



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

SIU Plan Passes Milestone

S & A Benefits Top Million

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Virgin Islands SIU Scores New Gains In Caribbean Drive

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Old-Age Ships Curbing Trade, House Warned

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ICC Anti-Shipping Move Again Tips Balance For Rails

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Rarely has a pure, bona-fide trade union beef between a union and a company been the subject of so much propaganda, subterfuge, Government pressures and confusion as in the case of the trade union beef between the Seafarers International Union of Canada and the Upper Lakes Shipping Company, an American-controlled corporation.

With almost every day comes another attempt to becloud and camouflage the simple, underlying issues between the union and the company.

This issue solely involves the right of a union to use the traditional trade union weapons of picketing and protest against an employer which has locked out its members and has employed as a strikebreaking agency the puppet Canadian Maritime Union, an organization branded by its first president as a company union.

There are no victims in this dispute other than the 300 Canadian seamen who were locked out of their jobs by an employer who admitted spending nearly a half-million dollars for private detective agencies in his union-busting attempt.

The trade union movement has an unequivocal position on union-busting operations of this sort. The fact that international borders are involved does not change the character of this menace to militant trade unionism.

To do other than to fight this menace is to surrender to the forces of anti-unionism. And no amount of irrelevancies and extraneous issues will alter this simple fact.

'Who Says I Ain't A Lady?'



SHAMAN

Outmoded Ships Curb US Trade, MEBA Charges

WASHINGTON—The probable obsolescence of nearly 80 percent of the US merchant fleet in the next seven years was cited to the House Committee on Merchant Marine and Fisheries last week as one of the chief reasons for the decline in the maritime industry today. The testimony on behalf of the Marine Engineers Beneficial Association came in the course of committee hearings on the proposed bill for compulsory arbitration in maritime labor disputes.

Testifying on the Bonner bill (HR 1897), Jesse M. Calhoun, MEBA president, declared that some 78 percent of the less than 800 vessels in the active US-flag fleet "will be unable to pass the necessary inspection requirements" seven years from now. He stressed that this was an urgent problem which no amount of new labor legislation would resolve.

SIU President Paul Hall charged this week that the American Merchant Marine Institute "is contemptuous of the problems of the unsubsidized segment of the maritime industry" although AMMI poses as a representative of all segments of the industry.

Hall's charges were made in letters to Rep. Bonner and the other members of the committee. (Full text of Hall's letter is carried on Page 11.)

The letter was an answer to

statements made by Ralph Casey, AMMI president, during the course of his recent testimony before the committee arguing in favor of the Bonner bill. In his own testimony, Casey attempted to "analyze" Hall's criticisms of subsidized ship operators.

Calhoun stated that the problem of outmoded, uneconomic ships provides a major stumbling block

(Continued on Page 11)

US Policy Shift Fogs Canada Beef

CHICAGO—The focal point in the Upper Lakes shipping dispute has shifted to this port, where the Justice Department completely overturned the position it took before the Supreme Court earlier this year on the question of National Labor Relations Board jurisdiction over foreign-flag ships in US Commerce.

In a decision in Federal District Court yesterday, Judge James B. Parsons accepted the Government's contention that the NLRB had jurisdiction over the dispute involving the Howard L. Shaw, an Upper Lakes vessel that has been idled here since April 22.

The ruling completely contradicted the Justice Department's position in two foreign-flag ship cases decided by the Supreme Court on February 18, where the high court upheld the Government's position that the NLRB had no jurisdiction. The ships involved at the time were Honduran.

SIUNA President Paul Hall said the Chicago decision shows how American unions are being "hampere" in legitimate labor disputes "by policies of expediency pursued by agencies of our Government."

He said the SIUNA would appeal the ruling, which arises from an NLRB action against American unions supporting the SIU of Canada's dispute with the Upper Lakes Shipping Company.

At AFL-CIO Union-Industries Show



Part of the SIUNA display at the AFL-CIO Union-Industries Show featured promotion of union-operated cabs and work of other SIU affiliates in the St. Louis area. Above (l-r) are Joe Hughes and Lou Colvis of the SIU Inland Boatmen's Union, flanking Yellow Cab with President Dominic Abata of the Transportation Services & Allied Workers, from Chicago, plus Lloyd Young and E. B. Foerst of TSAW Local 1, St. Louis. Below, foursome includes Secretary Joe Lewis of the Union Label Trades Department, which sponsored the show, with MTD Executive Secretary Pete McGavin, Abata and Colvis.



Union Label Show Plugs SIU Cabs

ST LOUIS—In a move to promote the use of union-contracted taxicabs, the Yellow Cab Company here rented a special stand near the entrance to the AFL-CIO Union-Industries Show which had a six-day run here last month.

The company's drivers are represented by the SIUNA-affiliated Transportation Services and Allied Workers Local 1. The drivers became affiliated with the SIUNA early in 1962.

Sponsored annually by the AFL-CIO Union Label Trades Department, the show was billed as the world's largest labor-management function, because its displays showed off the many products and services of American union labor. SIUNA affiliates in the area took part.

Don't Buy Jay-Kay Products

Seafarers and all union members are being urged not to buy products of Jay-Kay Metals Specialties in order to assist Jay-Kay employees in their struggle against the company.

The company was struck by the SIU-UIW two months ago when it refused to agree to an improved contract for its 600 workers.

Jay-Kay Metals manufactures a large variety of home equipment and electrical products, including variety of home equipment and electrical products, including broilers, skillets, deep-fryers, hot plates, air purifiers, fans, rotisseries, barbecues, reducing equipment, hair dryers and can openers.

The company's products go under the following brand names: Roto-Broil, Rex, Broillette, Broil-Quik, Ideal, Embers, Futurama, Broil-O-Grill, Majestic, Supermatic, Samson, Health-Aire, Aurora-Maid, Whirlwind, Vim, Hurricane, Peerless, Bell-Air, Kool Air, La-Belle, Whirlpool, Jet-Kool, Vornado, Belco, Royal, Riviera-KS, Supermatic, Supreme, Fleetwood, Eldorado, Capri, Golden Capri, Comet, Electra, Imperial, Windsor (Cotham), Budget, Fiesta and Regent.

A number of its products also go under such names as: Massage Belt, Massage-a-Lounge, Formette, Vibrator-Pillow, Motion Table, Slim Form, Slim Massuer, Slim Tone, Regal, Lady Duchess, Duchess, Tempest, Presto, Capri, Camelot, Lady Empress, Valor, Lancer, Remington, Crest, La-Belle, Roto Cut, La Salle, La-Sabre, Keen-Cut, Thermoflex and Heat 'N' Vibrate.

2 MORE JOB AGENCIES HIT FOR J-K SCABBING

LONG ISLAND CITY—Two more employment agencies which were trying to send scabs into the struck Jay-Kay plant here have been penalized by the New York City Department of Licenses and received fines for their offenses.

The Department of Licenses found the Goodwill Employment Agency and the Signal Employment Agency, both of 80 Warren Street, New York City, guilty of sending job applicants to Jay-Kay without informing the applicants that a strike was going on.

Goodwill Agency was fined \$100 and Signal Employment was fined \$25.

Atlas Employment Agency, also

of 80 Warren Street, was found guilty of the same offense last month, and had its license suspended for ten days by the Department of Licenses.

It was also learned that Jay-Kay had been using the name of at least one other tenant in its building here as a gimmick to recruit personnel. This was strictly a device to get around the legal requirement that job agencies must advise applicants of the existence of a labor dispute before sending them out. This practice was stopped when the company was advised of it by SIU officials.

Meanwhile, the SIU-UIW has continued to thwart a Jay-Kay bid to get a temporary injunction that would stop picketing at its struck plants. At hearings being held this week in Queens County Supreme Court, the judge reserved a decision on the injunction move pending the filing of further briefs by both parties.

The strike by the 600 Jay-Kay workers began after the breakdown of contract renewal talks that followed a 3-1 SIU election win in balloting held by the National Labor Relations Board on February 14.

Seafarers as well as Jay-Kay employees have effectively manned picketlines around the clock at the Jay-Kay plant here and at the subsidiary Fox Plating Company in the Bronx.



Employees of Jay-Kay Metals man picketline outside one of the entrances to the company's Long Island City plant.

New Way To Quit A Ship?

NEW YORK — A 21-year-old Coast Guard enlisted man was arrested June 6 after confessing that he had opened the flood valves of a floating drydock at a shipyard here, causing the 205-foot ocean-going tug Tamaroa to sink last March.

Announcing the arrest, a Coast Guard spokesman said that Harry D. Lane, boatswain's mate, took the action without knowing the possible serious consequences to the vessel and for himself.

After Lane opened the valves, the drydock capsized and pitched the Tamaroa over on her side.

The Tamaroa was normally used for search and rescue work in coastal waters. She is at the St. George, Staten Island, CG base in commissioned but inactive status. Lane had been a member of the vessel's crew for two years.



Gov't Eyes Runaway's Inland Run

WASHINGTON—Inquiring into a "foreign invasion" of US inland waters, the Federal Maritime Commission is investigating whether Brent Towing Company (Memphis-Caribbean Lines, SA) has successfully managed to penetrate US inland water commerce without publishing required rate information.

Panamanian-Flag

The FMC probe involves the company's Panamanian-flag operation between ports on the Mississippi River and outlets in Central America and the Caribbean. The company has been operating the small freighter Ruth Ann in off-shore cargo service since last summer. The same operator also has a towing service on the Mississippi based in Greenville.

Meanwhile, another foreign infiltration of US inland waters was successful recently, when two converted LSTs operating under Liberian registry hauled out the first foreign cargo to originate by water from as far upriver as Louisville, Ky. The LSTs carried a 3,900-ton industrial plant used to make synthetic rubber products, from Louisville to Cabo, Brazil, near Recife.

The two vessels involved were the Iguana Foam and the Iguana Crest, both registered under the Liberian flag. A Brazilian concern, which will use the equipment to process alcohol in sugar cane refining, purchased the plant from a Louisville-based chemical firm that had bought it originally from the Federal Government.

AFL-CIO Raps 'Gouging', Urges Job Agency Probe

WASHINGTON—Fee-charging private employment agencies, which would like to undermine the Federal-state employment service, actually are milking job-seekers of "over \$100 million a year," in the opinion of an AFL-CIO expert.

Besides "gouging" job-seekers through excessive or undeserved fees, according to Raymond Munts, assistant director of the AFL-CIO Department of Social Security, many of the estimated 4,000 private employment agencies are guilty of misrepresenting jobs to their clients—and some, also practice strikebreaking.

Defends Federal Agencies

Munts argued against recent attacks on the US Employment Service, which provides free testing, counseling and placement services to all. He declared that the public employment service frees job seekers from "commercial exploitation."

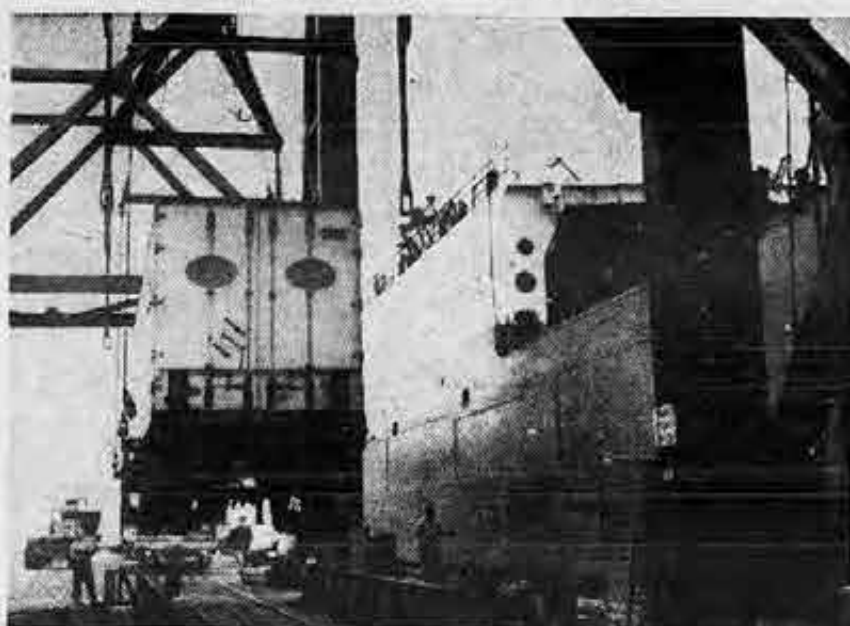
Strikebreaking and scabbing activities by job agencies in the New York City area are typified by the actions of several agencies during the course of the current SIU strike at the Jay-Kay Metals Company. A number of agencies have neglected to advise prospective job applicants of the dispute in trying to fill the struck company's bid for new employees.

Agencies in the newspaper and printing trades field also specialize in this type of operation.

The AFL-CIO at its Executive Council meeting in May called for a Congressional investigation of private employment agencies—their operations and activities.

"There is no regulation of pri-

Cargo For Puerto Rico



Containers for new run to Puerto Rico are loaded aboard SIU-manned Seatrain Savannah (Seatrain) at the company's terminal in Edgewater, N.J. Interim service to Puerto Rico was begun by Seatrain last month with the Savannah and the New York. The ships have been equipped with fixed cranes so they can discharge cargo containers without shoreside equipment.

ICC Again Tips Scale For RRs

WASHINGTON—The Interstate Commerce Commission again pointed up the need for an overhaul of its procedures when it squashed a move by SIU-contracted Calmar Line designed to recapture some of the cargo lost by intercoastal water carriers through selective rate-cutting by transcontinental railroads.

Under ICC procedures, no change in the situation is likely to be accomplished before the

end of the year.

The SIU and the AFL-CIO Maritime Trades Department have long urged a change in the composition of the ICC, which regulates the operations and rate-making of domestic shipping lines, so that Commission members would include representation of a shipping viewpoint.

In its action late in May involving Calmar, the ICC barred the company from introducing a reduced freight rate for a "deferred service" on shipments of book matches and steel casings, commodities which occupy a large amount of space in comparison to their weight.

The lower rate would have been for a service under which a shipment could be held up by the carrier until there was an excess of space aboard a vessel after regular cargo had been loaded. Calmar noted in proposing the deferred rates that this arrangement would promote greater utilization of shipping capacity.

If the deferred service cargo could be made available at a time when a ship was not fully booked, it would provide additional revenue which the ship would not otherwise earn, the company stressed.

Shippers who wanted casings or matches to move immediately would have to pay the regular rate, which is higher due to the high cubic displacement of these commodities in relation to their weight. Loading of low-weight, high-displacement commodities limits the amount of a heavy cargo like finished steel which a ship can haul, even though the vessel hasn't exceeded its tonnage capacity.

In proposing the deferred rates, Calmar noted that intercoastal lines have repeatedly lost segments of traffic to railroads through rate cuts that were justified on the grounds that they permitted lower cost transportation by a fuller use of rail equipment.

"The intercoastal carriers can expect to maintain their present traffic or to attract new traffic only if they can provide the shipper with a lower cost for the transportation," Calmar argued.

S & A Benefits For Seafarers Top \$1 Million

NEW YORK—The SIU's sickness and accident benefits program for seamen passed another milestone last month, when the total amount of benefits paid out to Seafarers in all ports topped the \$1 million mark. The S&A program covering off-the-job illness and injury was the first of its kind instituted among unlicensed ship personnel when it began in October, 1961.

Benefits at the rate of \$56 per week for a maximum of 39 weeks have been paid out since then at an average of \$50,000 per month.

The S&A program was designed to provide assistance for outpatients not receiving maintenance and cure payments or any other form of benefits. This was a group previously not covered by any other SIU welfare benefits.

Reached In May

Actual payments to date are in the neighborhood of \$1.1 million, since the million-dollar-total was reached midway in May, according to SIU Welfare Plan figures.

Under the terms of the program, the \$56 maximum weekly benefit amounts to \$8 per day, the same as the full rate paid to SIU hospital in-patients by the Welfare Plan or by the shipowners as maintenance and cure.

Payments at the \$56 rate are limited to 39 weeks in any consecutive combination of inpatient and outpatient time. Thus, a Seafarer who is in the hospital for ten weeks and receives \$56 during that period, qualifies for up to 29 weeks of additional benefits if he remains on outpatient status for

that length of time.

Seafarers applying for the outpatient benefits are reminded that they should bring a USPHS medical abstract certifying the nature of their disability whenever they apply. This document is essential for the processing of any claims. The normal seetime rule on eligibility for benefits also applies. Applications at headquarters and in the outports are handled in the same manner as vacation benefits.

Columbia Gets Two US Vessels

WASHINGTON — Two 170-foot coastal vessels are being provided to the Colombian Government under the excess property program of the Agency for International Development. The purpose is to help stimulate Colombia's international trade as part of the Alliance for Progress.

Originally built as military aircraft salvage and rescue boats, the vessels now are being overhauled and re-fitted in a United States shipyard for use on Colombia's rivers and coastal waters to transship cargoes to and from ocean carriers.

The vessels are driven by diesel-electric engines at a speed of eight knots. Each has 512 gross tons displacement. Their original cost was \$860,000 each.

Under the excess property program, the cost of overhauling and re-fitting the vessels is being met by the Colombian government. Upon completion of re-fitting, the ships are due to sail for their new home waters under the Colombian flag with a Colombian crew.

Be Sure To Get Dues Receipts

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

Gov't Farm Agency Enters Ferry Biz

WASHINGTON—The US Department of Agriculture, disregarding opposition voiced by private vessel operators, is just about ready to set itself up as a competitor in the transportation industry.

A passenger ferry to carry department employees to and from the Animal Disease Laboratory on Plum Island in Long Island Sound was launched on May 28. The Shahan, a 108-foot welded steel vessel, is due to begin service on July 1 hauling about 250 employees between the island and Orient Point, Long Island, NY.

In entering the transportation field, the Agriculture Department's car ferry replaces a commercial carrier, New London Freight Lines which has serviced the route for five years.

Despite company pleas that loss of the route would force it to close down all of its common carrier operations, the Federal agency went right ahead on a plan announced some months ago. It advised the freight line that it would have no further use for its service which offers stops at Plum Island and other points; as soon as its own vessel was built.

The Shahan was built at a shipyard in Warren, Rhode Island.

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SEAFARERS ROTARY SHIPPING BOARD



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

May 16-May 31, 1963

SIU shipping did very well during the past two weeks, as slight slowdowns were reported in only three ports. The good report developed in spite of the fact that a large amount of jobs was passed up by class A seniority men. The dispatch total showed 1,367 men shipped, compared to 1,246 during the previous period.

The bright picture reflected a total of 1,342 men registering for jobs, which was just below the number which actually shipped out. The number of men on the beach also fell off, reaching 3,379 as of the close of business May 31.

Heightened job activity was indicated in all ports except Boston, Norfolk and Mobile. New York, Philadelphia, Baltimore, Jacksonville, Houston and San Francisco all

showed notable gains in the dispatch totals, while the others held their own based on past performance.

The number of ships in port was also up considerably, with New York recording the most visits—95 in number. New Orleans had 43, Houston 38 and Baltimore listed 26. Payoff, sign-on and in-transit ship activity was higher than it's been for some time. This contributed to the job upturn for this period.

A breakdown of the number of men shipped by seniority group shows that class A took the bulk of the jobs posted, filling 55 percent of the total shipped. Class B shipping dropped a bit to 33 percent of the total, and the balance went to class C men. The only rise was a small one in the class C portion.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	3	0	4	7
New York....	46	12	37	95
Philadelphia ..	5	5	13	23
Baltimore	6	5	15	26
Norfolk	0	0	8	8
Jacksonville ..	7	3	9	13
Tampa	0	0	0	0
Mobile	5	2	11	18
New Orleans... 11	10	22	43	
Houston	6	9	23	38
Wilmington ..	0	0	6	6
San Francisco..	3	4	10	17
Seattle	6	5	4	15
TOTALS ...	92	55	162	309

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	6	7	3	16	0	1	4	5	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	10	16	7	33	0	4	9	13
New York	33	39	9	81	3	15	19	37	24	41	12	77	3	23	9	35	0	3	12	15	77	35	15	127	91	121	32	244	4	42	57	103
Philadelphia ..	6	3	0	9	0	1	6	7	6	11	2	19	0	3	8	11	0	2	1	3	19	11	3	33	10	14	4	28	0	5	10	15
Baltimore	16	19	6	41	1	4	14	19	14	29	4	47	2	6	13	21	3	6	5	14	47	21	13	81	25	36	7	68	0	1	12	13
Norfolk	6	5	1	12	0	1	3	4	1	1	1	3	1	4	3	8	0	1	0	1	3	8	1	12	14	18	3	35	0	2	12	14
Jacksonville ..	2	2	1	5	1	4	0	5	3	8	1	12	2	6	2	10	0	2	4	6	12	10	6	28	3	8	2	13	0	6	5	11
Tampa	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	0	3	2	5	1	0	5	6	2	15	1	18	0	3	1	4
Mobile	14	13	3	30	0	1	5	6	6	12	3	21	0	0	4	4	0	1	2	3	21	4	3	28	37	38	8	83	0	2	11	13
New Orleans ..	24	37	13	74	2	11	14	27	14	26	10	50	3	11	16	30	0	3	1	4	50	30	4	84	63	80	14	157	3	17	78	98
Houston	15	24	6	45	1	11	12	24	12	30	4	46	2	5	15	22	0	2	1	3	46	22	3	71	58	80	19	157	5	31	24	60
Wilmington ..	1	6	0	7	0	2	2	4	1	2	2	5	0	1	0	1	0	0	0	0	5	1	0	6	6	12	1	19	0	4	4	8
San Francisco ..	5	17	2	24	0	7	6	13	4	10	1	15	3	5	4	12	0	1	2	3	15	12	3	30	22	26	2	50	2	11	12	25
Seattle	4	5	3	12	0	11	6	17	7	9	1	17	0	2	8	10	0	0	0	0	17	10	0	27	20	16	4	40	3	12	9	24
TOTALS	132	179	47	358	8	70	91	169	92	181	41	314	16	66	82	164	3	24	30	57	314	164	57	535	361	480	104	945	17	140	244	401

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	8	0	9	1	1	0	2	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	2	2	9	0	11	1	3	2	6
New York	16	42	5	63	7	20	17	44	11	34	5	50	6	19	8	33	0	10	8	18	50	33	18	101	49	120	16	185	13	36	42	91
Philadelphia ..	1	6	2	9	0	2	2	4	2	9	3	14	0	6	4	10	0	3	4	7	14	10	7	31	2	13	2	17	0	6	6	12
Baltimore	4	16	4	24	1	10	7	18	4	19	3	26	1	15	9	25	0	6	1	7	26	25	7	58	7	36	1	44	1	0	9	10
Norfolk	2	6	2	10	0	1	1	2	0	6	0	6	0	2	1	3	0	0	0	0	6	3	0	9	6	18	3	27	2	9	2	13
Jacksonville ..	2	5	0	7	1	4	2	7	2	6	2	10	0	5	2	7	0	3	1	4	10	7	4	21	4	6	0	10	1	10	3	14
Tampa	1	3	0	4	1	1	0	2	1	3	0	4	0	2	0	2	0	0	0	0	4	2	0	6	2	8	0	10	0	1	0	1
Mobile	4	6	3	13	1	9	7	17	2	5	4	11	0	4	2	6	0	0	4	4	11	6	4	21	11	23	5	39	1	11	11	23
New Orleans ..	11	45	3	59	1	17	14	32	8	30	7	45	5	22	17	44	1	2	3	6	45	44	6	95	7	84	6	97	0	46	74	120
Houston	5	14	3	22	2	15	9	26	7	30	4	41	0	15	15	30	0	0	1	1	41	30	1	72	22	61	5	88	9	40	38	87
Wilmington ..	2	2	2	6	0	1	3	4	0	4	0	4	0	3	2	5	0	1	0	1	4	5	1	10	6	6	2	14	2	5	7	14
San Francisco ..	2	11	0	13	0	4	3	7	2	12	1	15	0	3	2	5	0	4	0	4	15	5	4	24	9	29	5	43	1	5	5	11
Seattle	2	11	4	17	0	0	7	7	0	8	2	10	0	3	7	10	0	3	4	7	10	10	7	27	6	23	5	34	1	3	4	8
TOTALS	53	175	28	256	15	85	72	172	39	168	31	238	12	99	69	180	1	32	26	59	238	180	59	477	133	436	50	619	32	175	203	410

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL	
Bos	2	2	1	3	8	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	1	2	6	3	4	15	0	0	5	5
NY	4	11	11	22	48	5	4	34	43	4	16	6	19	45	2	2	17	21	1	0	16	17	45	21	17	83	26	50	32	75	183	5	10	63	78	
Phil	1	3	4	3	11	1	1	4	6	1	4	0	6	11	0	1	4	5	0	0	0	0	11	5	0	16	1	8	6	9	24	1	2	7	10	
Bal	3	9	6	10	28	3	0	7	10	1	9	5	8	23	1	1	10	12	0	0	12	12	23	12	12	47	15	18	13	17	63	0	0	5	5	
Nor	0	1	0	1	2	0	0	2	2	0	1	1	1	3	0	0	1	1	0	0	0	0	3	1	0	4	1	6	4	7	18	3	2	10	15	
Jac	2	1	1	1	5	0	1	3	4	0	3	1	0	4	0	1	1	2	2	0	8	10	4	2	10	16	3	3	1	3	10	1	2	6	9	
Tam	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	3	1	8	12	0	0	1	1	
Mob	2	5	4	1	12	0	0	9	9	0	2	1	4	7	1	0	3	4	0	0	0	0	7	4	0	11	10	16	8	16	50	0	1	28	29	
NO	4	14	10	42	70	1	1	30	32	4	9	28	50	1	1	21	23	0	0	1	1	50	23	1	74	18	31	23	74	146	8	3	71	82		
Hou	8	6	7	13	34	0	1	14	15	4	12	3	14	33	0	1	18	19	0	0	6	6	33	19	6	58										

New Docking Methods Eye Smaller Crew

LONDON — Two new developments by British firms would mean smaller docking crews to handle large vessels like supertankers and bulk carriers in narrow harbors and waterways if they prove fully successful.

The first is a closed-circuit television system which has already been installed on the 20,000-ton British tanker *Border Chieftain*. Designed for use specifically on supertankers and bulk carriers which carry their bridge aft, the system calls for a fixed TV camera mounted high on the foremast.

With the system operating, a viewing monitor on the bridge provides the captain or pilot with a clear view of the bow and gives him a point of reference with which to judge the position and distance of jettys, tugs, buoys and small craft which would normally be out of sight from the bridge.

Another system under development in Great Britain is a new type of small diesel tractor that acts as a self-propelled winch to maneuver large vessels into their berths. The tractors are designed to take light lines ashore before a vessel's main hawser is secured on the dock. The manufacturing company predicts that a two or three-man crew now will be able to do a job previously needing eight men.

Designed for use primarily with tankers, the tractors are equipped with three-cylinder diesel engines which are fire-proof. They are also fitted with numerous safety devices, such as a heavy tubular framework to protect the driver and crew from ship ropes and from spills in the water when the vehicle slams a curb on the dock.



Scene at dedication ceremonies for the Anthony Anastasio Memorial Wing of the Brooklyn Longshoremen's Medical Center pictures SIU President Paul Hall speaking at the microphone. Among others on the dais (l-r) are ILA President William Bradley; Dr. Francis Mitchell, medical director of the center; Anthony Scotto, president, ILA Local 1814; Alex Chopin of the NY Shipping Association; Assistant US Labor Secretary James J. Reynolds.

Dock Work Gang Study Underway

Brooklyn ILA Expands Clinic

BROOKLYN—More than 1,000 labor, Government and industry officials attended the dedication ceremonies last week for the new Anthony Anastasio Memorial Wing at the Brooklyn Longshoremen's Medical Center. The \$1.5 million facility was added to an existing building to provide

comprehensive medical and dental treatment for members of Local 1814 of the International Longshoremen's Association and their families.

The construction of the new wing climaxes ten years of effort on the part of Anthony Anastasio, president of Local 1814 until he passed away in March, on behalf of Brooklyn longshoremen and maritime workers. The 10,000-member Local 1814 is the largest local in the ILA.

Authorization for medical treatment of longshoremen at the center was obtained over the objection of the Kings County Medical Society, which opposed the legislation enacted by New York State this year to make the new program possible.

Speakers at the dedication ceremonies lauded the efforts of Anas-

tasio and other local officials in advancing the cause of preventive medicine by means of the new installation. Local 1814's diagnostic medical center has been in operation for several years under the supervision of Anthony Scotto, newly-elected local president and head of the Maritime Port Council of New York.

In addition to SIU President Paul Hall and other labor and waterfront industry officials, US Assistant Secretary of Labor James J. Reynolds was a featured partici-

Bull Line Ship Plan Awaits Bids

NEW YORK—A US Marshal's sale of the *Emilla*, one of the ships in the Bull Line-Kulukundis American-flag shipping operation, was unsuccessful last week when there were no bids on the vessel which still carried an estimated \$1 million in cargo aboard.

The cargo, which was not to be included in the sale, was the reason for the total lack of bidding because of the difficulty any successful bidder would have in untangling the mountains of red tape involved in distributing it to its owners. The US Attorney's office now plans to have the cargo removed and again put the *Emilla* on the block, at which time a quick sale is expected.

Meanwhile, court-appointed trustees are continuing efforts to secure the necessary financing for reorganizing the American-flag operation of Manuel E. Kulukundis under a trusteeship arrangement. The *Emilla* is one of the ships involved in the reorganization plans. A minimum price of \$250,000 had been set for the vessel.

The *Emilla*, a C-2, has been tied up at Bull Lines' Brooklyn pier for six months. Her 9,000-ton cargo consists of 40 panel trucks, eight locomotives, tin plate, vegetable oil and 2,600-tons of grain bound for Middle and Southeast Asian ports.

Monies derived from the sale of Bull Line-Kulukundis ships will be used to pay creditors, which include the SIU and other shipboard unions, plus SIU crewmembers with liens against individual ships be used to pay creditors.

Gulf, Balt. Runs Spur Box Trade

NEW ORLEANS — Containerized shipping became available in the Gulf area for the first time when the *Mobile*, a combination breakbulk containership operated by SIU-contracted Waterman Steamship of Puerto Rico, arrived here last weekend.

The *Mobile* is one of the two C-4 combination container and cargo vessels that will provide a weekly shipping service between Mobile, New Orleans, and the major ports of Puerto Rico. Both ships contain refrigerated cargo space and are equipped to handle heavy lifts.

Shippers can work out a door-to-door trucking and shipping arrangement with interchange agreements to load the Waterman containers at their own platforms, reducing the rate of marine insurance necessary by up to 50 percent.

Meanwhile, in Baltimore, SIU-contracted Sea-Land Service announced that in order to keep up with demand for container space on its new Baltimore-Puerto Rico run, two of its fully-containerized vessels have been put in service.

The Rafael Semmes and the Fairland, both converted C-2s with a capacity of 226 containers each, are scheduled to sail each Friday from Baltimore and each Monday from Jacksonville, with stops at San Juan, Ponce and Mayaguez.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Eliminating Food Poison Dangers

Although it can occur at any time of the year, food poisoning is generally associated with summertime, when all things seem to grow faster and bigger, including bacteria.

More SIU ships will be finding themselves in warm climates with the arrival of summer, so stewards have to be on their toes to prevent any possibility of an outbreak of food poisoning aboard ship. At its mildest, food poisoning can be merely an unpleasant nuisance, but at its worst it can lead to prolonged hospitalization or even death.

Not long ago, American newspapers were filled with stories about a rash of food poisonings fatal to several people, which was said to be the fault of a batch of defective canned tuna fish. This was a special case of food poisoning, however, caused by botulism, which is the improper canning or preserving of food. Medical authorities agree that most cases of food poisoning are the product of careless, unsanitary food handling and preparation.

Aside from the necessary sanitary precautions with which every SIU steward is familiar, the best weapon against food poisoning is refrigeration. The disease-bearing bacteria won't be killed by refrigeration, but cold will keep them inactive and prevent their multiplying to dangerous numbers. In the summertime, therefore, it is doubly important to keep most foods refrigerated whenever they are not actually being prepared or served.

Salads are very susceptible to these bacteria, especially salads containing milk, cream, mayonnaise or other dressings, and those containing cold eggs or meats. Other items to be carefully handled are desserts and pastries that have a custard or cream filling. Bacteria will breed very rapidly in these foods if they are left standing in a warm messroom or galley.

Mayonnaise is especially susceptible, as most instances of food poisoning seem to be traced to such items as chicken, tuna or potato salad prepared with mayonnaise. These items should always stay under refrigeration until they are actually ready to be served on the table.

Chilled foods which have warmed too much are not the only potential carriers of food poisons. Heated food can also be carriers if they have just been warmed up and the heat is not high enough to destroy the bacteria. The damage can be done by warm gravies, for instance, if they have not been brought to a boil before being served.

The practice of cooking and serving to order aboard SIU vessels is a major weapon in fighting the possibility of food poisoning, because this keeps food from standing around in gravy until mealtime.

Close, crowded work areas in ships' galleys and messrooms, the relatively poor ventilation compared to shoreside facilities and the greater exposure to heat all multiply the dangers of food poisoning aboard ship. For these reasons, steward department men must exercise great care regarding personal cleanliness, cleanliness of the galley and prompt refrigeration of food whenever possible.

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

Al Grossman, 46, Dredgemen's Official, Dies Of Heart Attack

NEW YORK—Well known throughout the maritime labor movement, Albert (Al) Grossman, general organizer and public relations representative of Operating Engineers Local 25 here, died of a heart attack on Memorial Day at his home in Queens. He was 46 years old.

Local 25 is the dredgemen's union which has had its main office in the SIU headquarters building since it was chartered in 1959. Grossman had been with Local 25 since it was established and, in addition to his regular duties, was a member of the union's Executive Board and a trustee of its welfare, pension and vacation plans. He was editor of "The Dredgeman," its official organ.

Long active in the trade union field, he had traveled extensively on behalf of the dredge union. Only the week before his death, he had been in New Orleans, where he helped reach an agreement between the Government, construction industry officials and 19 trade unions representing about 500 dredge workers to be employed at a new missile-testing site in Mississippi. He had also served previously on a number of special assignments for the SIU and the Maritime Trades Department in several areas.

A native New Yorker who

worked on the West Coast as a longshoreman and shipyard worker, Grossman is survived by his wife, Sylvia; two children, Theodore and Andrea; his mother, Mrs. Esther Grossman, and a brother, Israel.

Services held here May 31 were attended by a large delegation of officers and members from the



Albert Grossman

SIU, Local 25 and other maritime unions. Burial was at Beth Moses Cemetery, Farmingdale, N.Y.

House Group Backs Bill Making Nurses 'Officers'

WASHINGTON—A bill calling for the registration of professional nurses as staff officers in the United States merchant marine was favorably reported to the House last week by the Committee on Merchant Marine and Fisheries.

The committee's report said it "believes that the professional status of nurses, both in the Armed Forces and civilian life, warrants their classification on board ship as staff officers and accordingly recommends enactment . . ." It noted that professional nurses have been classified as staff officers in the past, together with pursers and ships' surgeons.

In making its recommendations to the House, the committee cited the fact that the Coast Guard has undertaken a job reclassification and because the law does not specifically include professional nurses as staff officers "they would be classified with oilers and wipers."

A hearing witness estimated there are about 20 professional nurses on both the East and West Coast available for ship duties; about 70 on call; and a total of between 200-300 who would be ready to come back to ship when and as needed.

The bill was formally introduced in the House on January 17 and, if passed, would amend a 1939 law to make the ladies who qualify into "officers and gentlemen."

The SIUNA pursers union, the Staff Officers Association, is making plans to organize professional nurses in all Atlantic and Gulf passenger ship fleets, pending final resolution of the bill.

There are no lady officers on US merchant ships today in any shipboard department, although many women do serve in the

steward department aboard ship as stewardesses, waitresses and beauticians as well as nurses. The SIU currently counts two retired Delta Line stewardesses among its active pensioners.

Under the proposed legislation, applicants for registry would not be required to take an examination to qualify, but would have to furnish the Coast Guard with proofs of experience, minimum periods of service, citizenship, good character, etc., as well as a valid license issued by any state or US territory.

Norfolk SIU Wins Three New Pacts

NORFOLK — Substantial wage hikes, health and welfare coverage and many other improvements have been won by the SIU United Industrial Workers at three ship repair plants whose workers had never before been organized until they elected to come under the SIU-UIW banner.

The three new companies are the Colonna Shipyard Company, McAllister Brothers and the Curtis Bay Shipyard.

The contract at Colonna came after the SIU had launched an extensive organizing campaign that lasted over nine months.

A new three-year-pact went into effect after employees at the company had ratified it by a vote of 2 to 1. The company's 175 employees are engaged in ship and tug repair work.

The victory at Colonna Shipyard was an impressive feat due to the fact that the company had been existing for 85 years as a non-union operation and had resisted the organizing attempts of many other unions until the UIW won recognition.

Pacts with McAllister and Curtis Bay are for shorter terms and cover about a dozen workers at each location. The companies' tugs were already under SIU contract.

SIU Committee Nominees In NY



Competing in election by SIU headquarters membership for spot on new Quarterly Financial Committee, Seafarers Allan Bell, steward department; plus Norman Dubois and Joe Obreza of the deck department, await result of balloting at last week's regular meeting in New York. Dubois won the nod in close voting. Similar elections were held in all ports.

SIU Official To Head NY Raitug Panel

NEW YORK—G. P. McGinty, regional director of the SIU Railway Marine Region, has been named chairman of the New York Harbor Marine Board of Adjustment for the year beginning May 20, 1963.

The six-man Harbor Board, consisting of three labor representatives and three representatives of railroads operating in the area, was set up as an outgrowth of the 1961 railroad tug strike. It serves as a special board to handle job disputes which arise in the marine operations of the 11 affected railroads.

Other labor representatives on the panel are D. J. Lytle of the Marine Engineers Beneficial Association and O. A. Akerman of the Masters, Mates and Pilots.

British OK Domestic Ship Aid

LONDON—Faced with the mounting problem of maritime unemployment and loss in shipbuilding orders, the British government has announced plans to aid the shipbuilding industry by offering good credit terms to domestic shipowners who place construction orders at home shipyards.

The action came a few days after one British line ordered a 67,000-ton freighter from a Japanese shipyard because of lower price and easy credit terms. A follow-up statement by the general-secretary of the Boilermakers' Society declared that British shipyard workers might refuse to repair English-owned ships purchased abroad. In announcing the government's position, Transport Minister Ernest Marples said the government would lend up to \$8 million to finance new orders for British shipyards.

Marples said a scrap and build scheme had been discarded in favor of the new plan to extend credit for loans up to a maximum of ten years, which will be made available to shipowners at the government interest rate of five percent. The program is considered to be the best available in any country to domestic operators.

British shipbuilding and ship-owning interests were enthusiastic over the government's test venture which will continue until May, 1964. Terms of the loans will be based on advice of a special advisory committee under Transport Ministry auspices.

Across the Channel, a call for

further aid to French shipbuilding has been made by the chairman of the French Shipowners Association who termed the present subsidy inadequate. Seeking better credit terms, he said the in-

dustry has to be placed on a profitable basis. "Whether our country will have a modern and sufficient merchant navy without loss of time," he declared, "is a matter for the government to decide."

SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid — April, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,028	\$ 65,664.00
Death Benefits	24	66,527.05
Pension-Disability Benefits	396	59,400.00
Maternity Benefits	33	6,799.60
Dependent Benefits	806	76,901.05
Optical Benefits	401	4,371.30
Out-Patient Benefits	4,484	41,638.00
Vacation Benefits	1,400	435,846.13
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	15,572	\$757,147.13

SIU Clinic Exams—All Ports

April, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	74	42	11	127
Houston	134	9	4	147
Mobile	43	6	4	53
New Orleans	322	20	7	349
New York	341	51	29	421
Philadelphia	39	34	17	90
TOTAL	953	162	72	1187

SIU Blood Bank Inventory

April, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	2	5
New York	61½	24½	15	71
Philadelphia	23	0	4	19
Baltimore	59	0	0	59
Norfolk	16	0	0	16
Jacksonville	30	1	6	25
Tampa	6	0	0	6
Mobile	13	0	2	11
New Orleans	36½	3	0	39½
Houston	6	0	0	6
Wilmington	6	0	5	1
San Francisco	6	0	0	6
Seattle	16	0	0	16
TOTALS	206	28½	34	280½

'Rigging' Costs Westinghouse \$800,000 Tab

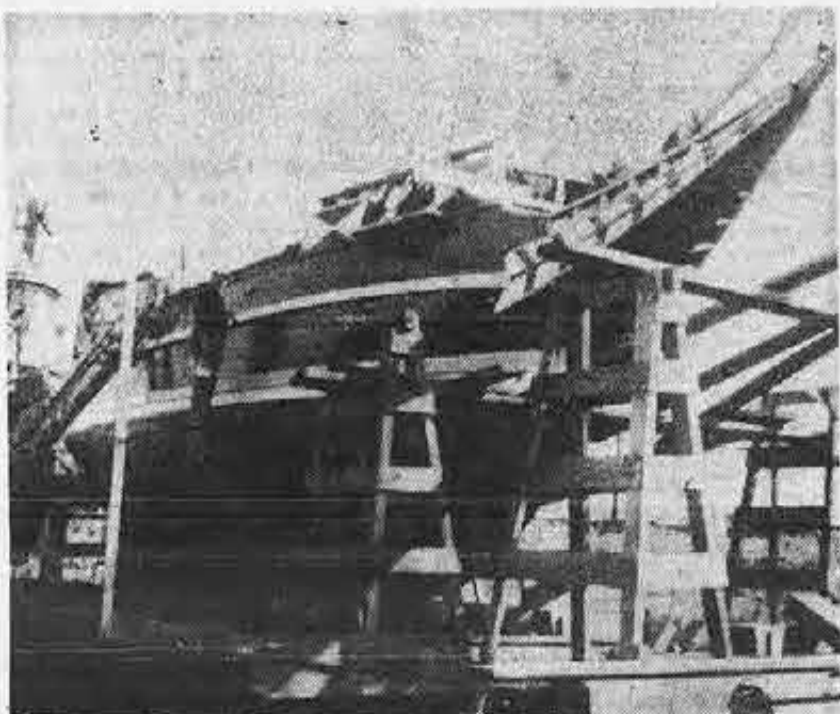
WASHINGTON — Westinghouse Electric Corp. will pay \$800,000 to the Tennessee Valley Authority and other Government agencies to settle claims for overcharges stemming from the electrical equipment industry's price-fixing conspiracy of several years ago.

The settlement will bring to more than \$8.5 million the amount the Government has collected from companies which were defendants in the anti-trust cases. The largest single settlement, with General Electric last July, came to \$7.5 million.

Seven smaller companies have also reached settlement agreements, and civil suits are still pending against five firms.

The Westinghouse settlement is based on sales totaling \$15.7 million. Of the overcharge payment, \$430,000 will go to TVA and \$370,000 to the other agencies.

Settlements of civil suits brought by municipalities and private utility companies which purchased electrical equipment at "rigged" prices still have to be reached.



Scene at one of the Norfolk area ship repair facilities just brought under SIU contract shows Colonna yard worker (on ladder, left) checking over the Godspeed, a replica of Capt. John Smith's historic vessel from the Jamestown (Va.) Festival. She was in the Colonna yard for refitting.



DIGEST OF SIU MEMBERSHIP MEETINGS

DETROIT, April 12—No meeting held due to lack of a quorum.

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HOUSTON, April 15—Chairman, Lindsey Williams; Secretary, Bill Doak; Reading Clerk, Paul Drozak. All previous port meeting minutes accepted. Port Agent's report on shipping, new companies and blood bank accepted unanimously. President's and Secretary-Treasurer's reports for March carried. Accepted Headquarters' report on procedure for nomination of convention delegates. Quarterly financial committee report accepted. Auditor's reports carried unanimously. Motion carried under new business to deal with shipping of key jobs in coming negotiations with Keva Ideal Corp. Total present: 413.

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NEW ORLEANS, April 14—Chairman, Lindsey Williams; Secretary, Clyde Lanier; Reading Clerk, C. J. Stephens. Minutes of all previous port meetings accepted. Port Agent reported on shipping, local elections and Bull Line situation. Report accepted. President's report for March carried. Secretary-Treasurer's March report accepted. Quarterly financial committee report carried. Headquarters' recommendations on procedure for nominating convention delegates accepted. Meeting excuses referred to dispatcher. Auditor's reports carried. Total present: 490.

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MOBILE, April 17—Chairman, Lindsey J. Williams; Secretary, M. Fischer; Reading Clerk, R. Jordan. All previous port meeting minutes accepted. Port Agent reported on shipping, death of Brother Andreas Ingebretsen, Bull Line pay and blood bank. Accepted. President's and Secretary-Treasurer's reports for March carried. Report of quarterly financial committee accepted. Headquarters' procedure on nominations for convention delegates accepted. Meeting excuses referred to dispatcher. Auditor's reports carried. Total present: 239.

Study May Derail Merger Moves

WASHINGTON—The hopes of the Pennsylvania and New York Central Railroads for Interstate Commerce Commission approval of a proposed merger are heading for a sharp jolt, according to a news report last week covering a special study being made by an ICC economist.

The reported findings by the ICC economist closely parallel charges made by the Railway Labor Executives Association and its member unions, including the SIUNA, regarding the dangers of the merger trend among the major railroads. These moves, if successful, could have an important effect on the remainder of domestic shipping in the US.

"A combined Pennsy-Central road, even when pitted against the other two big rail systems currently emerging in the East—would still control more miles of track than the other two systems combined, would originate 48 percent of all rail freight traffic between 37 major Eastern and Midwestern cities, and would appear to have a big edge in getting the business of New England shippers through links with the New York, New Haven & Hartford and Boston & Maine Railroads," the "Wall Street Journal" reported on June 6, citing the ICC man's calculations.

Hartke Bill

Recent newspaper advertisements sponsored by the RLEA urge public and labor support for a resolution sponsored by Sen. Vance Hartke of Indiana, calling for a study of the railroads' financial structure to determine what truth there is to the pleas of "poverty" on which the railroads are basing

their merger applications.

The pending ICC report also notes a tangle of complicated railroad stock holdings which further cloud the possible consequences to the rest of the transportation industry if the mergers are granted.

The RLEA and its member unions are also supporting two separate Senate bills, S. 942 and S. 1138, designed to halt further mergers pending an impartial study.

The railroads are attempting to rush through their merger approvals before these Senate measures can be put into effect. They originated last year.

The ICC economist is expected to testify in the ICC merger hearings which picked up again here this week after a month on-the-road in Cleveland and Boston. The hearings were originally expected to last about six months, but ship-

pers, labor groups and local officials in almost every major city served by the two giant railroads demanded a chance to voice almost unanimous opposition to the proposed merger.

How much weight the ICC will give to the economist's report is not clear. However, the Justice Department has contended that, in the past, ICC has often glossed over the impact of rail competition on other forms of transportation in approving every major rail merger proposal on which it has completed action in recent years.

The Justice Department has already asked a special three-judge Federal court panel in Detroit to reject the ICC's approval, given in December, of Chesapeake & Ohio control of the Baltimore & Ohio. It charged that the decision "is invalid for lack of adequate findings as to effect of the acquisition upon other railroads." Testimony yet to be heard in the present Pennsy-NY Central hearings is that of the ICC's own staff members, as well as the results of a computer study of the merger being conducted by the state of Pennsylvania.

Pending also is the proposed merger of the Norfolk & Western Railway and the New York, Chicago & St. Louis (Nickel Plate) Railroad.

Put Away The Whip, Bosses Told

WASHINGTON—The hard-driving boss doesn't get the best out of workers, in the opinion of a personnel expert who believes that "the best production managers are those who support and encourage their employees rather than drive them."

Dr. Rensis Likert, director of Michigan's Institute for Social Research, who was given an award here for "profound and authoritative influence on personnel management policy in all enterprise," said:

"One traditional and central assumption which research is progressively and seriously undermining is the notion that buying a man's time gives the employer control over the employee's behavior."

"Most organizations base their standard operating procedures on this assumption. But the plain facts are that the highest-producing managers in American industry do not, on the average, believe in its validity nor do they base their managerial behavior upon it."

He charged that direct pressure for production at all levels of management, whether in business, industry or government, is more often associated with low rather than high productivity. Pressures which may include manpower cuts, budget cuts, job timing and production standards, may lead to short-term gains but at the long-range expense of the organization, he added.

THE "CHEESE WAR" BATTLESHIP



The US Navy battleship Arakwe was a strange ship with a strange name. She fought only one battle in her career. But that one was enough to give her a unique place in the history of US fighting ships because she fought that battle on dry land, over two miles from any water. And for ammunition her cannon were loaded with—cheese!

The Arakwe was built in the closing days of the Civil War, too late to take part in any of the conflict. She was a wooden ship, a side-wheeler with huge paddle-wheels churning in covered boxes on her sides. She was a proud vessel, but was already outmoded when she first slid out to sea, for by that time the days of wooden fighting ships were numbered.

For several years the Arakwe was on patrol duty, cruising up and down the Caribbean. Then the orders were changed and she was sent 'round the horn to Aconagua, Chile. By stationing her there, displaying her cannon and flag, the US hoped she would somehow bolster the morale of the shaky Chilean government.

By this time the Arakwe was listed as a gunboat and her armament was down to the cannon which she displayed so freely.

She still had never fired a single shot in anger when orders came by mail instructing her to return Stateside. But just then nature took a hand and the Arakwe never made it home.

The ship was anchored in the bay at Aconagua. Captain Alexander was still going over the mail which had brought his new orders when he noticed that the cabin lamp was swaying strangely fore and aft. This seemed unusual, since the Arakwe was well inside the bay and it was a windless day.

He went on deck immediately and soon learned his predicament. Due to a submarine earthquake somewhere out at sea, the water around the Arakwe was rapidly draining out of the bay and rushing seaward.

In minutes, every drop of water had drained from the bay. The Arakwe was aground on the muddy bottom with her stern to the sea.

Captain Alexander knew well what would soon follow. After rushing out to fill the earthquake's chasm, the water would return in the form of a giant tidal wave, one of the most powerful and destructive forces of nature—and his vessel was directly in its path. Alexander wrote in his log:

"I anticipated that we might be able to ride it out by cutting the anchor cable, which was quickly accomplished. The stench from the sun shining on the mud of the harbour bottom was most distressing and several of the crew were made ill."

All now waited anxiously for the waters to return, and soon a giant wall of water came roaring in from the sea. The log continues:

"The great wave which struck us broke over the stern of the ship and did heavy damage as well as sweeping overboard three members

of the crew who were never seen again. We had no control of the ship and indeed counted ourselves fortunate to be afloat."

Although still afloat, the Arakwe was swept inland, careening madly along further and further from the shore. Swept along with her were scores of other boats and assorted debris. With her flat bottom and shallow draft, the Arakwe managed to ride it out.

She finally came to rest at the foot of a cliff on a sandy desert strip—two miles from the sea! Wreckage of other vessels and their cargoes was scattered all about her for miles in the deep sand.

Now the looters began arriving, plundering the riches that were theirs for the taking.

Captain Alexander thereupon began arming his men. The Arakwe was a fighting ship of the US Navy and he would not let her be stripped clean by a pack of thieves.

But the looters came in swarms. While there was still plenty of loot lying about on the sand, they took Alexander's warning and stayed away from the Arakwe. As pickings began to run thin, however, they became bolder. The thinner the pickings became, the bolder they got. More and more arrived constantly.

A group now tried to climb aboard the Arakwe. The crew, tired from its long ordeal, managed to beat them off with great difficulty. Soon, however, the looters crowded together in a meeting just out of pistol range. Obviously they were planning a mass attack on the harassed ship.

Captain Alexander thus ordered the cannon loaded. But although powder was available, there was no shot. That was located somewhere below, out of reach in the twisted wreckage below the main deck.

Searching desperately for a substitute, Alexander finally ordered the cannon loaded with hard round cheeses that were available right in the galley.

Now as the mob surged across the sand toward the old battleship, screaming and firing pistols, Alexander held his fire. When they were just a couple of hundred yards away, he gave the order and the cannon roared.

Balls of cheese went skimming over the sand with the speed of express trains. The looters were knocked off their feet like pins in a bowling alley. When they got up, they had had enough of the cheese.

One more volley, a broadside of more cheese, and the mob retreated in wild disorder. Had she been stocked with limburger the Arakwe might have been able to fight off an army.

But even though she had won her battle the Arakwe was a doomed ship. Too far from the water to refloat, she eventually broke up where she lay.

But she had gotten her wish. In the Navy's records, she was officially listed as lost in action!

Senate Plugs USPHS Loophole

WASHINGTON—A bill which would reinstate coverage under the US Public Health Service hospital program to some 6,000 seamen-fishermen who are owners or part-owners of fishing boats and other vessels has now been passed by the Senate.

The bill would restore eligibility to self-employed US seamen-fishermen for medical care in hospitals, out-patient clinics and other facilities of the Public Health Service.

When the bill came up back in April, the Budget Bureau took the occasion to urge a throwback to the old idea of "user" charges, whereby either seamen or the shipping industry would have to pay the cost of all Federal medical care programs.

The budget agency told the Senate Commerce Committee at that time that it viewed self-employed seamen as "having assumed the business risks of an entrepreneur" whose income is based on profits rather than wages, and therefore felt they did not qualify for Federal care. Until 1954, seamen-fishermen had been covered for USPHS treatment.

Tax Welfare Plans

An increase in present tonnage taxes on the operators, or a direct charge against established labor-management welfare plans financed by shipowner contributions was the basis of the budget agency's proposal for instituting

a "user" charge system covering PHS care.

According to the report of the Commerce Committee, which approved the bill for Senate action on May 27, the original administrative ruling blocking USPHS medical care for the seamen-fishermen "created an unfortunate inequity" that was not really in-

tended at that time.

The ruling arose out of claims for medical care in 1951 by owners of pleasure yachts and by a housewife living aboard a houseboat who was "employed in the care, preservation or navigation" of the vessel to the extent of turning on the navigation lights each evening, the committee stated.

Lucile Bloomfield Draws 'Perfect Score' 7th Time

HOUSTON—A seventh consecutive perfect score for vessel sanitation, never before attained by any other US-flag vessel, has been awarded to the SIU-manned freighter Lucile Bloomfield by the US Public Health Service. The ship received its latest 100% rating for overall ship cleanliness in its annual sanitation inspection at New Orleans last month.

The Lucile Bloomfield's record accomplishment marked the 21st inspection in a row where a Bloomfield ship has attained a per-

fect "100" on a sanitary inspection.

Praising the ship and her SIU crew, USPHS inspector W. B. Griffin was quoted as saying that he regretted it "was not within his power" to give the C-2 freighter more than the 100% perfect score.

Adding his praise was Bloomfield Vice-President O. C. Webster who congratulated the entire

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Ramsperger



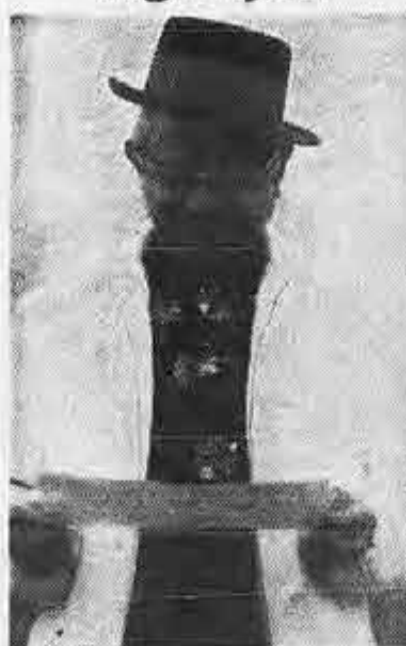
Burnett

crew "whose desire to operate the cleanest ship afloat made this award possible." Among those he singled out for special mention were Seafarers Peter Sheldrake, ship's delegate; Leon R. Curry, bosun; Emil Herek, chief steward; Leslie Burnett, chief cook, and Richard Ramsperger, night cook and baker.

The Bloomfield representative declared that the vessel was "one of the cleanest" he had ever personally inspected and "in every way exemplifies the old slogan 'An SIU ship is a clean ship'."

Webster noted that the perfect score was a "distinct credit to the men who man these ships "and offered" heartiest congratulations to a fine crew on a job superbly done."

Big Payoff



Big smiles for Seafarer Steve Beraldes at Wilmington SIU hall is for vacation check of \$1,465. The payment covers a two-year stay on the Eagle Traveler as a bedroom steward.

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

By Sidney Margollus

Fluoridation Urged For Dental Health

Money is the biggest single factor that determines the amount of dental care a family gets, and thus its dental health. One Government study found that only 23 percent of low-income families seek any dental care, and only 33 percent with income between \$3,500 and \$5,000. Even among families with income up to \$7,000, fewer than half get adequate dental care.

The result of the money barrier is a simple one: no teeth. If this is an affluent society we live in today, it is a strangely toothless one. Over 12 million Americans don't have a single tooth they can call their own.

With overwhelming evidence showing that fluoridation of water is both a safe and economical way to strengthen children's teeth, labor unions are increasingly interested in securing this benefit for their members. Earlier the AFL-CIO had urged state and local labor groups to work for fluoridation of community water supplies "because prevention and protection of health is better than the best cure."

Only two of the nation's 12 largest cities have not yet adopted fluoridation. After 12 years of discussion, Detroit city authorities recently decided to fluoridate. This leaves New York and Los Angeles as the cities of over a million population still without fluoridation. Other cities of varying sizes which also recently adopted fluoridation are Kansas City and Toronto.

Now the New York City Central Labor Council is campaigning actively to secure this public-health measure there. According to the labor council's Community Services Committee, during the past school year 37 percent of New York City's school children received no dental care at all, and an additional 13 percent got only partial care. The number of dentally-neglected children is rising, it warned. "Dental decay is the most widespread affliction from which we suffer, and dental care costs families more than does any other medical condition."

Evidence from all the towns which now have fluoridated water confirms its effectiveness. Philadelphia reports that tooth decay in the city's school children has been reduced up to 75 percent after seven years of water fluoridation. Greatest reduction was found in six-year-olds—the group that had been drinking fluoridated water from birth. But older children too were helped significantly.

In Washington, DC, which has had fluoridation for ten years, the health department reports that decay rates among school children have been halved, with the greatest reduction again among the six-year-olds. The Indiana State Board of Health reports that children in several communities there, which have been fluoridating for over ten years, have less than half as much decay as before fluoridation. In Corvallis, Ore., scientists have found that over twice as many children now are free from cavities or fillings than in 1952 before fluoridation. Several towns in Iowa and Tennessee which have fluoridated, also report important decreases in tooth decay.

All the documented evidence by impartial investigators indicates that fluoridated water is as safe as it is effective. Medical experts who have checked on individuals who lived for many years in regions where the water is naturally high in fluorides or where fluoride has been added, have found no evidence of damage to health, such as the often-feared "damage" to bones or kidneys.

Strangely, despite all this evidence, many people are still sincerely afraid of fluoridated water. In 1960, for example, out of 33 referendums in smaller cities and towns, fluoridation was defeated in 29. The American Dental Association reported that it had found most of the criticisms against fluoridation were without foundation. These charges consist most often that fluoridation is "Communist-inspired; that it introduces a health-damaging poison into drinking water; that it is being promoted for commercial profit, and that it violates constitutional rights of the individual."

Practically all public health agencies and public leaders recommend fluoridation, including the US Public Health Service; the American Dental Association; the American Medical Association; President Kennedy, Secretary Anthony Celebrezze of the US Department of Health, Education & Welfare; most state and local boards of health, the American School Health Association; the National Congress of Parents and Teachers, and others.

One of the arguments often used by opponents is that there are other alternatives for families who want this health measure without fluoridating the water supply of those who don't. This is partly true, and determined families in those areas which still refuse to fluoridate may want to consider the alternatives. But, health authorities point out, the alternatives are not as inexpensive or convenient, do not have the proven effectiveness and do not satisfy the needs of the greatest part of the population.

The New York City Board of Health analyzed the various alternative methods and reported these findings:

TABLETS: Taking a fluoride tablet a day individually involves extra expense, difficulty in control, and, perhaps worst, neglect. This was shown by the experience in Newark, NJ, which offered free tablets to residents. There were few takers.

HOME-PREPARED WATER: Adding fluoride tablets to water yourself not only is more expensive, but children would have to be constantly supervised to make sure they drank the prepared water rather than using the more convenient tap water.

MILK: Adding fluoride to milk would be effective, but would result in variable consumption of fluorides since some areas served by the same milk company already have fluorides in the water, either naturally or added. Nor are milk companies eager to take on the additional responsibility and expense.

BOTTLED WATER: Commercially-bottled fluoridated water would cost about \$18 per person. This would bar many low-income families, and would create problems of supervising the firms selling the water and testing the water.

In contrast, the cost of providing fluorides in the community water supply is only about nine cents a year per person, and the small amounts added have been shown by wide-spread experience to be safe and simple to control.

Immediate First Aid For Burns

In ancient times, medical men called upon to treat burns did so with applications of plain cold water, probably on the assumption that any damage caused by heat could be best treated with its opposite—cold.

In modern times this practice was largely abandoned in favor of salves and ointments developed through modern research. But now the wheel has come to a full circle, and the cold water treatment of burns is once more finding favor with medical men, largely through the experiments of Dr. Alex G. Shulman of Los Angeles, according to a report by the National Safety Council.

Dr. Shulman's experiments began several years ago when he accidentally spilled some boiling grease on the back of his hand. The pain was so intense that he could do nothing but immediately plunge his hand into a pan of cold water simply to relieve the agony. It was an hour before he could remove the hand from the water without recurrence of pain. Later, he was surprised to find that the hand healed much more rapidly than he had expected for a burn so severe.

This experience led him to experiment further with the cold water burn treatment, which he has since applied even to electrical and chemical burns. He found that persons treated immediately with cold water recover better than those not so treated, regardless of subsequent medical treatment.

This development is most significant in the field of safety for first aid treatment of burns both aboard ship and ashore. Its advantage is that it is so simple and quick that anyone, even without special skill, can use it as a first aid measure.

If a shipmate is burned in an accident aboard ship or if a member of the family is burned at a back-yard barbecue, here is the simple procedure to follow:

Completely immerse the burned area in a large basin of cold water. The temperature of the water should be comfortably cold, usually under 70° F. Ice or fresh cold water will have to be added from time to time to keep the temperature low, as heat from the burned body will gradually warm the water.

If at all possible, don't place the sensitive burn under a cold running tap or shower because the pressure of the running water may offset the relief brought by the cold water, and possibly damage the delicate burned tissue.

If the burn is on an area which can't be immersed, like the head or torso, apply towels that have been soaked in ice water. Keep the towels cold by changing them frequently, almost constantly if necessary. The treatment may be needed anywhere from 30 minutes to several hours depending on the burn.

The best judge of when to end the treatment is the victim himself. The time to stop is when he can stand removal of the cold applications without recurrence of pain.

Minor burns may need no further treatment. If the burned surface is raw, you can cover it with a single layer of petrolatum gauze and a loosely applied bandage from the first aid kit.

Any severe burn should eventually receive treatment by a doctor. But for immediate, on-the-spot first aid, cold water applied as described above will not only relieve the pain but should insure faster and better healing most times no matter what subsequent medical treatment is necessary.

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

TANKER IN PORT

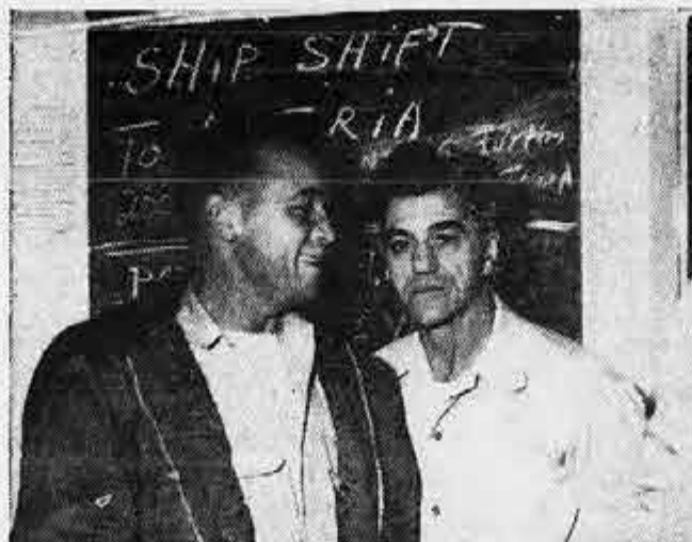
Arriving in the Port of New York to unload a cargo of fuel and heating oils, the SIU-manned supertanker Orion Star (Colonial) is a big new ship that handles long and short hauls as they come. The photographs here are from a recent voyage. The ship is now enroute to Japan for discharging.



"No smoking" sign is pointed safety reminder to all hands that smoking is taboo on deck when Orion Star is discharging cargo. Similar signs are posted all over the supertanker.



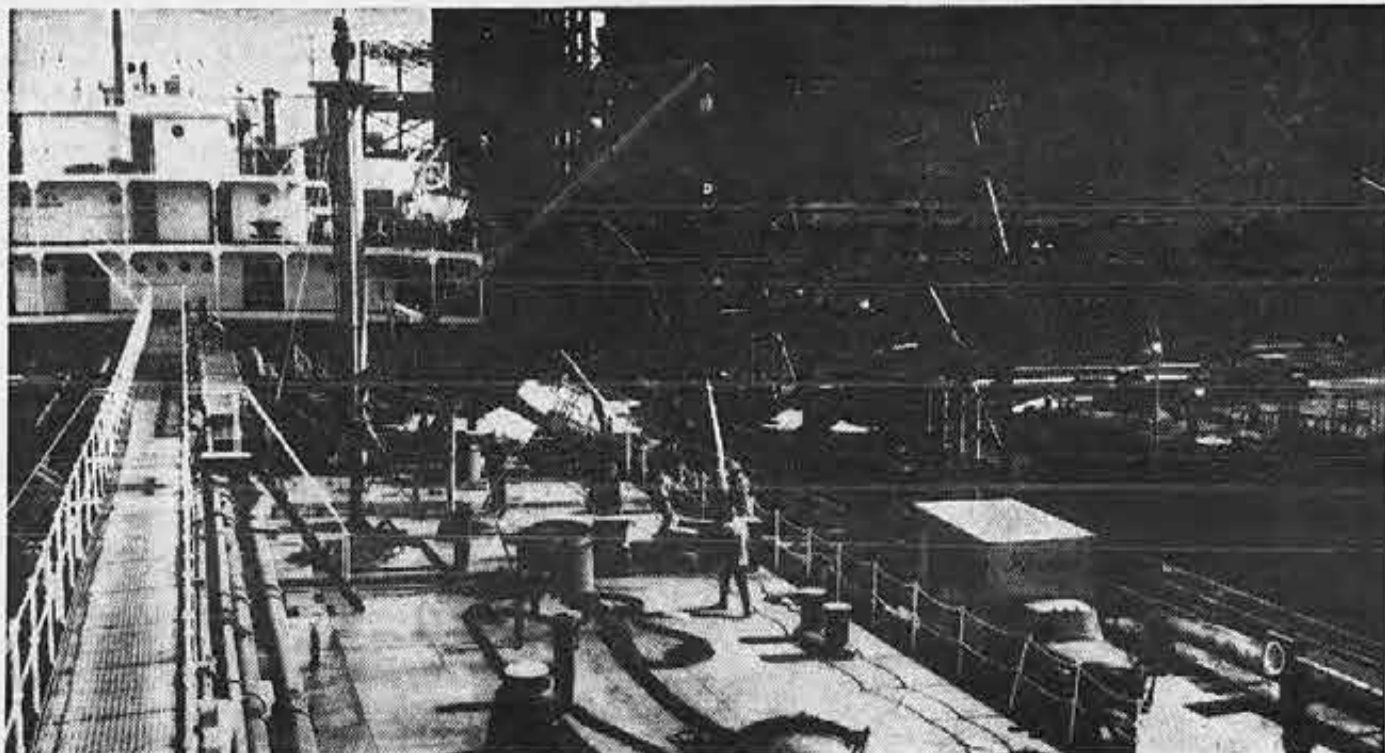
Unidentified Seafarer, SIU Patrolman Fred Stewart and Hugh Meacham (right) discuss voyage.



At payoff, D. Malkin, steward, is the man of the moment counting out voyage earnings.



Close-ups show bosun J. LaCoste, A. Ciglio (top, left); cook F. Atkin checking stores (top, right); two unnamed Seafarers in a coffee toast (bottom, left); oiler Sam Higgins in his domain.



Maze of cargo lines pump different types of petroleum products into tanks on shore. Delivery truck stands at gangway (right, foreground) with load of provisions for next voyage.



Galley crew of F. Adkinns, H. Phillips, R. Boulton and Anthony Ciglio has fish ready for lunch.

Federal Office Of Consumers Urged Via New Senate Bill

WASHINGTON—Sen. Estes Kefauver (D-Tenn.), joined by 22 co-sponsors, has introduced a new bill to establish a separate Government agency to represent the interests of consumers. The Office of Consumers he proposes, Kefauver told the Senate, is intended "to be a burr in the hides of government officialdom, to get important consumer issues raised, and to aid in their settlement in such a fashion that consumer interests will be heard . . ."

He said that to enhance the chances of getting the bill enacted, he is not seeking, as he has in the past, to consolidate in one depart-

ment consumer-related programs now carried on by various Government departments and agencies.

The proposed new agency would present the consumer viewpoint before Government regulatory agencies and would act as a "public watchdog on industrial pricing developments of particular importance to consumers," he said.

During one day of Senate discussion largely devoted to consumer problems, a group of liberal Senators took the floor to discuss and urge enactment of:

- A "Truth-in-Lending" bill, long sponsored by Sen. Paul H. Douglas (D-Ill.), which would require a full disclosure of all finance charges on consumer installment purchases and loans in terms of a true annual interest rate.

- A "Truth-in-Packaging" bill, by Sen. Philip A. Hart (D-Mich.), which would ban deceptive and misleading packaging and labeling of food, household products and other supermarket items.

- A bill by Sen. Jacob K. Javits (R-NY), to set up a Senate Select Committee on Consumers, comparable to the existing Small Business Committee.

All of these measures, carrying a long list of co-sponsors, have been supported by the AFL-CIO.

Douglas told the Senate that his bill "would not in any way control credit or regulate the terms of credit." Its objective, he emphasized, "is merely to strip away the disguises which frequently hide or distort" its true price.

Taking It Easy In New Orleans



Comfortably settled in lounge at New Orleans SIU hall, (l-r) Seafarers Frank J. Foley, William Stieffel, R. R. Paschal and F. W. Fancy relax between hourly job calls. The reading material helps pass the time, too.

Four More Veterans Join SIU Pensioners

Four SIU veterans have been added to the list of Union oldtimers who have closed out long-time deep-sea careers to start enjoying their retirement with the assistance of the Union's \$150-a-month pension.

Trustee approval of the latest group of SIU oldtimers brings 1963's total of pensioners certified for lifetime retirement benefits to 32. With a combined total of nearly 140 years of service at sea, the new pensioners include: Lupo Aloba, 67; Frank Hall, 77;



McNeely

Raymond McNeely, 61, and Nelson J. Wood, 62.

Born in the Philippines, Aloba started working at sea while living in his native island. Arriving in the States at an early age, he sailed in the deck department until he switched over to steward. Now living in Brooklyn, NY, he signed on with the SIU

at New York in 1937 and last sailed aboard the Madaket (Waterman).

The oldest pensioner in the group, Hall resides with his wife, Grace, in Coinjock, NC. Born in the "Tarheel State," the Navy veteran of World War I already had a few years of seafaring under his belt before he enlisted. He joined the SIU at Norfolk in 1939 and kept on sailing in the engine department. His half-century career at sea ended when he paid off the Antinous (Waterman).



Hall



Wood

Mississippi-born McNeely traveled to New Orleans to join the SIU in 1941. He shipped in the steward department from then on, until he paid off the Orion Planet (Colonial) last year. He and his wife, Irma, live in Sldell, La.

Wood is a native New Yorker who shipped as a steward after signing on with the SIU in 1946. An Army veteran of World War II, he last paid off the Ocean Ulla (Ocean Trans). A resident of Queens Village, NY, he lists his daughter, Mrs. A. McGovern, of Brooklyn, as next of kin.



Seafarer Lupo Aloba, 65, reads notice of his new \$150 monthly pension at SIU headquarters.

Caribbean Unions Stop Scab Ferry

GEORGETOWN, BRITISH GUIANA—This small British colony on the northeast coast of South America is moving into the second month of a general strike.

The strike was called by the Trades Union Council when

the government of Dr. Cheddi Jagan sought to push through a labor relations bill which would give it power to arrange which unions should be recognized by employers.

Jagan has been seeking, also, to run the government with strike-breakers. Apparently he has had little success.

Frank Pilgrim, writing for the "London Observer," reports that the government did manage to restart the ferry service across the Demerara River here when it hired a retired Trinidad captain as a strikebreaker.

Some 300 people bought round trip tickets but refused to embark on either side. It was a campaign of passive resistance by strikers and sympathizers. Then, according to Pilgrim, the captain broke down and joined the strikers.

Another captain was hired the next day but he was so erratic that the government sacked him.

On the third day, the government sent police to block any new moves by the strikers. However, massive demonstrations on the approaches to the docks blocked any would-be travelers from attempting to reach the ferry.

To date, there has been no serious violence in the strike. The TUC has discouraged parades and urged that people keep calm. The situation is reaching a serious stage now as supplies of food and fuel are almost exhausted.

The International Confederation of Free Trade Unions has black-listed Georgetown and no supplies are coming from overseas.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Seat Belts May Save Your Life

Death is usually tragic, and needless death is doubly tragic. Many deaths and severe injuries from auto accidents are quite needless. The child who falls from a moving vehicle, the girl who's thrown to the floor by a sudden stop, the woman who's catapulted against the windshield by a collision—all could have been protected by adequate seat belts.

As we've studied accidents and their victims more thoroughly, we've discovered that many serious and fatal injuries could have been avoided if we could get passengers stopped as soon as the car stops. Fundamentally, it's the job of car designers to tackle this problem, but they've shown remarkably little interest in taking the lead.

One major auto maker incorporated a number of safety features in a model several years ago, but buyers showed less than active interest in it. So it was redesigned into the competitive "death-trap" that the public seemed to demand. However, it's past time that the customer took the initiative in protecting himself.

Let's assume you're a careful driver, never exceed the speed limit, drive on the right side of the street, don't do much highway driving, keep your car in good condition, and never have had an accident. Is that enough? Not at all.

Some of the worst accidents happen when one car is standing still at an intersection. Many others occur at slow speeds on city streets. Still others occur when someone loses control of his car and skids into an innocent driver. Most city streets were designed a half century ago, and as the number of cars using them rises, so does the number of collisions.

Only an incurable optimist assumes he won't be involved in a collision. Many of us have gone for years without one, but this only shortens the odds that we will be. We're up against a statistical risk that no one can ignore.

All safety belts aren't the same. To be effective, the bracket the belt is attached to must be firmly fastened to the frame of the car. Indeed, it's sometimes advisable to bolt or weld a reinforcement at that point. Second, the belt itself must be strong enough to resist wear, as well as the strain of a sudden impact. Heavy web belts, like those used in airplanes, are generally satisfactory, and they're certainly cheaper than the stout leather ones.

Finally, the buckle must be easy to fasten, easy to tighten, and easy to release, yet it must hold under the impact of what amounts to a 5,000-pound-load. Passengers may find a complicated buckle arrangement bothersome, so make it easy to get into.

You should have belts for persons in the front seat, and there's much to be said for adding them to the back seat of the family car. If you really want thorough protection, there's a harness-type strap that fits your shoulders as well as your waist. For small cars especially, this offers greater protection.

Regardless of what type of strap or harness you buy, you have a better chance to survive a mishap with a minimum of body damage. With summer vacation driving facing us, now's a good time to get this extra protection.

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

New 'Queen' Liner Eyed By Cunard

LONDON—Cunard Line is expected to announce its decision on a replacement for the aging Queen Mary sometime this month, when the company holds its annual board meeting in Liverpool.

The 81,000-ton superliner is past her 27th birthday right now, and is figured to have about another five years of active service ahead of her. A formal commitment on replacing the Mary and on giving the newer Queen Elizabeth a suitable running mate has been delayed almost two years.

Cunard will probably settle on a ship in the 55,000-ton range as being better suited for today's trans-atlantic travel needs than the 75,000-tonner it originally planned. The company wound up in the position of spurning British government construction aid after it was reluctantly offered on the bigger ship. It has been putting off a final decision on a new vessel ever since.

Meanwhile, the company fixed additional plans for Mediterranean and Caribbean cruises out of Southampton and New York next winter, following its success on an experimental cruise program with the Elizabeth during the past season. The Queen Mary will be utilized this time out also.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

When liberals talk about Class of '58, they're not referring to graduates of Harvard, Yale, Princeton or Podunk College, but to the men who were elected to the United States Senate that year. By and large, the Class of '58 has produced more progressive, pro-labor senators than any group in recent times.

In case you haven't checked your calendar, the Class of '58 comes up again in 1964. It's certain even now that the manpower of the reactionaries and the money of big business will be poured into an all-out effort to rout Class of '58 liberals. The right-wingers know that if they are successful in 1964, conservatives will hold effective control of the Senate for years.

In Wyoming, for example, the John Birchers and other rightists who have gained a stranglehold on the state, are training their guns on liberal Gale McGee. In Ohio, the conservatives are out to get Stephen M. Young; in Maine, Ed Muskie. Other members of the Class of '58 on the rub-'em-out roster of the right wing are: Clair Engle of California, Vance Hartke of Indiana, Phil Hart of Michigan, Eugene McCarthy of Minnesota, Howard Cannon of Nevada, Harrison Williams of New Jersey, Frank Moss of Utah, Robert Byrd of West Virginia, Thomas Dodd of Connecticut.

Among them, these 12 have hung up a composite voting record on the COPE scorecard of 314 "right" votes on important legislation against only 31 "wrong." (Included in the tabulation are votes cast by those members of the 1958 Senate class who previously served in the House.) In all, a total of 22 incumbent liberals and moderates will be running for the Senate in 1964, and only 12 conservatives will be on the block.

There is more at stake than simply the winning and losing of a cluster of seats in the Senate. The liberals up for election in 1964 have been building up seniority during the past six years. In the Senate, seniority is the crucial key to committee leadership and influence, and it is the committees and their subcommittees that shape bills and either boost or bury them.

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The successes of organized political action by the labor movement are clearly illustrated in a special reprint from the "Plasterer and Cement Mason," publication of the Plasterers Union, on the life of Jim McDevitt, director of COPE until he died a few months ago. McDevitt first went to work as a plasterer in 1916 and was vice-president of his home union at the time of his death. The story on McDevitt details his early days as a union official in Pennsylvania and his role as head of the Pennsylvania Federation of Labor from 1938 until 1951.

Pennsylvania was a major battle-ground for union political action in those days, particularly with the passage of the Taft-Hartley Act. "In 1947," the account in "The Plasterer" recalls, "the Pennsylvania State Federation established a permanent Committee on Political Action. Its purpose was to put the federation's political activities on an effective and continuing basis. The first test came in the 1948 elections. The committee set out to reach the federation's 700,000 membership. It sponsored mass meetings, bought time on radio stations and space in newspapers and published quantities of its own literature to get its message across. McDevitt predicted that the liberal-labor vote in Pennsylvania would defeat 10 Congressmen who had voted for Taft-Hartley. Experienced reporters covering the campaign thought he was talking through his hat, but the returns showed that 11, not 10, Taft-Hartley congressmen were defeated in Pennsylvania."

The formula utilized here, of course, was further developed as time went on. In 1951, McDevitt left his post with the state fed to head the old AFL Labor's League for Political Education, predecessor of COPE before AFL-CIO merger. Thus, much of what was to become a national political education campaign for the entire labor movement, through COPE, had its roots in Pennsylvania almost 20 years ago.

No-Strike Proposal Nixed On All Sides

DETROIT—Labor, Government and business all found themselves on the same side of the issue of compulsory arbitration at a panel discussion here—they were all against it. The symposium, at Wayne State University, was sponsored by the Detroit Metropolitan Area Joint Construction Activities Committee.

Heading the list of speakers was C. J. (Neil) Haggerty, president of the AFL-CIO Building & Construction Trades Department. He joined with Under Secretary of Labor John F. Henning and Edward T. Kelly, labor relations director of the Associated General Contractors of America, in opposing forced bargaining.

Haggerty and Kelly were teamed up in a discussion on general labor issues and problems in the building trades, including different forms of government intervention in collective bargaining. Haggerty said the Building Trades are "unalterably opposed to com-

pulsory arbitration" and was seconded by Kelly.

The contractors' spokesman said he viewed anti-strike legislation as "tampering" with the rights of both labor and industry.

In his opening remarks, Henning warned against promoting compulsory arbitration in collective bargaining disputes.

Henning's statement reaffirmed the position he stressed in an appearance at last month's SIUNA convention, when he stated: "Neither a moral nor a political justification exists for the enactment of legislation designed to provide for the compulsory arbitration of major labor disputes in the maritime industry... the proponents of compulsory arbitration are disciples of despair."

Outmoded Ships Block Trade

(Continued from Page 2)

in the way of US maritime growth and expanded trade for American-flag companies. He said that new ways had to be found in this area and others to reverse a trend that will mean the end of the line for almost four of every five ships in the present US-flag fleet.

He echoed previous labor and industry speakers, in taking a firm stand against compulsory arbitration as the suggested "cure-all" for the ills of the industry.

Meanwhile, in an appearance on the West Coast, Hall reaffirmed the

position he took before the committee in March against the Bonner legislation.

In a debate with J. Paul St. Sure, president of the Pacific Maritime Association, at the University of California's Annual Industrial Relations Conference, Hall referred to the Bonner proposal as a "farce" because it would benefit only the subsidized shipowners and "would give them a total alibi to continue milking the taxpayers..."

He said available Federal money should be spread out to include operations in the bulk trades and

in other areas.

Hall put the blame for the present poor condition of the maritime industry squarely on the shoulders of Government agencies which, through administrative procedures and simple short-sightedness, had done more to destroy the American merchant marine than all the labor disputes put together. He singled out the Defense, Commerce and Agriculture Department as good examples where bureaucrats were more concerned with protecting foreign maritime interests than those of the US.

Text Of Hall Letter To Bonner Committee

June 10, 1963

Hon. Herbert C. Bonner, Chairman
Committee On Merchant Marine and Fisheries
House Office Building
Washington, D.C.

Dear Congressman Bonner:

In the course of his statement to the House Merchant Marine and Fisheries Committee on May 14th, Ralph Casey, president of the American Merchant Marine Institute, made several statements in regard to my own testimony on March 22nd and 29th that require correction because they are either inconsistent with the facts or misleading.

Mr. Casey stated that the main theme of my testimony was the charge that the subsidized lines are soft in their bargaining because they are not bargaining out of their pocket but at the taxpayers' expense.

As the printed record of the hearings very clearly show, I pointed to a number of problems which I considered as ills contributing to the merchant marine's present condition. Of the eight or nine principal causes I cited, the unrealistic application of subsidies in light of our nation's existing maritime needs was but one. And as one of several areas in which action could improve the position of American shipping, I suggested the following: "Reevaluate and overhaul the U.S. subsidy program to the end that it will encourage management and efficiency and develop trades and cargo shipments that are truly important to this nation."

I think that any one who knows what went on in the hearings must agree that my references to subsidies hardly constituted the main theme of my testimony, as Mr. Casey stated it did.

The allusion to the subsidized operators' bargaining practices, to which Mr. Casey is so sensitive, were the result of questions put to me on the subject by members of the committee, so that a reading of my testimony will quickly put Mr. Casey's comments thereon in their proper perspective.

When you weigh Mr. Casey's statements against the record, I believe it becomes obvious that what he really is saying is that as far as he is concerned the main theme was subsidy, because this is the subject which appears to be his prime concern at all times and to which all other problems in maritime are subordinate. Mr. Casey, as spokesman for the subsidized-dominated AMMI, is dedicated and committed to the preservation of status quo. Consequently, his chief function is to forestall or divert any examination of the present methods of subsidy application and any reference to it causes all else to fade from his view.

Particularly significant is Mr. Casey's statement to the committee that in regard to the charge that the subsidized lines are soft in bargaining, "this is a natural and logical question to ask. In fact," stated Mr. Casey, "at one time while serving with the General Accounting Office I, myself, wondered about it."

Subsequently, Mr. Casey continued, he became "convinced that there is absolutely no foundation for the charge."

I am sure that Mr. Casey's convictions with respect to subsidies deepened as his tenure as president of the AMMI increased. I am equally sure that the subsidized companies who controlled the policies of the AMMI would not have countenanced otherwise.

Mr. Casey then proceeded in his testimony "to analyze" for the committee the reasons for my attitude for subsidized shipowners, in the following manner: "(1) The SIU labor agreements are almost exclusively with non subsidized lines—and (2) for the most part these ships are World War II built and have either reached 20 years of age or are rapidly approaching it with little or no likelihood of replacement. So Mr. Hall has an extremely bleak outlook in the area of deep-sea operations and he knows it."

On Mr. Casey's allegation that SIU agreements are almost exclusively in non-subsidized lines, here are the facts:

	Companies	Ships
Total subsidized companies in U.S.	15	
Total subsidized ships in U.S.		316
Total SIU subsidized companies	10	
Total SIU subsidized ships		113
Total SIU East Coast subsidized companies	3	
Mississippi		13
Robin-Mooremac		7
Bloomfield		4
Total SIU West Coast subsidized companies	7	
American Mail Line		11
American President Lines		27
Grace Lines		7
Oceanic Steamship		5
Moore McCormack		6
Pacific Far East		17
State Lines		16

As for Mr. Casey's remark that "the vessels of non-subsidized lines are for the most part World War II-built and have either reached 20 years of age or are rapidly approaching it with little or no likelihood of replacement" and that "Mr. Hall has an extremely bleak outlook in the area of deep-sea operations," Mr. Casey here confirms a condition in our industry that I have continually tried to convey—and that is that the AMMI which he represents is contemptuous of the problems of the unsubsidized segment of the maritime industry. This is hardly the attitude that we might expect of an association which purports to represent the interests of all segments of the industry. It appears that Mr. Casey has unwittingly put into sharp focus the AMMI's precise position, which is to function primarily as a promoter for the large subsidized operator and to do it in the name of all members of the AMMI from whom it unashamedly collects membership fees, while lacking any understanding of, or concern for, the non-subsidized operator.

In view of Mr. Casey's sweeping, self-serving statements which distort my testimony for any one who might not have been aware of its contents, I believe it necessary to make this submission.

Sincerely yours,
Paul Hall

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$13,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Russell Clymer, 40; Brother Clymer died of a heart ailment on May 5, 1963 at Mercy Hospital, Baltimore, Md. He joined the SIU in 1947 and had sailed in the deck department. A friend, Mrs. Francis Hanover, of Baltimore, survives. Burial was at Baltimore National Cemetery. Total benefits: \$4,000.

Frank Soriano, 59; Brother Soriano died of natural causes aboard the SS Wild Ranger at sea on August 27, 1962. He signed on with the SIU in 1945 and had sailed in the steward department. His nephew, John Soriano, of Brooklyn, NY, survives. Burial was at sea. Total benefits: \$4,000.

Walton O. Hudson, 43; Brother Hudson died of injuries received in an accident on April 24, 1963 in Ivanhoe, Va. He had sailed in the deck department since he joined the SIU in 1955. His mother, Blanche G. Hudson, of Washington, DC, survives.

Burial was at West End Cemetery, Wytheville, Va. Total benefits: \$500.

Clarence T. Davis, 67; A liver infection proved fatal to Brother Davis at Memorial Hospital, Long Beach, Calif., on January 13, 1963. An SIU member since 1939, he had shipped in the steward department. Surviving is his wife, Etta B. Davis, of Baltimore, Md. Burial was at National

Cemetery in Baltimore. Total benefits: \$500.

Wade H. Sexton, 40; Brother Sexton died of lung cancer on April 26, 1963 at the USPHS Hospital in New Orleans, La. He sailed in the engine department after joining the SIU in 1957. His wife, Frances Sexton, of Houston, Texas, survives. Burial was at Forest Lawn Cemetery in Houston. Total benefits: \$4,000.

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$1,800 in maternity benefits and a maturity value of \$225 in bonds:

Cheryl Elaine Sylvester, born March 1, 1963, to Seafarer and Mrs. Eddie Sylvester, Whistler, Ala.

John David Schweain, born February 12, 1963, to Seafarer and Mrs. Jerry R. Schweain, Cape Girardeau, Mo.

Peter M. Escalona, born March 24, 1963, to Seafarer and Mrs. Dominador Escalona, Seattle, Wash.

Joseph John Air, born May 4, 1963, to Seafarer and Mrs. Robert N. Air, West Islip, New York.

Craig Allen White, born March

28, 1963, to Seafarer and Mrs. Robert N. White, New Orleans, La.

Robert Lowery McGill, born February 1, 1963, to Seafarer and Mrs. John McGill, Pearl River, La.

Juan C. Moore, born May 5, 1963, to Seafarer and Mrs. Lester Moore, Livingston, Texas.

Damaris Alvarez, born March 26, 1963, to Seafarer and Mrs. Samuel Rodriguez Alvarez, Saint Just, Puerto Rico.

Yolanda Marquez, born April 10, 1963, to Seafarer and Mrs. Felix Marquez, Orocovis, Puerto Rico.

Sees Flashlight Vital To Safety

To the Editor:
The following is about a safety situation I ran into on my last trip. It amounts to putting the skids on a safety program for the cost of a couple of flashlight batteries. This is a very sad case of "economics."

Everyone who has sailed on Calmar ships knows they put on just enough stores for the trip. But when they have certain stores and don't use them, this can make a difference. I joined the good ship Ken-

pocket-sized books and other reading materials. We of the General Maritime Stevedores Union of the Philippines are deeply grateful for this kindness and for constantly receiving copies of your official organ, the SEAFARERS LOG. Please accept our lasting gratitude.

Ramon M. Puga
Secretary-Treasurer
General Maritime &
Stevedores Union
Manila, Philippines

Afoundria Cites Mate's Antics

To the Editor:
We're having a little difficulty aboard this ship, the Afoundria (Waterman), but we still hope it will clear up by the time we hit our payoff port of Houston in June.

It looks like the chief mate is deliberately trying to keep the deck crew from completing any job given to it. By making us look bad, he covers his own incompetence and can justify using shore labor while knocking off the crew on weekends.

He's got us using hand tools for chipping when machines are on board, since hand tools are much slower. Although we can use electric buffers, we are not allowed to use power tools. Then a complaint is made to the captain that no work is being done.

Whenever it does look like we will get a job finished, we're taken off that job and put on another. Then we go back on the first job too late to complete it.

So far one man has had to go to the hospital in Egypt to have a sliver of steel taken from his arm because of a "mush-roomed" cold chisel. We've been told to repair what few tools we have, but when we do try to repair them, we're told to use it now and repair it later. This goes on and on.

One tool we've been using like this for three weeks, although we've made two ports of call. This same condition was brought up at a safety meeting, then promptly ignored.

The working tools are also locked up in the mate's room, so if a tool is needed to do a five-minute job, you first have to find the mate, then go with him to get it from his room. This makes a five-minute job take 15 to 30 minutes and sometimes more. We hope this guy straightens out soon because we're getting absolutely nowhere in a hurry.

Gene Bacon
Ship's delegate



Picture-taking time on the Afoundria finds Gene Bacon, ship's delegate (left), teamed with Alphonse M. Tolentino, chief steward and ship's reporter.

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.

mar (Calmar) on March 23 in Philadelphia when she was starting out for the West Coast on her regular run. A week after we left Baltimore, my flashlight went dead, as I had been using it for securing and for going on and coming off lookout. This is a pretty normal thing.

Since we were out at sea and there were no hardware stores around, I asked the mate for a couple of batteries for my flashlight. The answer I got was that he didn't have any. Luckily an oiler had a couple of extras.

A couple of other sailors also asked the mate about this, and the answer he gave them was that the batteries he had were only for himself, the bosun and the carpenter. They were advised to buy a new light if they didn't have any extra batteries. The slopchest has flashlights, but no batteries.

Just before this, there had been a safety meeting called by the mate, who started to cry the blues about safety. When everyone in the deck department called some of the unsafe conditions to his attention, including the need for proper lights to work with during the trip, you never saw a safety meeting end so fast.

That's when the safety program went to pot, since it meant a couple of dollars to repair or replace a couple of items on the ship. During the whole trip not a man whose light went out was able to get replacements from the mate. It was lucky these ships only go off the coast and aren't out four or five months.

I believe in a good safety program and will go the limit to see it followed, but the situation on the Kenmar was a pretty bitter pill to swallow. I've never run into another company that refused to issue batteries when the ones you have run out while you are working on a ship. I wish I knew who is supposed to supply batteries during the trip.

Mike Machel

Philippine Union Sends Greetings

To the Editor:
On behalf of our organization and of our seafaring members, we wish to convey to your membership, your officials and your great organization our sincere and honest feelings of gratitude for the kind and thoughtful act in sending us five cartons of

SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. The following is the latest available list of SIU men in the hospitals around the country:

- USPHS HOSPITAL
NEW ORLEANS, LOUISIANA
- Clyde Barnes
 - Felipe Basaldu
 - Arthur Botelho
 - John Brady
 - Bobby Butts
 - E. Constantino
 - Quincy Crawford
 - Wm. Crotasant
 - Harold Eby
 - Frederick Edwards
 - Eugene Engelhardt
 - Natale Favalora
 - Eugene Gallaspy
 - Manuel Gormino
 - Orlando Gonzalez
 - Leon J. Gordon
 - Carle Harris
 - Herbert Hart
 - Daniel Hutto
 - Walter Johnson
 - Oscar Jones
 - Alford Keenum
 - E. Kirkpatrick
 - Steve Kollna
 - Warren Lewis
 - Clyde Lowe
 - Thomas Lyons
 - Anthony Maxwell
 - George McFall
 - Rosindo Mara
 - Louis Moore
 - John Morris
 - William Muller
 - Ralph Newcomb
 - Charles Parmar
 - George Peres
 - Clyde Pritchett
 - William Roberts
 - Calvin Rome
 - Emile Roussell
 - Nicolas Sabin
 - Aubrey Sargent
 - Joseph Savoca
 - John Spires
 - Ashton Stephens
 - Adolph Swenson
 - Joseph Tague
 - Harvey Thomas
 - Woddie Tielman
 - Robert Trippe
 - William Wade
 - James Walker
 - Joseph Williams
 - Luther Wing

- USPHS HOSPITAL
STATEN ISLAND, NEW YORK
- Adolph Anavitata
 - Felix Arce
 - Chris Astyfores
 - John Barone
 - Louis Basta
 - B. Berglund
 - Jose Bonfont
 - Raymond Bunce, Jr.
 - R. Burton
 - Anthony Caramas
 - Carmine Cassano
 - Howard Faukiver
 - Charles Fediw
 - Charles Ferial
 - Theodore Gerber
 - Samuel Ginsberg
 - John Givens
 - Robert Goodwin
 - John Graddick
 - Walter Gustavson
 - Frank Hannacheck
 - Fred Harvey
 - John Hansen
 - Thomas Hickey
 - Henri Hillion
 - William Leonard
 - Salo Lepisto
 - A. Longueira
 - James Stripp
 - E. T. Mara
 - Thomas Mastine
 - Solon Pateras
 - Floro Regalado
 - Francis Roth
 - Leon Ryzop
 - Luis Salazar
 - I. B. Schneider
 - Joseph Scully
 - James Shiber
 - Klaus Teslke
 - Regino Vasquez
 - James Webb
 - Frank Weber
 - Yu Song Yee
 - Ching You
- USPHS HOSPITAL
SAVANNAH, GEORGIA
- Issac D'Amico
 - Rafael Diangelo
 - J. R. Miller
 - Jesse Morris
 - W. T. Shierling

- USPHS HOSPITAL
NORFOLK, VIRGINIA
- Walter Conner
 - Clanton Jernigan
 - Jose Kamminga
 - William Mason
 - Bert McInerney
 - Carl Olson
 - William Pierce
 - Willie Stone
- USPHS HOSPITAL
GALVESTON, TEXAS
- N. Blanchard
 - James Barnes
 - Charles Bown
 - Lynn Baker
 - Wilmer Black
 - William Bedgood
 - Alvah Burris
 - Henry Childers
 - Edward Douglas
 - Lucien Elie
 - Antoine Granger
 - I. B. A. Pedersen
 - Rafael Pereira
 - Clarence Simmons
 - Emanuel Vatis
- USPHS HOSPITAL
SAN FRANCISCO, CALIF.
- Edward Atkins
 - Harry Baum
 - G. Chamberlaine
 - Donald Hampton
 - William Langford
 - William Maley
 - David Wilson
 - Wong Sing
- USPHS HOSPITAL
BRIGHTON, MASS.
- Edward Broussard
 - Edward Czosnowski
 - Edward Farrell
 - Anthony Hickey
 - Levi Middlebrook
 - Charles Robinson
- USPHS HOSPITAL
SEATTLE, WASHINGTON
- Edward Cichobek
 - James Nelson
 - Charles Scott
- USPHS HOSPITAL
BALTIMORE, MARYLAND
- William Burton
 - Gaetano Busciglio
 - Sidney Day
 - Gorman Galze
 - Lynwood Gregory
 - Earl Hartman
 - Daniel Hill
 - Everett Hodges
 - Frank Liro
 - Carence Parks
 - Emmett Phean
 - Charles Radtke
 - Vance Reid
 - David Rudolph
 - Edward Ruley
 - John Thompson
 - Harry Thrash
 - Stanley Vernux
 - George Warnick
 - George Warren
 - John White
- VA HOSPITAL
HOUSTON, TEXAS
- John Butler

- USPHS HOSPITAL
FORT WORTH, TEXAS
- Gerald Algerson
 - Robert Banister
 - Benjamin Deibler
 - Claude Doyal
 - Abe Gordon
 - Leneard Higgins
 - Joseph Gross
 - Thomas Lohay
 - Arthur Madsen
 - Max Olson
 - Charles Slater
 - Willie Young
- SAILORS' SNUG HARBOR
STATEN ISLAND, NEW YORK
- Alberto Gutierrez
 - Thomas Jaakson
 - William Kenny

Editor,
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675 Fourth Ave.,
Brooklyn 32, NY

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Menu-Planners



Stores list for a voyage of the Bethex (Bethlehem Steel) gets a going-over from steward Leo Garabedian (left) and chief cook A. J. DiBartolomeo, as they plot out possible menus for the days ahead. DiBartolomeo looks like he's figured out a couple of real winners.

'Grin And Bear It' On Haven Is Routine

When things run smoothly aboard ship, small upsets don't matter much. But when one big item goes awry, there's trouble.

This is the tale of woe from the trouble-ridden Hedge Haven (Hedge Haven Farms), which set out from Providence recently and never did get to its original destination at Cartagena, Columbia.



Rendueles

After just a few days out of port, failure in the main generator cut off all power, leaving the T-2 tanker adrift. Temporary repairs finally restored a semblance of working order, enabling the ship to steam into Jacksonville. But by then the Hedge Haven needed so many repairs that she was forced to quit her Columbian run.

Finally things were righted once again, and the ship left to pick up a cargo of oil for delivery to the

West Coast. Again good luck lasted only a short while, as trouble soon overtook the SIU crew once more.

Due to illness, the 2nd cook and a messman had to leave the ship on the way around through the Canal and, to make matters worse, a refrigerator went on the fritz and the meats began to spoil. The next problem came when two of the remaining men in the galley also had to get off, leaving the steward department almost completely unmanned.

The rest of the crew, says ship's delegate Manuel A. Rendueles, got together on repairing the freezer and restored all provisions which hadn't spoiled. By now, the Haven had also reached a US port and was able to pick up some much-needed replacements.

At last report, conditions had inched their way back to normal, and the Haven was making its scheduled stops on the West Coast with only minor sore-spots arising.

Jefferson City Victory ship's delegate Joseph Michael has an idea on how to avoid the "deep freeze" which took over his ship at sea. Michaels wants all vessels coming out of lay-up to have a thorough going-over in advance to make sure heating facilities are

and ship's fund to \$343.22. That's real fiscal responsibilities on the part of all hands.

Due to heating failure last winter, the Jefferson City (Victory Carriers) sailed with no heat and all hands had to go around like Eskimos wearing parkas when eating. No more deep freeze for him, Michaels says. He's one of the "some" who "like it hot."

How to avoid the many shots given on and off ship is the thing that bothers Steel Scientist (Isthmian) ship's delegate Don Dickerson. Though shots are necessary, you get shots wherever you go, or so it seems, Dickerson says. Then again, sore arms occur more and more when all shot records are taken off the vessel and turned in.

Offering a suggestion on how to lower the number of shots given, Dickerson asks that when the ship is laying over at any SIU port, the men take all the necessary shots at the clinic and pick up a duplicate copy of their shot record.



Lawson

Money, money, money was the theme of a report by Del Sud (Delta) treasurer Louis P. Briant, Jr. At the outset of the voyage, he said, there was \$4.01 in the movie fund and \$119.21 in the treasury.

Collections accounted for \$79, making a total of \$198.21 in the entire ship's fund. Two men who left ship due to illness were given \$50 each. After various other expenditures were noted by Briant, he ended his account with the announcement that additional donations from the crew had brought the combined total of the movie



Briant

could be done to improve safety on board.

A smooth run to Honolulu was reported by Steel Executive (Isthmian) meeting chairman C. Lawson and secretary Bill Stark. Handing the steward department a "well done" on all fronts, the SIU crew also voted to donate funds and books to the Staten Island, NY, USPHS Hospital after receiving a letter requesting aid. A special roster for donations was posted and a sizeable amount was given.

LOG-A-RHYTHM:

The Ripening Life Of Man

By Roy Lee Hinson

Out of the home came forth a son Entering the race that others have run. Learning, accepting, refusing the truth In infancy, childhood, even in youth.

Living on earth which Heaven affords, Enticing armies with flashing swords, Hearing flattering, constructive remarks, Sitting, lounging around in the parks.

At sounding of trumpets of young manhood, Accepting a place where others have stood, Succeeding, failing where others have failed, Trodding, blazing a brand-new trail.

Leading a life where all men are free, Leaving a trail which others can see, Never to see what he has done, Except through the mirror of his own dear son.

What wrong he did or good he rendered Who he blessed or who he hindered; Or what he did he cannot see, Except through those whom he set free.

The ripening life is man's life Life nor words cannot entice, Nor people he knew long afore Or clay he marred or things he tore.

The things he made and things he wrote Are like a tiny beam or moat; Casting power upon the sea, Or like the foam upon the Lee.

He is an heir of the free Once in his possession is the key All his good and bad is hid - All he can see is what others did.

COEUR D'ALENE VICTORY (Victory Carriers), Chairman, Chuck Dawson; Secretary, N. Purcell. Ship's delegate Thompson resigned. McIntosh was elected to serve in his place. Nothing done on repair list for last three trips.

PENN TRADER (Penn Shipping), March 17—Chairman, Stephen Emerson; Secretary, G. Troclair. Stephen Emerson was reelected to serve as ship's delegate. Motion made to write headquarters regarding no work being done on repairs. Equipment on ship not working properly. Shortage on cigarettes. See captain about buying some in Trinidad.

OVERSEAS ROSE (Maritime Overseas), April 2—Chairman, V. Hall; Secretary, J. H. Raliff. Ship's delegate reported everything is running smoothly. Captain says he has a good crew. Vote of thanks to steward department for doing a good job.

ELEMIR (Marine Carriers), April 17—Chairman, Charles L. Dandridge; Secretary, Kenneth Collins. Special meeting to be held before payoff, when patrolman comes aboard, to settle all bills.

MADAKET (Waterman), March 23—Chairman, Wm. F. Phillips; Secretary, Albert G. Espenada. Discussion about mattresses in hospital. Crew requests ship's delegate to see captain about getting new ones in hospital, or to see patrolman before payoff. Vote of thanks to steward department.

STEEL MAKER (Isthmian), March 31—Chairman, Barney Speegle; Secretary, Tony Gaspar. \$57.00 in ship's fund. Most of repairs were taken care of. Deck and black gang rooms not painted. Crew reminded not to dump garbage in the after end of the house.

STEEL SCIENTIST (Isthmian), March 24—Chairman, A. M. Maldonado; Secretary, Florencio S. Omega. \$8.91 in ship's fund. Motion to feed checkers and supercargo after all crewmembers have eaten, with payment for extra meals. A higher rate of pay or some other form of compensation should be given to oilers to compensate for loss of OT on weekends and holidays. Union urged to negotiate the same agreement for men standing watches in port as the mates and engineers have, such as OT for all watches after 5 PM and before 8 AM, regardless of cargo being worked. Wording in paragraph D of Section 3 in contract reading "take care of entire plant" should be deleted.

COTTONWOOD CREEK (Bulk Transport), March 4—Chairman, Bob Layko; Secretary, E. Perry. Wiper requested that efforts be made to get better accommodations for wipers, as fog-fies are too small and there is no place to hang gear. Ship's delegate to speak to master. The matter of new lockers will be referred to patrolman at payoff.

DIANA B (Conestoga), March 17—Chairman, Fred Sullins; Secretary, Andrew Lesnasky. Everything running okay. See captain about water and find out how long there is going to be a water shortage.

LONGVIEW VICTORY (Victory Carriers), March 31—Chairman G. Orth; Secretary, none. Motion made on limiting length of articles and need for port payoff. The matter of fresh fish being purchased from port to port instead of voyage storing should be taken up with Food Committee.

STEEL VENDOR (Isthmian), March 24—Chairman, Fred Shale; Secretary, Joseph Gude. \$41.00 in ship's fund. Motion made to have all contracted

companies issue US currency instead of travelers checks. Motion to have shore passes issued before work is started on cargo. Discussion on shipping rules. It was suggested to be sure and wire in replacement needs, so as to give members a chance to make jobs.

FAIRPORT (Waterman), April 12—Chairman, F. L. Lambart; Secretary, A. J. Kuberski. Ship's delegate reported one man hospitalized in Inchon. \$15.40 in ship's fund. Discussion on fireman claiming OT when winches are used by shore gang after 8 PM

DIGEST OF SIU SHIP MEETINGS

and before 8 AM. Crew requests that decks outside midship house and aft on poop deck be painted with non-skid deck paint. Decks are sanded and this creates unsafe condition. Vote of thanks to steward department.

MARYMAR (Calmar), April 9—Chairman, John Hannay; Secretary, H. Buckner. John Hannay was elected to serve as new ship's delegate. Crew asked to donate \$1.00 for TV repairs, stamps, etc. Baker J. Padelsky does well at both fishing and baking.

OVERSEAS EVA (Maritime Overseas), March 3—Chairman, P. O. Whitlow; Secretary, D. D. Backrak. Cigarette beef of last trip was settled, along with some disputed OT which

was payable. Saling board was not properly posted when ship sailed from Baltimore. Motion made to have port payoff after voyage.

PENN EXPORTER (Penn Export), April 13—Chairman, C. E. Martin; Secretary, Z. A. Markris. Ship's delegate placed order for new mattresses. Glenn Larkson was elected to serve as new ship's delegate. Crew requested to keep messhall clean at all times. No beefs reported by department delegates.

SANTORE (Marven), April 7—Chairman, James P. Ahern; Secretary, Anders E. Johannson. James P. Ahern was elected to serve as ship's delegate, replacing Louis E. Meyers. No beefs reported by department delegates.

OCEAN EVELYN (Maritime Overseas), April 6—Chairman, Walter Kohut; Secretary, Donald Alf. Ship's delegate reported three men hospitalized. Bonus for ammo will be paid. No launch service was available at Port of Djibouti. \$2.80 left in ship's fund. Vote of thanks to entire steward department for job well done.

MANKATO VICTORY (Victory Carriers), March 31—Chairman, Gene Flowers; Secretary, J. J. Cabral. Discussion on the master getting more American money before sailing from the states. \$27.95 in ship's fund. Discussion regarding checkers and longshoremen using crew's recreation room, which should be kept locked in port. See mate about having the hospital sougeed. Vote of thanks given to the steward department for a job well done.

MOBILE (Sea-Land), April 20—Chairman, Stephen Carr; Secretary, Simeon Simos. \$17.25 in ship's fund. Motion made regarding a raise in wages. Ship's delegate to get in touch with

patrolman or port captain to find out when air-conditioner for crew messhall will be installed. Vote of thanks given to steward department.

TRANSORLEANS (Hudson Waterways), March 30—Chairman, John Hunt; Secretary, Pat Murphy. Motion made to hold safety meetings. Men are careless with cigarettes while fuel is being carried on vessel.

ROBIN GOODFELLOW (Robin), March 24—Chairman, Arvell Bearden; Secretary, Luther Gadsen. \$17.00 in ship's fund. Motion to have headquarters negotiate to have weekend OT incorporated in monthly wages.

THETIS (Rye Marine), March 17—Chairman, Neil Lambert; Secretary, Francis Haigney. Neil Lambert was elected to serve as ship's delegate. No beefs reported. Company is installing airconditioner in saloon and messhall.

ORION COMET (Orion), April 6—Chairman, E. Gomez; Secretary, E. Trakimavich. Ship's delegate hospitalized in Persian Gulf. E. Gomez was elected to serve in his place. Had discussion on quantity and quality of fruits and vegetables. Steward will try to get permission to condemn rancid butter and replace it.

STEEL EXECUTIVE (Isthmian), April 6—Chairman, Carl Lawson; Secretary, Bill Stark. Ship's delegate reported that collection for merchant marine library from crew amounted to \$115.00. \$45.00 in ship's fund. Crew beefing about food.

CANTIGNY (CINEX Service), April 19—Chairman, W. Kushner; Secretary, N. Bryant. W. Kushner was elected to serve as ship's delegate. Motion made that transportation beef regarding travel between Houston, Brownsville and Port Arthur be settled.

SOLID SIU SEAMANSHIP SOLVES 'THE SHIFTING DOUGHNUT' CAPER

By Seafarer Tony Petrillo, Book P-678

Seafarer Tony Petrillo, aboard the SS Ocean Dinny, sent in the following story from a place located "somewhere in the Mediterranean." He's a long-time SIU member who sails in the steward department.

The Ocean Dinny (Maritime Overseas) steamed out of New York harbor on March 29, bound for ports in the Mediterranean area, loaded with a 5,806-ton cargo of heavy structural steel and machinery. Thanks to St. Christopher, the captain, chief mate, deck gang intuition, good seamanship and a general instinct for self-preservation, all finally went well after some harrowing experiences.

It all began at midnight, April 1, when the vessel encountered a storm with rolling seas. Right off the bat, Captain Lundquist, our skipper, felt a slight list to port. Call it premonition or call it fate; the whole thing boils down to good seamanship.

The captain decided to call the standby gang and check the cargo in No. 2 hold 'tween decks. Sure enough, we discovered that the "Doughnut" (a nickname given to a large, round steel casting weighing 116 tons when it was loaded by New York stevedores) had shifted six feet to port, parting the chains and crushing the timbers to splinters.



Petrillo

The captain immediately summoned the chief mate and all of the deck gang. Without the slightest bit of hesitation, armed only with a dull ice saw, a dull hatchet and a grim determination to do their duty, they set out upon an almost impossible task of shoring up the huge weight. There was little that kept the boys from smashing themselves to pancakes under this massive weight except their resolve to get the job done.

Forced to climb over a deck load of steel girders, earthmovers, caterpillar tractors and turbine casings, the hardy deckhands hauled by hand from the after end of No. 5 hatch on deck to No. 2 hatch, down through two sets of manholes time and time again, carrying timber, turnbuckles and chains to be used for shoring. They worked throughout the night. Finally, with the "Doughnut" lashed from port to starboard, the deck men were able to breathe easier—but only for a short time. The day after, the ship went

from a roll into a pitching motion which presented a new and serious problem. More shorings and lashings had to be added fore and aft of the "Doughnut." Again, sailors had to go through the procedure of the night before. When the job was at last completed, 18 chains had been used, plus several 6x12 and 10x10 timbers and a number of turnbuckles. Now, we all thought that, at last, the job was over.

However, there was no such luck. Suddenly, the shoring in No. 4 hold let go and broke up. This new job was also completed quickly.

Crew Praised

Due to the effort put in—the captain and chief mate had nothing but praise for the sailors who battled danger many times in performing their tasks. The compliments went the other way too, because proper supervision and teamwork made all the difference.

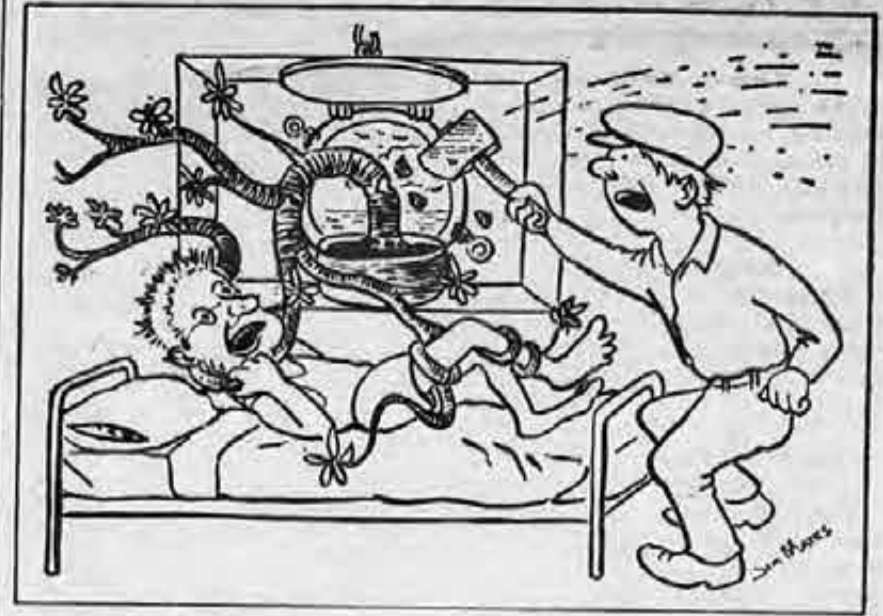
Until we arrived at Huelva, Spain, our first port, a 24-hour round-the-clock watch was maintained down in No. 2 hold to keep an eye on the lashings.

On arrival in Huelva, we were greeted by a surveyor sent to check the condition and securing of the cargo. All hands were mighty pleased when the surveyor complimented the gang on the job done, and gave the okay to sail as is for Taranto, Italy, where we were to discharge the cargo.

A short while later, a letter of commendation from the company was added to the compliments for an impressive job done in the best tradition of the sea.

'Sea Life'

—By Jim Mates



"I warned you a hundred times not to grow those tropical plants in the foc'sle!"

LOS ANGELES (Sea-Land), April 7—Chairman, A. Gonzales; Secretary, R. Aguilar. P. Garcia was elected to serve as new ship's delegate. One man missed ship in San Juan. Motion that air conditioning be installed on this ship in crew messhall. Suggestion that all pipe systems in connection with the living quarters and washroom be repaired before the ship leaves port. Vote of thanks to steward department for the good feeding and serving during the entire voyage.

YORKMAR (Calmar), April 11—Chairman, Leo J. Doucette; Secretary, none. Motion made to contact Food Plan representative so that fresh fruit may be put out for night lunch. No beefs reported by department delegates.

MARORE (Marven), April 14—Chairman, Lawrence P. Conficello; Secre-

powder and spray should be used on all Isthmian ships, as it was very effective. A new washing machine is urgently needed. Laundry water is rusty and the tanks should be cleaned thoroughly.

STEEL SEAFARER (Isthmian), April 7—Chairman, J. L. Morgan; Secretary, William Lovett. Ship's delegate reported that everything is running smoothly. Crewmembers requested not to bring whiskey aboard ship. It was suggested that all crewmembers donate to the ship's fund, \$6.00 in treasury now. Ship's delegate to see captain about putting a notice up regarding the laws in Saudi Arabia.

TRANSLOBE (Hudson Waterways), May 19—Chairman, Glenn Tenley; Secretary, S. U. Johnson. Suggestion made that negotiating committee try to obtain a day off on trailer and container ships, since the turn-around is so fast.

MIDLAND (Marine Carriers), April 21—Chairman, Ronald Barnes; Secretary, Pete Triantafillos. Ronald Barnes was voted unanimously to remain as ship's delegate. He reported that all draws will be issued one day before arrival, and that the schedule will be posted on sanitary work, which includes laundry room and recreation room.

PANOCEANIC FAITH (Panocoanic Tankers), May 12—Chairman, J. R. Batson; Secretary, R. S. Cowperthwaite. J. R. Batson was elected to serve as ship's delegate. Motion made to have patrolman aboard ship at signon. Crew requests new water cooler be installed in passageway.

STEEL KING (Isthmian), April 28—Chairman, Jack Thommen; Secretary, Victor A. Cover. No beefs reported by department delegates. \$8.25 in ship's fund. Motion made that new ice-cube machine be installed on ship. Matter of dirty water and tanks to be referred to headquarters. Discussion on food and messroom service.

CHILORE (Marven), May 1—Chairman, R. J. Heilig; Secretary, E. C. Barnhill. Ship's delegate reported everything is running along fine. Robert J. Heilig was elected to serve as ship's delegate. Crew requested to donate to ship's fund.

CITIES SERVICE BALTIMORE (Cities Service), May 8—Chairman, B. C. Browning; Secretary, J. V. Smith. Smith was elected to serve as ship's delegate. No beefs reported by department delegates. All agreed to have patrolman on arrival to settle OT beef and deal with tactics of the captain and mate.

ANTON BRUUN (Alpine Geophysical), April 29—Chairman, Albert Prejean; Secretary, Robert Axman. Matter of captain keeping sufficient US currency on board for draws was promptly corrected by Union officials. \$12.00 in ship's fund. Suggestion was made to ask headquarters for definite status of crewmembers' repatriation in December, 1963 and confirmation of membership status. Vote of thanks to Al Prejean for outstanding job as ship's delegate.

DIGEST of SIU SHIP MEETINGS

ARY, Walter J. Walsh. Four crewmembers hospitalized during voyage. Request for clarification regarding a five-day advance notice when staying on or getting off a vessel, on arrival. On previous voyage the ship was laid up for 10 days, and crewmembers who gave advance notice of quitting were disqualified for unemployment compensation. Only an 8-hour notice was given by the operator regarding layup. Launch service issue to be taken up with patrolman. Vote of thanks to Ed Potts for the goodies during voyage and a vote of thanks to Lt. James H. Montgomery, USN, for his efforts in attending to the sick quartermaster at sea. Bosun will pay duties on souvenirs belonging to Lahya. Deck delegate to pack same.

ARIZPA (Waterman), April 14—Chairman, Walter Criston; Secretary, Cleveland R. Wolfe. Discussion on having new watch foc'sles for firemen and officers. Patrolmen should check on thirty-minute callout. Ship should have clock back aft so crew would not have to go all the way to messhall to check the time. Vote of thanks to steward department for wonderful job.

ALCOA RUNNER (Alcoa), April 19—Chairman, M. C. Cooper; Secretary, C. L. Stringfellow. \$18.00 in ship's fund. E. A. Wright was elected to serve as ship's treasurer. Crew requested to keep library locked in port. The matter of shore gang in Trinidad using ship's toilet and shower to be taken up with boarding patrolman.

STEEL ARTISAN (Isthmian), April 14—Chairman, Jack Bowman; Secretary, Gus Lopez. \$15.81 in ship's fund. Captain given a vote of thanks for fumigating the ship in San Francisco. Recommendation should be made to the company by the SIU that the same

Hospital Stay 'Unfair' To 77-Year Oldtimer

Now awaiting a cataract examination, 77-year-old Seafarer Fred Harvey is mighty upset about his temporary incarceration at the Staten Island US Public Health Service hospital. Any one of Fred's numerous shipmates and countless friends can tell you why.

Sailing the seas for over 60 years, Harvey just can't stay too long in drydock.



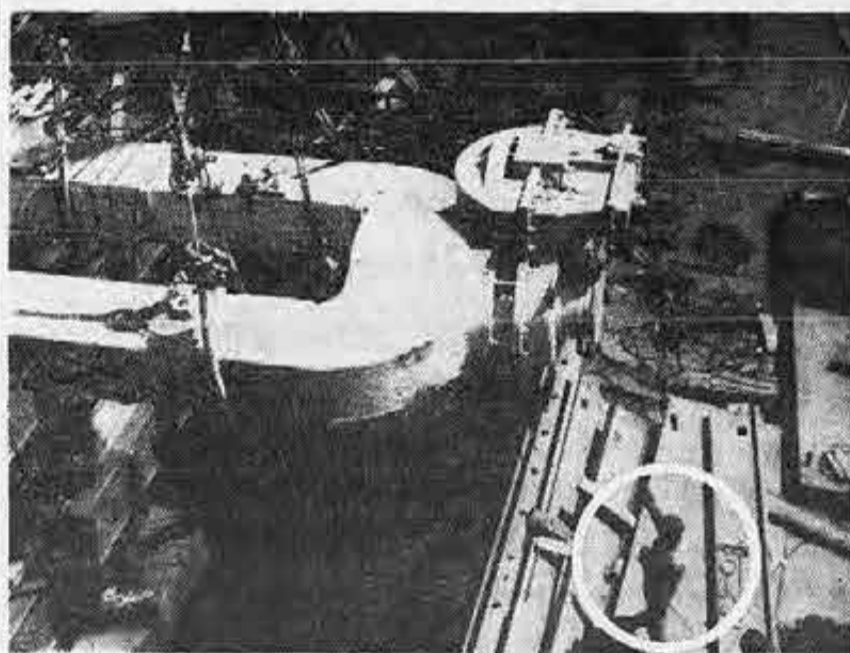
Harvey

He gets itchy after just a few days ashore and he longs to be back on a ship where he feels he naturally belongs. Harvey's first sea-going job was on the whaler Andrew Hicks. He spent four years on there from 1900 to 1904, and can vividly recall the days when "you slept 20 in a foc'sle" and ate out of a common barrel of greasy slops. It was a rough life for seamen in those days, he recalls, and it really took a man to get along and do his job.

Born in Illinois back in 1886, Harvey started sailing when he was 14 and has kept at his profession ever since. Sailing in the deck department, the blue-eyed, white-haired Seafarer spent 10 of his more than 60 years of sea-time aboard foreign flag-ships.

A year-round resident of Brook-

lyn, Harvey joined the SIU at New York in 1949 and has been an active and spirited member all these years. He lives with his wife, Margaret.



Cause of all the trouble on the Ocean Dinny was this 116-ton steel casting, shown being loaded by longshoremen in New York. The "doughnut," as it was nickname, dwarfed dockers (circled) guiding it aboard.



PERSONALS and NOTICES

Norman Mendelson
The above-named or anyone knowing his whereabouts is asked to get in touch with Mrs. Wesley Radcliffe, 1827 E. Belvedere Ave., Baltimore 14, Md.

Kenneth Shipley
Would like very much to hear from you. Write or visit 16302 Santa Anita Lane, Huntington Beach, Calif. Katie Hansel and family.

David H. (Frank) Van Horn
Ex-Coe Victory
The above-named or anyone knowing his whereabouts is asked to get in touch with his sister, Mrs. Henry Dillard, 2568 Gresham Road, Atlanta, 16, Ga.

Seafarers on ships in Ceuta, Spain, are asked to pay a visit to Seafarer Howard Bickford at the Red Cross Hospital. He's off the SS Rye.

Michael J. Stratas
Contact Mrs. Michael J. Stratas, PO Box 428, Martins Ferry, Ohio.

Ernest Ibarra
You are asked to get in touch with John R. Duggan, attorney.

c/o Martin J. Jarvis, 123 Second St., San Francisco, Calif., regarding an accident to Harry Baum. Call collect YUKON 2-9617.

Domingo Jarlin
You are asked to send a forwarding address or to contact the Records Department at SIU headquarters regarding mail being held for you.

Money Due
The following members of the deck department have money coming for payment of disputed overtime in connection with tank cleaning on January 26-27, 1963, aboard the SS Penn Carrier, and should write Capt. G. Lesh, Penntrans Company, Inc., c/o Penn Shipping, 405 Park Avenue, New York, NY, for collection:
John Bergeria, William S. Porter, John Chaplinsky, John

SIU HALL DIRECTORY

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Trawka, John F. Nolde, John A. Sheerin, Anton Vuksinick, William J. Secure, Gerson K. Rose, Alfred D. Hills, Jr.

Ex-SS Pacific Carrier
All former crewmembers of this vessel should immediately contact Sol C. Berenholtz, attorney, 1209

Court Square Building, Baltimore 2, Md., by mail or in person, in order to receive additional monies obtained from the US District Court.

Wayman C. Lizotte
SS Malden Creek
Your wife asks you to contact

her soon as possible because of the difficulty in getting mail to you.

Edward Kenneth Dudley
Daniel W. Rose asks you to contact him at home, at 8721 NW 4th Court, Miami, Fla.

PHS Merging Coast Clinics

LOS ANGELES—The US Public Health Service will combine its downtown outpatient clinic here with existing facilities in the port area of San Pedro beginning August 1. The move means that the clinic in the Federal Building here will be closed.

Under the new set-up, enlarged quarters are being prepared to serve the entire harbor area through the clinic in the San Pedro Federal Building, 825 South Beacon Street.

The San Pedro staff will be increased to include a medical officer in charge, seven physicians, three dentists, a dental hygienist, dental assistant, two nurses, and clerical administrative help. A medical laboratory and physiotherapy facilities will be added.

Staff members now working here will be allowed to transfer to San Pedro. The USPHS will maintain a contract with the White Memorial Hospital, Los Angeles, for emergency service, and will contract with the county health office for inoculation work.

Schedule Of SIU Meetings

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

New York	July 8	Detroit	July 12
Philadelphia	July 9	Houston	July 15
Baltimore	July 10	New Orleans	July 16
Mobile	July 17		

West Coast SIU Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
June 17	June 19	June 21
July 22	July 24	July 26
August 19	August 21	August 23
September 16	September 18	September 20
October 21	October 23	October 25
November 18	November 20	November 22

SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

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

KNOW YOUR RIGHTS

Virgin Islands SIU Drive Scores In NLRB Voting

SAN JUAN—Continuing the SIUNA's drive to broaden the scope of free American trade unionism throughout the Caribbean area, the SIU-affiliated Virgin Islands Labor Union has just scored two National Labor Relations Board election wins in St. Thomas.

Employees at the Walter Quick Freeze Corporation, operator of the Lucy Supermarkets, voted 28-2 in an NLRB election to join the SIU-affiliated Virgin Islands union. The VIU also won a unanimous victory in NLRB voting at Morgan & Yates, Inc., a bottled gas distributor.

The Virgin Islands Labor Union affiliated with the SIUNA just two years ago with a membership of some 1,500 industrial workers in various plants on the island. It has successfully broadened its organizing efforts ever since in bringing other groups of workers under the union banner.

In addition, several thousand workers in other parts of the Caribbean have also petitioned to have the SIU and its affiliates represent them in their collective bargaining negotiations.

SIU Gains

A campaign by the Seamen's and Waterfront Workers Trade Union of Trinidad, a 6,000-man organization which affiliated with the SIUNA in October, 1961, is also making headway in some areas in Trinidad and in Tobago.

The SIU has similarly been active on the educational front in the Caribbean through a school of labor-management relations based here in San Juan. This program enables SIU members in Puerto Rico to attend courses covering the complete range of trade union activities.

The courses, taught by experts in various fields, offer full university credits and are aimed at promoting a stronger trade union

feeling in the working community of Puerto Rico and throughout the Caribbean.

Another reason why the name "SIU" has become synonymous with labor and free trade unionism throughout the Caribbean and Latin America is the popular radio program "SIU En Marca" or "SIU

On The March." Broadcast every Sunday from San Juan, the hour-long program is relayed to practically all of the radio stations on the islands, with rebroadcasts beamed over the powerful 50,000 watt Radio Caribe in Santo Domingo to practically all of eastern South America.

West Coast Boxship Run To Get Hearing June 21

WASHINGTON—Oral argument on American-Hawaiian Steamship's bid for Government-insured mortgages on three proposed intercoastal containerhips will be heard by Maritime Administrator Donald W. Alexander on June 21.

The hearing is another step in American-Hawaiian's five-year fight to get its construction program underway. The three new vessels, if constructed, would operate out of the West Coast and would be manned by members of the SIU Pacific District. The A-H entry would be the second in the intercoastal trade since SIU-contracted Sea-Land began East-West operations last September.

Paul N. Pfeiffer, a chief examiner with the MA, has already approved Federal mortgage insurance on the three 24-knot, lift-on/lift-off containerhips which would be built by the company at an estimated cost of \$56 million. Each of the vessels would carry 988 30-foot containers.

In reaching his decision several months ago, Pfeiffer cited a study by the Western Traffic Association, a railroad group which vigorously opposed American-Hawaiian proposal. The study indicated a sizeable volume of traffic potentially available to an intercoastal containerhip service. It went so far as to outline rate-cutting procedures for use by railroads in case another containerhip service started.

American-Hawaiian has been denied before in its efforts to win Government insurance for its three proposed ships. The new proceeding is based on an order of the

Secretary of Commerce to reopen and review the case.

In a separate proceeding, Commerce Secretary Luther Hodges last month called for reopening a case involving a proposed subsidized passenger-cargo service to Europe from Baltimore, Philadelphia and Norfolk, which will provide a hearing in another few weeks. Hodges set aside a decision of the Maritime Subsidy Board for further study.

SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



Aged Spend Most On Health Care

The critical need for special assistance for our aged citizens to pay for their medical care costs is underscored in a new study by the Social Security Administration. It shows that the average per capita expenditure for medical care of persons 65 or over in 1961 was \$315, or two and one-half times the national average.

"Approximately 20 percent of all expenditures made for personal health services in the United States in 1961 went for the care of the 9 percent of our population aged 65 and over," declared Dr. Donald P. Kent, director of the Office of Aging, Department of Health, Education and Welfare.

The HEW study shows that an estimated total of \$26.6 billion was spent in 1961 for personal health care of all citizens. Of this, close to \$5.4 billion was spent for care of older persons, and approximately \$21.3 billion (80 percent) for the 91 percent of the population under 65. Health care expenditures increased in 1961 over 1960 for both age groups, but the rate of increase was slightly larger for the older population (9 percent) than for the younger (7 percent).

Of the amount expended in 1961 for medical care of the under-65 group, 81 percent came from private sources; for the 65-plus group, 72 percent came from private sources. Public expenditures for medical care of older persons in 1961 increased by 13 percent over 1960 compared with 9 percent for younger persons.

The rate of increase in public expenditures for older persons was almost twice that for private expenditures for their health care.

Although the data, especially for private expenditures, are necessarily based on rough estimates in the absence of recent information, they are indicative of general magnitudes and the relative importance of the various sources of expenditures, according to Dr. Kent.

Per capita medical expenditures from private sources were \$103 for persons under 65 and \$228 for older persons. Per capita expenditures from public sources were \$25 for younger persons and \$89 for the 65-plus group.

Compared to 1960, all per capita medical expenditures were higher in 1961, but the rate of increase was greater for older persons than for younger persons regardless of source of funds.

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

Delta Line Barbados' Calls OK'd

NEW ORLEANS — Seafarers will be calling at Barbados with cargo as well as passengers now that the SIU-contracted Delta Steamship Lines has been granted permission to carry freight to the island on its three combination passenger-cargo vessels.

The Del Norte, Del Mar and Del Sud are involved in the new order. Delta is also seeking permission from the Maritime Administration for its freight vessels to carry US cargo from the Gulf to Barbados.

At present the three Delta liners offer the only direct American-flag service from Gulf ports to Barbados on regular sailing schedules. Delta passenger vessels began calling at the island this year on the line's 42-day cruises to East Coast South American ports.

Permission to carry cargo was requested in May because the company felt there was sufficient demand for American goods on the island to warrant carrying the cargo, which will include cereals, animal feed, fresh fruit and miscellaneous items from New Orleans and other Gulf ports.



Check-Up Time At SIU Clinic

Grandmother and mother of an SIU family, Mrs. Eula Garcia (left) visits the SIU clinic in Brooklyn with grandchildren, Thomas, 3 months, and James, 5. Scheduled for their regular check-up, they are the children of her daughter Marion and husband, Seafarer Dominick Brancocchio, cook. Mrs. Garcia's husband Antonio and their sons Victor and Richard are Seafarers, too. Also part of a busy day at the clinic, Gary Hindenes, 5 (below, left), opens wide for the clinic's Doctor Shelley, while brother Greg, 7, looks on with mom. Dad is Seafarer Arnold Hindenes who sails in the black gang. While all this action was going on among the youngsters, Seafarer James Walker and his wife Beatrice (below) were in still another room having their health records brought up to date by technician Ben Iannotti.

