people seem to know about this place, so I haven't received many letters. Maybe if you could print my

name, some of my old shipmates might write to me here at the Raybrook Hospital. Until we meet, lots of good shipping and easy sailing for everyone.

I can't wait to get down to the Big Town, so I can see and visit with some of my old buddies and find out what's going on. It's been a long time in lay-up for me.

James Russell

## SIU Oldtimer Lauds Service

To the Editor:

This letter is to pass on my thanks and appreciation for the help given when my wife Gladys had to be hospitalized some time ago. It was certainly a welcome thing to receive all the help that we did, especially the blood donations that were

available when they were needed.

That is certainly the kind of service a Union member and oldtimer can appreciate, because we know that conditions were not always like they are today.

Such services couldn't always be arranged so easily in the past.

I went on pension a short time ago and certainly do want to add thanks for these payments and the help they represent to an oldtimer in this business. Few of us realize how important these benefits are until we really begin to need them, sometimes in a big hurry, and have nowhere else to turn for help.

The Union has certainly done wonders with these benefits, and our representatives deserve many thanks for all their efforts in our behalf.

Jack Williams

# Riding The 'Express' To West Africa



Crewmembers aboard the Del Aires (Delta) kept ship's delegate J. W. Henry busy with the camera work all the way to and from Africa. Above, J. D. Harmon, seated in the barber's chair, entrusts the shape of his hairline to Jack Spicer's tonsorial skills. At right, Harmon is pictured at work in engine room keeping arrival board up to date.

After experiencing some exciting sights, sounds and smells, SIU crewmembers on the Del Aires (Delta) are home again after visiting five ports on the coast of West Africa. According to Joseph W. Henry, ship's delegate, the gang had "a busy trip and a busy payoff" from the ship, which they

nicknamed the "West African Express." Henry supplied a colorful description of the vessel's event-filled journey for the LOG.

After celebrating Christmas in New Orleans, the crew on the "West African Express" marked the New Year at sea. Their first port of call was Conakry, Guinea, followed by Matadi, Republic of Congo; Lobito and Luanda, Angola, and Point Noire, Congo Republic.

### Add To Turmoil

A few members of the crew managed to add a bit to the turmoil which occasionally breaks out in many of the newly-independent nations on the huge continent. Henry reports the Del Aires' boxing "champs" had their previously-

undefeated record marred when they lost a decision during an impromptu "match" in Matadi.

However, this loss in prestige was evened up by the success of some of the old hands in the crew who made a good showing with the ladies in Conakry and Lobito, the ship's delegate added.

### Name Best Spots

Henry observed that everyone on the ship had a good time, even the officers. The trip also proved educational to a couple of sea newcomers who were making their first trip on the Del Aires "Express."

Listing the crew's favorite gathering places in Africa for an informal Seafarers' entertainment guide, Henry mentioned the La Grillion Bar in Conakry and the Domino Club in Lobito.

### Vote Thanks

He also reported that J. H. (Bull Halsey) Lang, who sailed as relief captain, was ashore only twice and, consequently, spent most of his time getting to know the ways of his crew. Chief engineer Grove, he commented, likewise made acquaintance with the ways of the engine room contingent. There were several differences of opinion during the trip, but most of these rough spots were ironed out by the time they paid off.

At the end of the voyage the Del Aires' crew gave a vote of thanks to the cooks and messmen in the steward department for their good work, even though there was some dissatisfaction with the quality of the stores the galley had to work with. A laboratory report that the ship's drinking water was

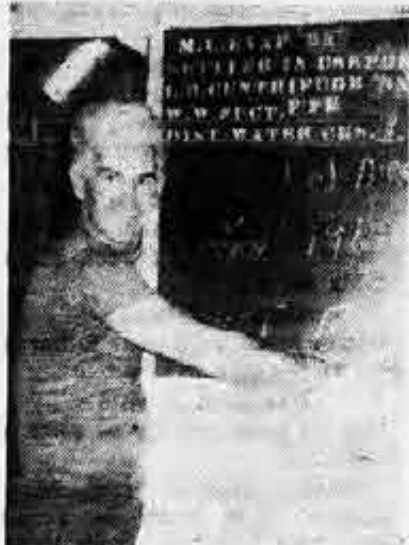
satisfactory for human consumption was greeted with a generally sarcastic reaction by crewmembers. There had been a number of beefs about its taste.

Despite these few discomforts, Henry and his fellow crewmembers are looking forward to experiencing another ride on the "West African Express." He said they were generally treated well and made welcome wherever they went.

As one of Henry's shipmates put it, "I was reading the Inquiring Seafarer column about the countries Union members have the most trouble in, but I don't believe one bit that the ports along the West African coast will ever end up on that kind of listing."



Turnabout is fair play, so delegate-reporter J. W. Henry also had a turn before the camera while the ship was in Lobito.



Street scene in Lobito, Angola, finds Seafarers H. W. Boyd (left) and Frank Paylor paired off in tropical gear as they take in the sights. The ship's delegate reported that the crew's reception was good almost everywhere they went during trip to West Africa.



Henry's photo assignments kept him hopping in and out of every department on the Del Aires. The 4-8 engine room crew included (l-r) L. Stirpe, Barney and Jack Spicer. At top, in galley, are G. Gage, H. Koppersmith and George Williams, winding up cleaning chores after a heavy meal.

**STEEL DIRECTOR (Isthmian), Feb. 23**—Chairman, Jack Osse; Secretary, Ralph F. Tyree. Brother Charles Scott, ship's delegate, reported that the captain thanks crew for its cooperation in evacuating refugees in Azores. Patrolman will be contacted regarding some disputed OT in deck and engine departments and about lockers. Suggestion made to get ship's library changed.

**PILOT ROCK (Columbia), Feb. 16**—Chairman, J. C. Selby; Secretary, Frank Kastura. Ship's delegate led discussion on performing and urged no violation of membership and Union policy. Some discussion about restriction to ship while in Haldia. Matter of transferring men from one department to another will be taken up with boarding patrolman.

**MADAKET (Waterman), Feb. 23**—Chairman, William Thompson; Secretary, John P. Murphy. Brother Collie Loper, Jr. was elected to serve as ship's delegate. \$11.50 in ship's fund. Everything running satisfactorily.

**SEATRAN SAVANNAH (Seatrains), Feb. 14**—Chairman, K. Foster; Secretary, W. Nihem. Boarding patrolman to see that all OT is paid at payoff. Vote of thanks extended to the steward department.

**STEEL EXECUTIVE (Isthmian), Feb. 8**—Chairman, Bill Stark; Secretary, A. Carpenter. Letter from hall posted concerning dues raise. \$20.20 in ship's fund. Ship's delegate was asked to contact patrolman in Miami to ascertain arrangements for crew to vote on arrival.

**DE SOTO (Waterman), Feb. 8**—Chairman, E. Conrad; Secretary, C. Story. Motion made to have food plan representative check stores. Ship's delegate to see boarding patrolman about chairs and lockers.

**DEL AIRES (Delta), Feb. 27**—Chairman, Frank E. Paylor; Secretary, Joseph A. Henry. Motion made to have boarding patrolman request that this crew be paid 30 days for February instead of the planned 29 days. Motion sent to headquarters to see if it can arrange to have all companies pay 30 days in February and on day-to-day basis.

**PRODUCER (Marine Carriers), Feb. 14**—Chairman, William Millson; Secretary, Charles Callahan. Few hours disputed OT in deck department to

be taken up with patrolman. It was suggested not to sign articles until washing machine and spare parts are aboard.

**MARORE (Venore), Feb. 27**—Chairman, E. Barnhill; Secretary, Red Brady. No money in ship's fund. One man put ashore in Oran due to illness. No beefs reported by department delegates.

**IBERVILLE (Waterman), Feb. 23**—Chairman, L. E. Myers; Secretary, H. Carmichael. Ship's delegate reported that everything is running smoothly. \$19.31 in ship's fund. Some disputed OT and beef about heating system on board will be taken up with patrolman. Suggestion made that crew should not start working cargo until ship is clear and passes are issued in

is unsafe to climb. No beefs reported. Ship paying off in Norfolk.

**PENN CHALLENGER (Penn Shipping), Feb. 9**—Chairman, R. J. McConnell; Secretary, I. K. Coats. Ship's delegate read letter on clarifications received from headquarters. One FWT left vessel in Bahrain Islands due to illness. One BK utilityman was left in Singapore due to illness. Letter of thanks received from American Merchant Marine Library for donation. Ship's delegate to see captain about new blowers for tank cleaning.

**OUR LADY OF PEACE (Winchester), Feb. 15**—Chairman, Edward Szaryne; Secretary, James Schneider. No beefs reported by department delegates. Discussion about steward department following provisions of the food program.

**MOUNT WASHINGTON (Victory Carriers), Dec. 14**—Chairman, Eugene Dakin; Secretary, John Anderson. Brother George Mike was elected to serve as ship's delegate. Discussion held on obtaining TV from the company. Vote of thanks extended to the baker for the fine work he is doing. Feb. 10—Chairman, Eugene Dakin; Secretary, Gaetano T. Busciglio. \$28 in ship's fund. Motion made to find out why crew cannot receive all the money it has coming on draw, since ship is on coastwise articles.

**MONTICELLO VICTORY (Victory Carriers, Inc.), February 15**—Chairman, John Forbes; Secretary, C. Garner. Some disputed OT in deck and engine departments. Discussion about OS not doing sanitary work properly. This will be taken up with patrolman. Ask patrolman to see about having all crew quarters painted this voyage. Vote of thanks extended to the ship's delegate.

**ALICE BROWN (Bloomfield), January 26**—Chairman, none; Secretary, August Lazzaro. One man hospitalized in Homburg, Germany. One man in deck department missed ship in LeHavre and rejoined in Rotterdam.

**YORK (American Bulk Carriers), February 9**—Chairman, Roscoe L. Alford; Secretary, George Hatcherson. Motion made that as long as this ship is operated as a tanker, it should carry a full complement. Discussion about launch service and about collecting OT for no launch service. Vote of thanks to the steward department. Fresh water tanks to be checked and cleaned.

## DIGEST of SIU SHIP MEETINGS

Far East ports. Ship's delegate resigned. New ship's delegate to be elected on way down the coast.

**KENMAR (Calmar), Feb. 20**—Chairman, Edward C. Riely; Secretary, E. W. Nicholson. Everything running smoothly. Motion made to contact patrolman and see if enough white paint can be put aboard in order to paint out all passageways, messrooms and recreation room.

**STEEL APPRENTICE (Isthmian), Feb. 16**—Chairman, William Clegg; Secretary, Edgar R. Hauser. Repair list partially completed. Captain reported that crew will have cash draw up to \$100 before arrival at Halifax. Motion made that ship's delegate write letter to headquarters about increase in basic wages and overtime rates.

**BRADFORD ISLAND (Cities Service), Feb. 14**—Chairman, V. C. Smith; Secretary, R. E. Seckinger. \$2 in ship's fund. E. W. Herring, Jr. was elected to serve as ship's delegate. Crew requested to cooperate in keeping messroom clean. Chief mate was notified that the ladder on foremast

# SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

David Manuel, born September 17, 1963, to the Allen Manuels, Lake Charles, La.

Sandra Lee Ostrowski, born September 30, 1963, to the Thomas Ostrowskis, Metairie, La.

William Manders, born December 14, 1963, to the William Manders', Mobile, Ala.

Walter R. Farrier, born October 31, 1963, to the Walter Farriers, Baltimore, Md.

Cynthia Montalvo, born October 24, 1963, to the Jose M. Mantalvos, Robstown, Tex.

Connie Foster, born December 22, 1963, to the Harry N. Fosters, Mobile, Ala.

Robin Ann Kyle, born November 16, 1963, to the Robert Kyles, Woodbury, NJ.

Veronica Ann McNeil, born November 22, 1963, to the Jerry J. McNeils, Orangefield, Tex.

Jerry Simmons, born December 1, 1963, to the Henry A. Simmons', Pineville, S.C.

Nolan W. L. De Latte, Jr. born October 28, 1963, to the Nolan W. De Lattes, Gretna, La.

Patricia and James Hill, born November 24, 1963, to the Curtis J. Hills, Houston, Tex.

Desiree Durachea, born November 13, 1963, to the Lois B. Duracheas, New Orleans, La.

Ronald Goralski, Jr., born October 17, 1963 to the Ronald J. Goralskis, Baltimore, Md.

Varryl Hollings, born November 30, 1963, to the Claude Hollings', Ill., Mobile, Ala.

Julia Ann Bigger, born September 21, 1963, to the Edward Biggers, Marquette, Mich.

Sylvester John Blazik, born November 7, 1963, to the Sylvester Blaziks, Edwardsville, Pa.

Amy Peterson, born December 7, 1963, to the Henry Petersons, Mobile, Ala.

Louis Lincoln, born October 18, 1963, to the Samuel Lincolns, Duluth, Minn.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

William A. Hendershot, 60: Brother Hendershot died of natural causes at the San Francisco USPHS Hospital on December 31, 1963.

Angelo Maciel, 67: Brother Maciel was a victim of heart disease on December 15, 1963 in New York City.

Francisco Antonetti, 57: Brother Antonetti died in the Staten Island USPHS Hospital on December 7, 1963 of natural causes.



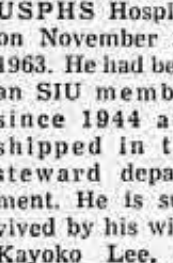
Surviving is his wife, Maude W. Hendershot, of Paramount, Calif. Burial was in Rose Hills Cemetery in Calif.

Surviving is his wife, Mary Antonetti, of Brooklyn, NY. Burial was in Evergreen Cemetery, Brooklyn.

Milledge P. Lee, 65: A victim of cancer, Brother Lee died at the San Francisco USPHS Hospital on November 24, 1963.

## SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:



Charles A. McCarthy, 56: Brother McCarthy died of a respiratory failure in the Boston USPHS Hospital on January 24, 1964.



A member of the steward department, he joined the Union in 1952. A sister Mrs. Doris Coppola, of Reading, Mass., survives. Burial was in Oak Grove Cemetery, Medford, Mass.

- USPHS HOSPITAL, STATEN ISLAND, NEW YORK
  - Luis Almeida
  - Arthur Andersen
  - Lenzy Barney
  - John Barry
  - Victor Bonet
  - Arthur Collett
  - Gabriel Colon
  - E. Constantinidis
  - Vito D'Angelo
  - Frans Dekeyzer
  - Lionel Desplant
  - Pat Dorrian
  - Joseph Felton
  - S. J. Foscovos
  - Jason Gibbs
  - John Gotseff
  - Richard Green
  - Lynwood Gregory
  - Milburn Hatley
  - Ralph Hayes
  - Frank Hernandez
  - Donald Hicks
  - William King
  - Paul Kolesnick
  - Charles LaRosa
  - Paul Liotta
- USPHS HOSPITAL, BALTIMORE, MARYLAND
  - David Cincore
  - Steven Cornell
  - Larry Couch
  - Jeff Davis
- USPHS HOSPITAL, CHICAGO, ILLINOIS
  - Vincent Carroll
  - Raymond Kirsten
- USPHS HOSPITAL, SAVANNAH, GEORGIA
  - James Botana
  - A. Blanchard
  - E. J. Lewis
- USPHS HOSPITAL, NEW ORLEANS, LOUISIANA
  - James Alexander
  - Ernest Anderson
  - Samuel Bailey
  - Richard Barnes
  - Edward Barry
  - Edgar Barton
  - Fred Braud
  - Byron Broadus
  - Wilbert Burke
  - George Burleson
  - John Buttimer
  - Steve Crawford
- USPHS HOSPITAL, GALVESTON, TEXAS
  - Raymond Brown
  - Woodrow W. Balch
  - John Battles
  - Gilbert Delgado
  - Vincente Garcia
  - Jorge Griffith
  - Joseph Hanks
  - George Howard
  - Henry Johnson
  - Thomas Kirby
  - John Lager
  - Charles Martin
  - Joseph Moore
  - Julian Mendoza
  - Jerald McFarlain
- USPHS HOSPITAL, DETROIT, MICHIGAN
  - Robert Allen
  - Isaac Aulio
  - Leon Bekier, Sr.
  - Hugh Bent
  - Alf Bensman
  - Anthony Bonus
  - S. Boufanger
  - Charles Campbell
  - Bill Cowan
  - Leo Derry
  - Wallace Harden
  - Richard Horton
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  - F. R. Pekarek
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  - Thomas Davis
  - Claude Deane
  - Leo Dingman
  - Wm. J. Donahue
  - Anthony Dugas
  - Hurtius Dunn
  - James Egan
  - Hal Ellis, Jr.
  - Mairie Ellis
  - Salvatore Fertitta
  - Audley Foster
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.
  - Robert Farrar
  - Charles Gedra
  - Henry Hock
  - E. Humbird, Jr.
  - Carl Johnson
  - Anthony Leo
  - Carl McCranie
- USPHS HOSPITAL, NORFOLK, VIRGINIA
  - Joyce Massey
  - Fred Murphy
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Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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### PERSONALS and NOTICES

William J. Mankopf Dolly Mankopf, 17830 Brinson Rulerolo, Wyandotte, Mich., would like you to contact her as quickly as possible.

George Telegadas Contact Leo Papp, Esq., 514-515 Dime Building, Detroit, Mich., as soon as possible.

Ex-SS Hudson Landry, a former pantryman aboard the SS Hudson, is asked to get in touch with Harry H. Darrah, c/o Lutheran Compass Center, 77 Washington Street, Seattle, Wash.

Reed E. Humphries You are asked to contact Samuel L. Marcus, attorney, 116 Fifth Avenue, New York, NY, immediately.

Jack Beyer Jean would like you to write her at 873 N. Sacramento Boulevard, Chicago, Ill.

Israel Fahir Contact either the Welfare Counter on the 2d deck at headquarters, or Arthur Abarbanel, attorney, 250 West 57 Street, New York, New York.

Joseph Sokolowski Get in touch with your wife, Juanita, c/o Cromwell, 666 58 Street, Apt. 3-B, Brooklyn, New York.

Paul Goncalves Contact your brothers Sam and John at 535 Wilton Street, Philadelphia 47, Pa.

George Feinman Get in touch with your father as soon as possible.

Dennis J. Neville Contact your mother as soon as possible.

Thomas (Moose) Drzewicki Contact Kim Sung in Pusan, Korea, who has found your wrist-watch. Sing Lee.

## Drama Marks Taddei Rescue

(Continued from page 3) they realized the engineroom would have to be abandoned.

The heavy list and severe rocking of the vessel also created difficulties later in securing the portholes in the unlicensed quarters. One of the volunteers, Seafarer Robert Henninger, AB, was injured in the resulting scramble to dog the portholes, severing the finger ligaments on his right hand.

At this point the captain announced that if several rescue tugs which were expected did not arrive by 7 PM, he would give the order to abandon ship. The tugs arrived, but their draft was too deep to come in and the Taddei Village began lowering its #2 lifeboat.

Skyles had nothing but praise for the efficiency of the lifeboat crew, especially crew pantryman James Ramsey, a graduate of the SIU Lifeboat School, class #88. The first trip carried 14 Taddei Village crewmembers, including Skyles, to the Navy minesweeper. The lifeboat crew was then to return to the stricken vessel until the entire crew had been ferried off. The lifeboat got so banged up from its ordeal, however, that the minesweeper decided to send 2 motor whaleboats over to pick up the rest of the crew.

The captain, Henninger, and bosun Arthur Harrington remained behind to take a line aboard in case a shallow-draft tug could get in close enough for a successful salvage operation.

With the crew safely on their way to Yokosuka Naval Base and then to Yokohama, the three men stayed aboard the Taddei Village for two days while she was pounded by heavy seas and rocked back and forth on the reef. Finally, with the vessel in danger of breaking up and no rescue tugs in sight, they abandoned ship completely.

Henninger and Harrington managed the job of lowering the #1 lifeboat in spite of the heavy seas and the precipitous list of the vessel. Once the boat was lowered, however, it became clear that the heavily-pounded lifeboat was somewhat less than seaworthy. Most of the craft's seams were split, water poured in and the boat was soon awash.

Now began a 14-hour nightmare for the men in the boat, with Henninger and Harrington rowing almost continuously to keep the boat headed into the sea. Seats and hatches were chopped up to burn in lifeboat buckets along with clothing and wooden scraps as signals to passing ships. Although everything was wet, the wood had enough paint on it to catch fire and burn well without too much difficulty.

In this manner, Henninger with an injured hand and Harrington continued rowing for 14 straight hours until a Japanese freighter spotted the lifeboat's fiery signal and plucked them from the sea. They were taken first to Osaka and then flown to Yokohama where Henninger was immediately ordered back to the States for an operation on his hand.

At last report the Greek vessel to whose rescue the Taddei Village had originally been heading had broken up and the American vessel had most of her decks awash. Both remained on the spot where they had first grounded.

The Taddei Village is the former Emilia, a C-2 owned by the Bull Line-Kulukundis US-flag interests until she was sold at a US marshal's sale in Brooklyn last summer.

# Statements On Canadian Shipping Dispute

(Continued from page 3)  
tion of an intense emotional atmosphere.  
The SIUNA, in concert and cooperation with the SIU of Canada, is determined to achieve a return to normalcy and stability as quickly as possible. To this end the SIU urges all of its friends within the

trade union movement to assist in every way possible in resolving the dispute along the lines laid out in the joint statement issued today. Similarly, we stress the importance of all interested parties in maritime to fulfill their obligations so that the objectives may be realized. We welcome the oppor-

tunity to proceed in the manner outlined in the statement because it offers the means of assuring maritime stability and the protection of the rights and interests of Canadian seamen in an atmosphere conducive to the mutual interests of the Canadian and US labor movements.

We of course urge the members of the Seafarers International Union of Canada to assist and cooperate with members of the Executive Board of the SIU of Canada so that they may best serve the welfare of the Canadian Seafarer and ensure the union's ability to continue to promote their well-being and improve the economic standards. In this connection we point out that the SIU of Canada will continue to function as an autonomous organization, making its own decisions. At the same time the firm and solid fraternal ties existing between the American and Canadian Seafarers that have evolved and been developed over the long years of their association will be maintained.

It is our firm conviction that the implementation of the program that has been developed can promote a better understanding between the Canadian and American labor movements.

Finally, we call upon the press and the public to render whatever assistance they are capable of to allow for the implementation of this program with the maximum effectiveness and to ensure its success without disruption by any irresponsible elements who may regard it to their advantage to create obstacles.

# Directory of UNION HALLS

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# Schedule of Membership Meetings

## SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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	April 6	Detroit	April 10
Philadelphia	April 7	Houston	April 13
Baltimore	April 8	New Orleans	April 14
Mobile	April 15		

## West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time. The schedule is as follows:

Wilmington	San Francisco	Seattle
April 20	April 22	April 24
May 18	May 20	May 22
June 15	June 17	June 19

## Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	April 6, 20—2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort	April 6, 20—7 PM

## SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia	April 7—5 PM
Baltimore (licensed and unlicensed)	April 8—5 PM
Houston	April 13—5 PM
Norfolk	April 9—7 PM
N'Orleans	April 14—5 PM
Mobile	April 15—5 PM

## RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	April 13
Philadelphia	April 14
Baltimore	April 15
*Norfolk	April 16

## GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	April 13
Milwaukee	April 13
Chicago	April 14
Buffalo	April 15
*Sault Ste. Marie	April 16
Duluth	April 17
Lorain	April 17

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland	April 17
Toledo	April 17
Ashtabula	April 17

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

## United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	April 6
Baltimore	April 7
Philadelphia	April 8
*Houston	April 13
Mobile	April 15

\* Meetings held at Labor Temple, New York.  
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
‡ Meeting held at Galveston wharves.

**DOES YOUR CONGRESSMAN KNOW WHERE YOU STAND ON MEDICARE? WRITE HIM TODAY— AT THE SENATE OFFICE BLDG., OR HOUSE OFFICE BLDG., WASHINGTON, D.C.**

## Great Lakes

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## United Industrial Workers

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# Know Your Rights

**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.

**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.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:  
Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1900, New York 4, N.Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

**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. 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 reported to headquarters.

**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 headquarters.

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

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

**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

# THE 50-50 LAW

## WHAT IT IS - WHAT IT IS NOT

The impression seems to be current, even in some quarters of government and certainly in the public mind, that the Cargo Preference Act of the United States—the 50-50 Law—covers all types of cargo in the foreign trade of the United States. Nothing could be further from the truth.

But this has not kept anti-US shipping interests, and particularly foreign ship-



US insignia is painted on side of ship hauling aid cargo.

owners and governments, from carefully cultivating the false impression. Their biggest success, perhaps, was reached prior to the showdown prompted by American maritime unions over the issues arising from US grain sales to Russia and Soviet bloc countries.

Opponents of a strong US-flag merchant fleet carefully assisted the spread of the view that American seamen's unions and shipping interests had a bum beef on the 50-50 issue, since—according to this line of thought—they already haul 50 percent or more of all US exports and imports.

Actually, US-flag ships carried 8.9 percent, by tonnage, of our total offshore trade in commercial and aid cargoes for 1962.

This figure represents the amount of US-flag ship participation in an export-import trade that reached 293.7 million long tons during that year.

What is 50-50 and why is it so vital to the US merchant marine and US seamen? Briefly, the idea is this: As long as the US taxpayer is picking up the tab for billions of dollars worth of Government aid, at least half of the cargo should be carried by US ships. The aid money is then accomplishing two purposes—helping to strengthen friendly foreign nations and helping to keep alive the US merchant marine, of itself vital to the defense of the free world.

The 50-50 rule originated with the Marshall Plan in 1948 and has been in effect since then. There was no 50-50 in the first postwar years because the world was depending almost totally on US ships and US supplies to stay alive.

That situation did not last for long as part of the US aid program was to give ships to foreign nations.

Between 1946 and 1948, foreign nations were given 1,132-war-built ships at token prices. Additional US funds and equipment helped rebuild foreign shipyards and launch new foreign vessels.

In the spring of 1948, the beginnings of the Marshall Plan coincided with a strong revival of foreign shipping. The US maritime industry, the unions and most members of Congress felt that if the Government was going to ship many billions a year in aid to foreign nations, US ships should carry that aid.

But since many friendly nations depended on their own maritime industries for a living, it was agreed that their ships should be permitted to carry up to 50 percent of the aid cargoes. In other words, 50-50 was regarded as a means of helping foreign shipping fleets. Otherwise US ships would have been assured 100 percent of this cargo, just as any other maritime nation would have assured its country's ships all of its Government cargoes.

The US is the first nation in history which has ever permitted foreign-flag ships to share half of the cargoes shipped by its own Government and paid for by its citizens.

One of the main reasons there has been confusion and difficulty over administration of 50-50 is that foreign shipowners have not been satisfied with a half share of the cargoes involved. They would like all or most of it. The position of US maritime unions is that 50-50 should not provide for a 50 percent ceiling on US-flag participation in

this program, and that the intent of Congress and the purpose of the Cargo Preference Act—Public Law 664 in 1954—was that 50 percent should be a minimum.

The idea of 50-50, then as now, did not take in strictly commercial cargoes that move in normal trade between countries. An opinion by the Attorney General last summer, in advance of the grain sales to the Soviets, made it plain that the law applies to sales, aside from outright Government grants, which would "in substantial part" be exported to assist the economy of a foreign country. Despite some of the trappings around it, the US wheat sale to Russia and the bloc nations was hardly a normal commercial transaction, since trade relations between the US and these countries are not routine in any sense.

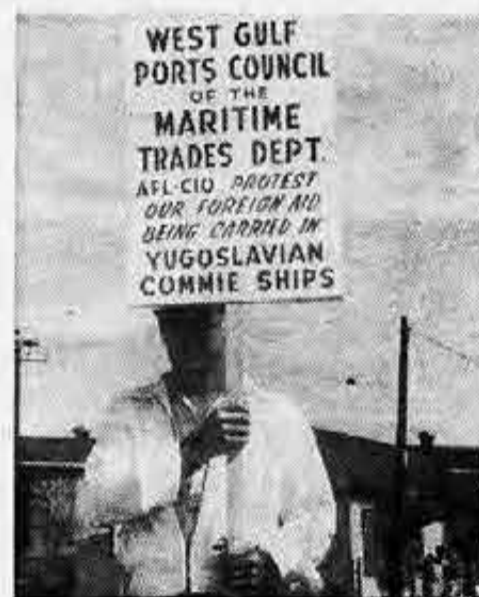
It is important to consider 50-50 against this background, because the delusion in some quarters about the effect and purpose of the Cargo Preference Act leads them to brush aside legitimate needs and demands of US seamen and the US-flag industry for a fair share of the 50-50 cargoes financed by our own American Government.

Foreign aid cargoes, it should be remembered, represent less than 1 out of every 20 tons of cargo in US foreign trade. Foreign aid tonnage in 1962 amounted to 19.9 million long tons, compared to all foreign trade tonnage of 293.7 million long tons. Yet American maritime unions and the US-flag shipping industry have had to fight every inch of the way to get a 59.3 percent share of the foreign aid cargoes.

These cargoes amounted to 11.8 million long tons.

When one considers that this share—under the 50-50 law—amounts to just 4 percent of all US foreign trade, the picture becomes clearer.

For if only 8.9 percent of all US foreign trade is carried by American ships, as Government figures show, then the foreign aid portion of our trade that is



MV Drzic was picketed on return from Cuba for US cargo.

hailed on US-flag vessels is of tremendous importance.

It is almost half of all the US foreign trade cargoes carried on US-flag ships at a time when our trade generally is constantly growing.

American foreign trade volume today is 3½ times what it was 25 years ago. We are exporting and importing more and more each year, but the growth in US trade is not matched by increased US-flag participation in moving these cargoes.

In 1936, US ships hauled 30 percent of America's foreign trade, and today carry only 8.9 percent of it. Clearly, Government policies and programs which have produced this situation have not kept pace with US trade needs or shipping developments, and continued attempts to cut back on 50-50 cargoes for US ships cannot help the situation.

This is why after continued attempts were made each year since 1948 to amend or kill the 50-50 provisions on the statute books, a permanent law was enacted in 1954 to get the policy on Government-supported cargoes firmly into the record.

Today, attempts to dilute 50-50 by waiver policies or other means must be resisted and fought at every turn, because the hard facts of the 50-50 battle after nearly two decades has brought the situation down to this:

50-50 has come to mean that half of all the export-import cargoes carried by US-flag ships are foreign aid cargoes. But since this represents only 4 percent of all the cargo tonnage involved and foreign ships carry the rest, foreign shipowners have had the last laugh on the US maritime industry, the Congress and the Government of the United States.



Maritime union members have bitterly assailed Government policies that encouraged growth of runaway shipping, built up foreign fleets.



Emergency war relief cargoes, as in Korea, moved under provisions of 50-50 legislation to provide prompt American aid.