



Record-Breaker. Giant SIU-contracted supertanker, the Titan, smashed all cargo records to bits in the Port of New Orleans when it took on a 47,040-ton load of wheat for shipment to Turkey. The load was equivalent to 1,569,000 bushels, almost three times the average. It took 896 railroad boxcars to haul the grain to dockside.



Vote On Pact. Photo on Alcoa Polaris was set up to show how voting was conducted by National Labor Relations Board on Alcoa ships as result of Taft-Hartley injunction. Seafarers were voting on company's pact offer. Pictured here are (seated, l. to r.) P. J. Frango, ship's delegate and SIU observer; Joe Lawrence, Alcoa observer. Standing, rear, is NLRB examiner L. A. Schneider while steward W. Young is the voter (Story on page 2).

Hodges Gets Program

MTD'S PLAN WOULD AID SHIPS, JOBS

— Story On Page 3

T-H Injunction Expires; Alcoa Signs Contract

— Story On Page 3

SIU Seeks Back Pay For Yarmouth Men

— Story On Page 3

YOUR DUTIES
AS AN SIU DELEGATE

See Page 24

MEET YOUR DELEGATE

See Page 7

Crews Back Union

Alcoa Signs Pact As Injunction Ends

On the eve of the expiration of an 80-day Taft-Hartley injunction, the Alcoa Steamship company reached agreement with the SIU on outstanding contract issues. The agreement on September 21 averted a strike against the company's 13 vessels a scant few hours before the expiration of the "cooling off" period set as a result of a Federal court injunction on July 3.

The injunction, sought under the national emergency provisions of the Taft-Hartley Act, had put a stop to the maritime strike which began June 15. Alcoa was the only major SIU-contracted operator which was unsigned when the injunction was issued.

In its contract with the SIU, the company agreed to the four percent across-the-board increase which is being applied to welfare, pension and vacation benefit improvements. The monetary provisions are retroactive to last June 15 when the SIU terminated the existing contract.

Alcoa has also agreed to participate in the recently-formed joint union-shipowner committee which is to "formulate and take all necessary steps to effectuate a program and establish policies for the development and growth of the American Merchant Marine." This committee, which was first proposed by the National Committee for Maritime Bargaining, has now won the assent of all segments of the US maritime industry.

Terms of the one-year contract

also provide for continued discussions on the issue of foreign-flag ships. The agreement leaves the Union free to strike at any time if full agreement is not reached on the Union's right to board Alcoa's foreign-flag bauxite carriers for organizing purposes.

Vote On Pact

Just before the agreement was reached, the National Labor Relations Board announced that Alcoa crews on 12 of the company's 13 American-flag ships had voted 315 to 31 to support the Union's position. The 13th ship's votes had not yet arrived, but obviously could not affect the outcome of the balloting. The overwhelming support of Seafarers for the Union was registered under a secret ballot vote on the company's "last offer", a procedure which was required under the terms of the Taft-Hartley injunction which halted the strike.

Aside from Alcoa, the entire East Coast shipping industry has been all signed up by the various unions involved. On the West Coast, where contracts expire September 30, talks are continuing between SIU Pacific District unions and the Pacific American Steamship Association, representing the major West Coast operators.

Sign By June 15

The SIU had signed most of its contracted operators before the June 15 strike deadline, but shipping was tied up for 18 days by strikes of other unions involved. The strikes were brought to a close by the issuance of an 80-day Taft-Hartley injunction on July 3.

The contracts signed by the SIU with its operators include the foreign-flag clause giving SIU organizers access to foreign-flag ships, the provision for a joint committee on merchant marine problems and a four percent gain to be applied to improved welfare, pension and vacation benefits. (The new benefits, which go into effect on October 1, are described in detail on page 14.)

The SIU agreement runs for one year, as is the customary practice in SIU contracts.

INDEX To Departments

The SIU Inland Boatman	The SIU Industrial Worker
—Page 4	—Page 7
SIU Social Security Dep't	SIU Safety Department
—Page 14	—Page 10
The Pacific Coast Seafarer	SIU Medical Department
—Page 10	—Page 17
The Great Lakes Seafarer	SIU Food, Ship Sanitation Dep't
—Page 8	—Page 15
The Fisherman and Cannery Worker	Editorial Cartoon
—Page 8	—Page 11
The Canadian Seafarer	A&G Deep Sea Shipping Report
—Page 9	—Page 6
	Shipboard News
	—Pages 19, 20, 21, 22

Reassert 'Effective Control'

State, Defense Dep'ts Echo Runaway Pitch

WASHINGTON—Alarmed at the SIU's success in making inroads on the runaway-flag issue, the powerful oil and metals interests who have the biggest stake in runaway operations are again putting the pressure on to block the Union's gains.

Once again, major Government agencies, the State and Defense Departments, are taking the lead in trying to halt the SIU's drive. The runaways are clearly hoping for Congressional legislation which would rewrite the Labor Relations Act so as to bar US seamen's unions from representing crews of runaway-flag ships.

The first shot in the anti-SIU offensive was fired by the Defense Department at the behest of Rep. Carl Vinson (Dem.-Georgia) chairman of the House Armed Services Committee and universally recognized as one of the most powerful and influential men in Congress.

Deputy Secretary of Defense Roswell Gilpatrick, in a letter to Vinson, echoed the runaway ship operators' line that unless the unions are called off, they will transfer their ships to "uncontrolled" registries, that is, registries of Western European nations.

Liberia Cheaper

The runaways have been threatening to do so for some time, but have held back for the obvious reason that it is far more economical to operate under Liberian registry than any other.

The Defense Department, Gilpatrick said, feels that "it is imperative that US effective control of Flags of convenience (runaway flag) shipping be retained." The Secretary of State and the Labor Department have been so informed, he said.

The SIU and other unions in the Maritime Trades Department have challenged the contention that the US can effectively control the operations of runaway ships. They have cited the fact that American-owned runaways have chartered vessels to carry Soviet oil to Cuba and have also pointed out that the crews of such ships are unscrutinized and owe no loyalty to the United States.

Vinson In Accord

Rep. Vinson replied that he was in full accord with the Defense Department position and urged its adoption at the "highest levels of Government," that is, at the White House.

Both Vinson and Gilpatrick agreed, in the latter's words, that "the amount of active US-flag shipping now available is inadequate for almost any situation of war or emergency. . . ."

He admitted that "This dependence on 'effective control' . . . is an expedient. It would be much more desirable to have adequate US flag tonnage available."

The MTD and the member unions of the National Committee for Maritime Bargaining, have drafted programs which, if adopted, would make the needed vessels available under the American flag. The programs include such items as assistance to domestic shipping and non-subsidized operators, as well as import quotas on oil and metals which would result in bringing needed tonnage back to the American flag.

Need Standard Container For Ship Progress

Container and trailer shipping received a close going over in "Business Week," September 16.

Many of the problems facing operators who are switching to containerships were brought out and spotlighted. The initial capital outlay for the new equipment represents quite a hunk of any company's revenue, and at this early stage of the container game, equipment becomes obsolete almost overnight.

Another stumbling block crops up when ownership of the containers is mentioned. Do truckers, ship operators, or railroads lay out the necessary cash for the expensive new "packages?"

Sizes A Problem

The biggest hitch in the conversion to container carriers is standardization of the containers themselves.

"Business Week" points out that the only answer is cooperation among operators in the field. This would mean a relaxation of the cutthroat competition that presently exists between American shipping, interests and railroads. The magazine states: "The very nature of the container concept—standardization—is almost certain to force carriers to ease their bitter competitive battles, and begin cooperating by quoting joint rates and offering through routing."

Meany Calls MTD Only Official Body

WASHINGTON—AFL-CIO President George Meany has formally notified the Maritime Trades Department AFL-CIO that the self-styled "AFL-CIO Maritime Committee" has no official status within the AFL-CIO.

In answer to a query from MTD Secretary-Treasurer Peter McGavin, Meany wrote:

"You ask as to whether this group is an official constitutional committee of the AFL-CIO. The answer is no, it is not an official constitutional committee."

Meany's answer establishes without question that the MTD is the only official AFL-CIO department which is qualified to speak for AFL-CIO maritime unions.

Unofficial Committee

McGavin called this to the attention of President Meany because of the confusion created in Washington by the label "AFL-CIO Maritime Committee" as giving it official AFL-CIO status.

The unofficial "AFL-CIO Maritime Committee" was set up by the National Maritime Union together with the American Radio Association, after the NMU pulled out from the MTD on April 21, 1961.

As a result of President Meany's ruling, the MTD has communicated with Secretary of Commerce Luther Hodges and other interested parties informing them that the MTD is the only group qualified to represent AFL-CIO marine unions.

Automation Benefit In Meat Pact

CHICAGO—A new abbreviation—TAP—signals the latest type of protection for workers against the inroads of automation.

TAP stands for "technological adjustment pay," a fringe benefit designed to cushion layoffs caused by plant or department closing and other job dislocations caused by automation.

The pioneering contract to provide TAP protection was signed by the Packinghouse Workers Union and Meat Cutters Union and Armour & Co. It works this way:

- Three months notice of closing of a plant or department is given to workers who are guaranteed full pay during the notice period.

- Affected employees may apply for transfer. Those with five years of service are eligible for TAP.

- If no transfer is available, TAP will provide \$65 a week, less unemployment insurance benefits and other wages earned by the unemployed worker, for 26 to 39 weeks, depending on length of service. Employees continue to receive hospital, medical and surgical coverage while on TAP.

- In lieu of TAP, workers can receive severance pay. Employees 55 or older can retire on a pension equal to 1.5 times their normal rate instead of severance. At 62, the rate drops to the normal retirement level.

SEAFARERS LOG

Sept., 1961 Vol. XXIII, No. 9



PAUL HALL, President

HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, AL MASKIN, CHARLES BEAUMET, ALBERT AMATEAU, ARTHUR MARKOWITZ, STEVE LICHTENSTEIN, Staff Writers.

Published monthly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. NYacInfn 9-6600. Second class postage paid at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.

126



Open items in contract between Alcoa and the SIU are discussed at crew meeting aboard the Alcoa Polaris by Claude Simmons (seated, center rear) vice-president in charge of contracts and contract enforcement.

Bridges Frets Over US Civil Defense, Silent On Red A-Tests

SAN FRANCISCO—Having been caught off base by the Soviet Union's resumption of atom bomb tests, "The Dispatcher," official organ of the International Longshoremen's and Warehousemen's Union is now attacking the United States on another front—civil defense.

A lengthy editorial in the latest issue of Harry Bridges' newspaper ridicules plans to defend the civilian population on the West Coast through use of shelters, evacuation and storage of essential supplies to protect them from radioactive fallout.

While there has been valid criticism of Civil Defense Planning from other sources, the "Dispatcher's" concern that the US might be able to devise a system to survive a Soviet atomic attack was not matched elsewhere in the paper by any concern over the Russian resumption of A-tests.

However, in July, the Pacific-Asian dockworkers conference, a Communist-front organization organized by Bridges, denounced atomic testing and called for nuclear disarmament. While they were doing so, the Russians were making their preparations for the series of atomic tests they have been conducting. According to the Russian propaganda, their new bomb is so powerful that it will destroy everything, even sheltered personnel.

Consequently, "The Dispatcher" attack on civil defense preparation happens to coincide with Russian propaganda that there's no use in trying to construct any defense against a Russian atom bomb.

The first "All Pacific and Asia Dockworkers Trade Union Conference" was held in Tokyo in April, 1959, and was attended by a delegation from the Soviet Union, plus representatives of Communist-dominated unions in Australia, Cambodia, Canada and Japan. It was boycotted by the All Japan Seamen's Union and the Japan Trade Union Congress. That conference also called for "abolition" of atomic testing, as well as demanding the abolition of US military bases in Japan, a step which would leave the Japanese defenseless in the face of Red Chinese and Russian armed might.

SIU Seeks Back Pay, Reinstatement For Fired Yarmouth Crewmembers

WASHINGTON—Following up its decisive win on the Union's right to organize the crew of the Panamanian-flag SS Yarmouth, the SIU has filed unfair labor practice charges against the owner for firing the vessel's pro-union crew.

Last August 11, the NLRB ruled that the SIU had the right to organize and represent Yarmouth crewmembers even though it is a foreign flag and foreign-owned vessel. The Board based its ruling on the fact that the ship operates in American trade out of an American port in an essentially United States business.

The SIU's charges concern the firing of virtually the entire crew of the Yarmouth in September, 1958. A total of 136 crewmembers were bounced after they walked off the ship in Washington, DC, and began picketing the vessel in their demand for union representation.

Should the unfair labor charges be upheld, the crewmembers involved would be entitled to back pay all the way back to September, 1958, less any earnings they may have had in the interim.

The present crew aboard the vessel consists almost entirely of replacements who were hired to scab the ship out from behind the SIU picketline. The NLRB has postponed the election it was to have held among the present crew until the charges are considered.

The original crewmembers came from various Caribbean countries including Cuba, Jamaica, Trinidad, Honduras, Nicaragua and Venezuela. The SIU is now endeavoring to locate former crewmembers so that the unfair labor charges can be processed in their behalf.

Any readers of the LOG who happen to know the whereabouts of the crewmembers are urged to contact the SIU legal department at headquarters immediately.

In another Yarmouth development, the Government of Panama protested to the US State Department against the NLRB decision, claiming it is an "infringement" on Panamanian sovereignty. The NLRB noted in its decision that

the Yarmouth had never been in Panamanian waters and did not participate in any Panamanian commerce.

The Panamanian protest was seen as being inspired by those elements in the State Department who are hostile to SIU activities on runaway-flag ships. (See story

on page concerning State-Department activities).

At the time the SIU organized the Yarmouth, crewmembers were receiving between \$45 and \$90 a month. The ship operated on the then-popular Miami-Havana run. It now runs to various West Indies ports out of Miami.

Puerto Rico Dock Unions In Merger

NEW YORK—Completion of merger arrangements among longshoremen on the island of Puerto Rico has been announced by Thomas W. Gleason, vice-president of the International Longshoremen's Association. As a result, Puerto Rico longshoremen will go into forthcoming contract negotiations with a single negotiating team.

Among pending issues is the question of royalty charges for handling container cargo when Bull-Line institutes its full-fledged container operation next year.

All longshoremen in Puerto Rico have been in the AFL-CIO for the last two years, but two distinct groups existed. One was the Union Trabajadores Muelles, which formerly had a charter from the International Brotherhood of Longshoremen.

The other group on the island had maintained ILA affiliation as the International Longshoremen's Association of Puerto Rico, during the years the ILA was outside the Federation.

The UTM had represented the majority of the island's dock workers, some 6,500, after winning a National Labor Relations Board collective bargaining election in 1954.

Under the new structure, longshoremen in Puerto Rico will be represented by five local unions.

There Is Only One SIU Contract

Despite the claims of skippers or company port representatives to the contrary, there is one standard SIU agreement which applies to all companies.

In the past, some operators have come up with a gimmick to duck out on overtime, transportation or other contract benefits. The gimmick consists of showing delegates a so-called "letter from the Union" supposedly giving them special permission to ignore certain clauses in the agreement.

These "letters" have no bearing whatsoever on the terms and conditions under which SIU men sail. If a benefit is provided in the contract, then that benefit applies across-the-board.

MTD Offers Broad Plan To Revive US Shipping, Aid Jobs

WASHINGTON—A comprehensive program to revive the American merchant marine has been submitted to Secretary of Commerce Luther Hodges by the AFL-CIO Maritime Trades Department. The recommendations call for specific

steps which would revive domestic shipping, beef up the American-flag tanker and bulk-carrying fleet and strengthen the liner trade operators across-the-board. If adopted in part or in whole, the recommendations would greatly-strengthen the American-flag industry and expand job opportunities for seamen accordingly.

The program was submitted in response to a request by Secretary Hodges who has asked all segments

of the shipping industry for their opinions on the nation's transportation policy. After weighing the opinions, the Secretary is expected to make his own recommendations to the President by November 1.

In a recent letter, Secretary Hodges declared that these recommendations would be specific ones dealing with specific maritime needs. He ruled out further postponement of the issue, declaring that the industry had already been studied exhaustively and the time had arrived for implementation of various proposals in the field of transportation.

The following are the major recommendations submitted by MTD Secretary Treasurer Peter McGavin in August 28:

SUBSIDIES

Make construction subsidies available to all merchant ships. Make operating subsidies available to all ships in competition with foreign shipping.

DOMESTIC SHIPPING

Set up an office in the Maritime Administration to develop and implement plans for revival of domestic shipping.

Require that the Interstate Commerce Commission enforce cooperation between railroads and coastal shipping on joint rates.

Provide construction subsidies for domestic ships.

Prohibit subsidized deep sea companies from carrying domestic cargoes in competition with unsubsidized companies.

TANKERS AND TRAMPS

Prepay cargo charges when the ship is loaded instead of after delivery.

Set up uniform policies on charters.

Provide for sealed bids for MSTs cargo with business awarded to the lowest responsible bidder.

Provide that military vessels are used only when privately-owned vessels are not available.

Provide that 50 percent of all oil imports be carried on American-flag vessels, as well as a stated percentage for import of strategic commodities.

RUNAWAYS

Eliminate the tax loophole for runaway shipping.

GREAT LAKES

Construction subsidies for Great Lakes shipping.

In addition to the above, the MTD also called for Government expansion of maritime research as well as for tax regulations which would encourage ship operators to improve their fleets. As far as repair services are concerned, the MTD recommended that all American-owned ships should be constructed, repaired or renovated in American shipyards.

Some of the MTD recommendations received important support

from one major shipowner group, the Pacific American Steamship Association. The West Coast operators backed the MTD call for aid to domestic shipping insofar as railroad rate cutting is concerned. They also urged that non-subsidized operators, both in the domestic and foreign trades, be given indirect construction subsidies by allowing them to set up tax-free funds for the purpose of replacing their vessels.

MA Reports Lag In US Ship Cargo

WASHINGTON—The Maritime Administration reports that US-flag vessels carried only 9.7 percent of the nation's foreign trade during the year 1959. The new figure is the result of a thorough and revised study of shipping statistics for the year, the last full year for which figures are available.

The MA findings pretty well correlate with previous figures which have been issued on the subject. It is estimated that current US-flag participation in the nation's foreign trade is at about the same level.

One Percent Of Total

In some areas, such as northern Europe and the Scandinavian countries, US-flag ships carried as little as one percent of the total foreign trade in dry cargo services other than the liner trades.

The figures also show the complete domination of the tanker field by runaways, with these vessels carrying 59 percent of the total US-tanker trade. The runaways are under charter, or are owned by the major US oil companies.

The MTD's recommendations to Secretary of Commerce Hodges deal specifically with the need to provide greater US participation in the country's foreign trade so as to reduce the country's dangerous dependence on foreign-flag shipping.

MEBA To Vote On Port Agents

NEW YORK—Nominations have been opened by District 1 of the Marine Engineers Beneficial Association for the election of branch agents in Houston and Jacksonville.

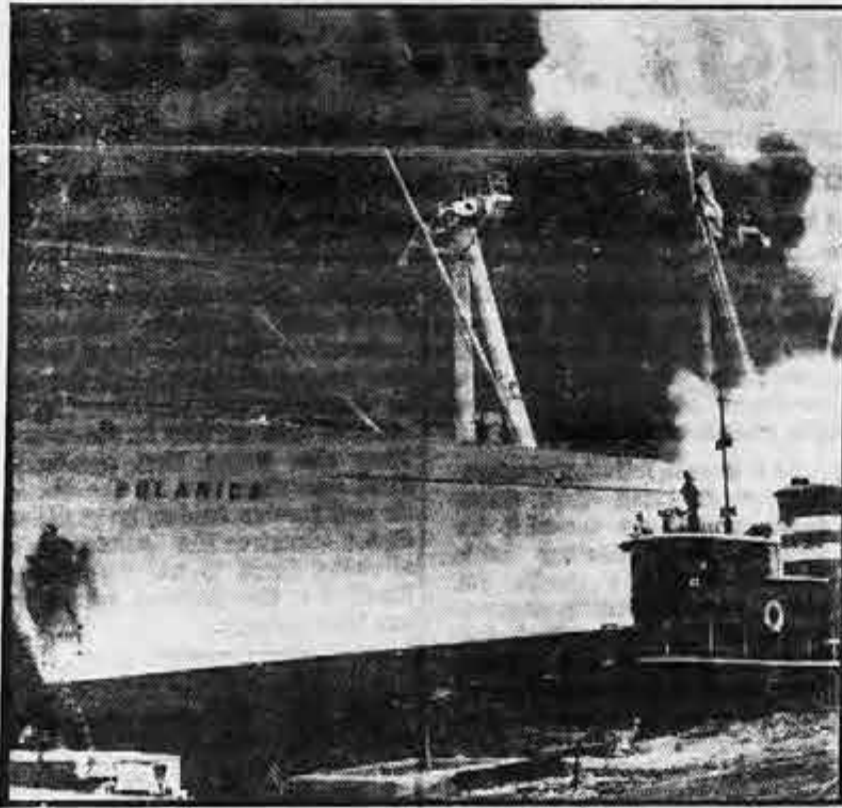
The Houston position was left open as a result of the death of William G. Kellogg. At Jacksonville, Howard Scott has retired as the agent.

Nominations will remain open until October 6. The election will begin on December 1 and end February 28 with all members of District 1 eligible to participate in the balloting.

THE SIU INLAND BOATMAN

NMU Tug Division Ordered To Halt Raid On Scow Union

IBU Tugs Aid At Ship Fire



IBU-contracted tug James McAllister (McAllister) pours water on burning Polish freighter Polanica at Philly dock. Three other McAllister tugs along with equipment from IBU-contracted Independent Towing Co. hooked lines to the vessel and towed it up-river after an explosion was threatened. Ship was carrying cargo of naphthalene which, when ignited, burns fiercely.

WASHINGTON—A National Labor Relations Board trial examiner has ordered operators of building materials barges in New York Harbor to recognize the Independent Deck Scow Captains union and to stop assisting the NMU's United Marine Division in its "raiding tactics" against the scowmen.

The decision by the examiner completely vindicated the position of Deck Scow Captains Local 335, Independent, that it is the only legitimate bargaining agent for the scow captains. By inference, the decision upholds the position of the SIU that it had a right to accept affiliation by the scow captains since they were an independent organization to begin with.

The Scow Captains union had affiliated with the SIU in June, 1960, but the charter was subsequently withdrawn by the SIU at the request of George Meany, AFL-CIO president. The request followed a charge by the United Marine Division that the SIU had raided the scow captains.

On the contrary, as the examiner found, the scow captains were being raided by the UMD in an effort to take away the employment and bargaining rights of the autonomous, Independent Local 335.

In addition to ordering the employers to recognize Local 335, trial examiner, Sydney Asher, Jr., ordered the UMD to halt its threats against scow captains who refuse to join the NMU affiliate, and instructed the employers to provide back pay for men who were fired illegally for refusing to join the NMU.

The scow captain's beef developed early in 1960 when Local 335 members denounced the failure of the United Marine Division to assist them in contract difficulties with the employers. The captains were operating under an inferior contract which provided a base wage of less than 50 cents an hour, \$10.10 for a 24-hour day.

Upon failure to receive any satisfaction from the UMD, the membership of the union voted in May to disaffiliate and set up an independent Local 335. They then instructed the officers to explore the possibilities of affiliating either directly with the NMU or with another union.

In June, the membership voted overwhelmingly to affiliate with the SIU. Meanwhile, the UMD had set up a new local for the purpose of raiding the scow captain's membership. The employers, working with the UMD, refused to recognize Local 335 as the representatives of the scowmen and instead, put pressure on the scowmen to join the raiding UMD unit.

The NLRB charges were filed as a consequence of this employer action, in addition to which the scowmen conducted a five-day strike against the employers.

It was as an aftermath of the strike that Meany requested the SIU to withdraw the charter it had issued, which request was honored by the SIU.

In defending the affiliation of Local 335, the SIU told Meany in part: "Furthermore, under no circumstances can the Deck Scow Captains Local 335 affiliation with the SIU be construed as a raid upon the collective bargaining relationship of an AFL-CIO affiliate because no such relationship existed between the employers and the UMD-NMU."

"On the contrary, the collective bargaining relationship exists between the employers and Deck Scow Captains Local 335. As a matter of fact, it is the UMD-NMU which by the formation of the new union, is seeking to encroach upon

or raid the established collective bargaining relationship between the employers and the Deck Scow Captains Local 335 . . ."

This statement has been substantiated by the trial examiner's findings which said in part:

"It is clear . . . that after the disaffiliation . . . UMD engaged in attempts to organize the deck

scow captains and to persuade them to abandon its rival, Local 335, Independent. In sum, it adopted 'raiding' tactics . . ."

The examiner went on to point out that UMD's action in raiding the scow captains was proof that it was a different organization and, as such, not entitled to recognition by the employers.



Scow captain pickets are shown during last summer's strike protesting companies' failure to recognize contract.

IBU Tug Dredge Unions Win 'Historic' New Pact

A new contract guaranteeing IBU Great Lakes Tug and Dredge Union members top notch job security in addition to wage increases, an employer-financed welfare program patterned after that of the SIU plus other fringe benefits, was ratified by the membership early last month. The new pact is retroactive to last April, according to Gus Wolf and Bob Jones of the Lakes Tug and Dredge Region, who hailed the contract as "historic."

The job security program, a major item in the pact, will assure

members job protection during winter lay-up, time off, vacation, and periods of sickness. Moreover, job of a man will be protected for two annual fitouts after he leaves a company—provided the departure is through no fault of the individual.

Other features of the highly-important job security provisions in the contract guarantee IBU members the following:

- Leaves of absence up to one full season without loss of seniority.
 - Right to transfer within the company's fleet.
 - A full 15 days to reclaim a job after fitout.
 - A full right to reclaim a job as a result of a temporary lay-up during the operating season.
 - Full right to fill a vacancy on an employer-seniority basis, resulting from permanent lay-up during the operating season.
 - Guarantee of employer-wide seniority to protect every worker if only part of a fleet operates.
 - Guarantee that no worker, regardless of his seniority with another company, can bump any man in this employer's fleet.
 - Guarantee that when a job opens, first preference will then go to the members who have retained seniority with that employer.
- Other benefits included a rate scale for travel pay. When the reporting point is beyond the limits of the customary working port, travel time will be time—and a half of the straight time rate.

IBU Meetings

- BALTIMORE**—September 15, 8 P.M., 1216 E. Baltimore St. (licensed and unlicensed).
- HOUSTON**—September 11, 2:30 P.M., 7 4202 Canal St.
- MOBILE**—September 13, 3:30 P.M., 1 S. Lawrence St.
- NEW ORLEANS**—September 12, 5:30 P.M., 630 Jackson Ave.
- NORFOLK**—September 13, 8 P.M., 416 Colley Ave.
- PHILADELPHIA**—September 11, 7 P.M., 2604 S. 4th St. (licensed); September 19, 7 P.M., 2604 S. 4th St. (unlicensed).
- WILMINGTON, NC**—September 20, 8 P.M., Marion Motel, Rt. 17.
- GREAT LAKES TUG & DREDGE REGION**
- ASHTABULA, O.**—September 16, 8 P.M. Ashabula Hotel.
- BUFFALO**—September 27, 8 P.M., 735 Washington St.
- CHICAGO**—September 21, 2 P.M., 9383 Ewing Ave., South Chicago.
- CLEVELAND**—September 16, 8 P.M., 15614 Detroit Ave., Lakewood, O.
- DETROIT-TOLEDO**—September 11, 8 P.M., 10225 W. Jefferson, River Rouge.
- DULUTH**—September 20, 8 P.M., 312 W. Second St.
- MILWAUKEE**—September 15, 8 P.M., 2722 A. South Shore Drive.
- SANDUSKY, O.**—September 16, 8 P.M., 118 E. Parish St.
- SAULT STE. MARIE**—September 12, 8 P.M., Labor Temple.
- RAILWAY MARINE REGION**
- BALTIMORE**—September 13, 8 P.M., 1216 E. Baltimore St.
- JERSEY CITY**—September 11, 8 P.M., 89 Montgomery St.
- NORFOLK**—September 14, 8 P.M., Labor Temple, Newport News.
- PHILADELPHIA**—September 12, 8 P.M., 2604 S. 4th St.

Maritime Roundup

A group of Lake Michigan architects has called for a comprehensive review of all possible sites for an Indiana deep water port. The Lake Michigan Region Planning Commission of the American Institute of Architects has asked the Corps of Engineers to conduct the study before Federal funds are expended in construction. A controversy has been raging over where the port will be built. The Indiana Port Commission has approved a location at Burns Ditch, but mayors of East Chicago, Gary, and Hammond want the port to be near the Indiana-Illinois state line.

A computer equid control the engine room of nuclear-powered ships at savings of \$25,000 a year, mostly at the expense of skilled black gang officers. An electrical engineer revealed that by automating the engine and boiler rooms of nuclear ships, a 10 percent savings in skilled labor and another 10 percent savings in fuel costs could be achieved. A study was conducted using a computer and a nuclear reactor for propelling a 44,000-deadweight ton tanker.

The world's fastest yacht, the 102-foot Mercury, has been built for Stavros Niarchos, operator of one of the largest runaway-ship fleets in the world. The yacht, capable of 54 knots, was built along the lines of a British Navy patrol boat. The Mercury puts Niarchos in an indirect "conspicuous consumption" rivalry with his relative (by marriage), Aristotle Onassis, who is also an operator of giant runaway-ship fleets and the owner of a seagoing craft which is reputedly the world's largest and most luxurious yacht.

Clam dredging is the new job of the former US Navy mine-

sweeper Bobolink. The ship was renamed the Gail Borden at Cape May, NJ, last month, and will be put into service as the flagship of a Borden Company canning subsidiary. The crew of 12 men will be able to gather 1,500 bushels of clams a day. With a capacity five times greater than any other clam dredger, the vessel will be able to reach most clam beds on the East Coast.

The port of Bremen, Germany, may become one of the most unusual sights to the eyes of world-traveled seamen. A group of architects has announced plans for a harbor basin in the North German port that would be covered with a plastic roof nearly a mile long. The enclosed port would make loading and unloading independent of the weather and eliminate the need for quayside warehouses.

Nuclear powered ships might be sailing into other problems besides automation. Mexico's territorial waters and ports will soon be closed to all nuclear-powered vessels, the marine under-secretary of Mexico declared. The Republic of Mexico intends to continue the ban until maritime nations fix owners' responsibility in accidents.

Get That SS Number Right

Seafarers fling vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments. Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

THE GREAT LAKES SEAFARER



SIU Strongly Backs Lakes Subsidy Bill

DETROIT—SIU Great Lakes District is throwing its support behind a bill now in Congress that would provide operation and construction subsidies to Great Lakes ship operators and builders.

The bill, introduced last month by Rep. Alvin O'Koniski (Rep.-Wis.), follows years of intensive campaigning by the SIU to give Great Lakes operators an equal share of Federal subsidy funds.

Vice-President Al Tanner said the bill "goes a long way toward giving Great Lakes seamen more job security in an area that has been suffering from competition by subsidized fleets."

Tanner said the bill, which will come up for congressional action in January, 1962, deserves the support of all SIU members.

"This is another instance in

which the SIU membership should step in and write to their Congressmen and Senators. Letters from our membership helped save the Detroit USPHS hospital in August. The subsidy bill is another area where we'll need grass roots support from the members."

On the Washington front, the SIU legislative and research staff has given "priority" to the bill, which would amend the Merchant Marine Act of 1936. The Washington staff reports that the bill was being studied by the House Merchant Marine Committee.

The subsidy program, which has been applied to virtually the entire deepsea passenger fleet and a part of the freighter fleet, came under discussion during the recent wage negotiations conducted by the Atlantic and Gulf division.

At that time the SIU urged a thorough reexamination of the entire subsidy program, with a view toward a more realistic application of the funds. This was one of the many recommendations made by the National Committee for Maritime Bargaining, composed of maritime unions, during the negotiations.

Port Reports

FRANKFORT — Shipping has been slow. W. E. Fitzgerald to be fitted out. Ann Arbor carferris continue on a three-boat operation. Louis Lamb, a fireman aboard Ann Arbor No. 7, died September 12. He entered Ann Arbor service in 1950. . . **BUFFALO**—Shipping has been exceptionally good. Highway 16 and Carmi Thompson have fitted out while Tanker Detroit is expected to be out of the shipyard after its survey. Local 418 of the ILA Grain Elevator Workers signed a new contract and ended their strike. . . **ALPENA** — Shipping is at an all-time high despite temporary lay up of J. B. Ford and Paul H. Townsend. Men have been called back for the Ford while Townsend is expected to go back in service shortly. . . **DETROIT**—Shipping continues fair. Number of ships serviced by SIU representatives reached a record high with over 40 contact in a two-week period.

CLEVELAND — Shipping continues good. Members are reminded of new meeting dates, now at 5 p.m. on first and third Mondays of the month.

Lakes RR Seamen Get SIU Benefits

DETROIT—Trustees of the SIU Great Lakes Welfare Program have ruled that seamen who come under the provisions of the Railway Labor Act's welfare coverage will also have full SIU Welfare Plan coverage.

The ruling by the six trustees—three from the Union and three company representatives—means that Welfare Plan benefits will be paid to railway seamen regardless of benefits that are eligible for under the Railway Labor Act.

Vacation Plan Still In B'klyn

Some Seafarers have been confused by the fact that the SIU Welfare Plan recently moved from 11 Broadway to 17 Battery Place and have assumed that the Vacation Plan has also been relocated.

Consequently, they have been sending vacation benefit applications to the Welfare Plan's new headquarters.

Actually, the Vacation Plan's operating office is still located at Union headquarters, 675 4th Avenue. All applications for the vacation benefit should be sent to that address or filled out in person there.

Seafarers in the outports can turn in vacation applications to the port agents for processing, as they have done in the past.

Dep't Of Weights And Measures



Getting weighed in at SIU New York clinic is Eugene Parr, 10, son of Seafarer Eddie Parr. Eugene was in clinic for check-up on family day, which is every Thursday afternoon.

Ship Damage Slight In Texas Hurricane, Home Loss Heavy

HOUSTON—Seafarers living in the Texas-Louisiana Gulf area suffered heavy personal losses, but shipping damage was held to a minimum as the result of the passage of Hurricane Carla through the area. The hurricane's winds of some 175 miles an hour, plus accompanying tornadoes did enormous damage to Gulf coast ports such as Galveston, Texas City, Port Arthur and Lake Charles.

Hundreds of thousands of residents fled inland in advance of the hurricane, holding deaths and injuries to a minimum, but property damage was very heavy.

The full extent of the damage is still not known, particularly in Port Arthur where a breakdown of water supply and a flooded sanitation system delayed the return of residents. The Houston SIU hall reports that there was undoubtedly heavy loss of personal gear and property to the many Seafarers who ship out of here and live in the surrounding towns.

The combination of high tides (ten to 15 feet above normal) and hurricane winds tied up deep-sea shipping for five days here and did minor damage to ship's gear.

Houston escaped a direct blow from the storm, but its losses from wind and water reach into the millions. The SIU hall in Houston withstood the blow without damage. However, members of the Inland Boatman's Union, employed by the G & H Tug Company had a hectic time of it.

Secured Deep Sea Oil-Rigs
Going out in rough seas, they secured the oil-rigs off the Louisiana coast, and towed them to a safe anchorage. Involved in the operation were: the tugs Barbara George, Grampus, Juno, Jennifer George, Ling, Pike, Marlin, and Sturgeon. The dangerous operation went smoothly, without any injuries to the crews.

A number of SIU-contracted ships were tied up in Houston and Galveston when Carla hit. The Seatrain Georgia and the Seatrain Texas City were delayed, but came through without damage or incident. The Steel Traveler (Isthmian) and Fairland (Sea-Land) had it a little rougher. Both ships broke their moorings at the height of the storm. The Fairland was secured without too much trouble, but the Traveler swung cross-wise between two piers. Before she was finally secured, she had jammed her wheel, and received a minor dent in her side.

Bulk cargoes of rice may fall off sharply due to extensive dam-

age to this year's rice crop. Harvesting of the rice was underway when the storm struck, and at the present time no concrete estimates were available as to the exact amount of dollars lost. The only statement available from Texas rice producers was that the crop was "hit hard." The sugar crop escaped without heavy losses, but stored sugar in waterfront warehouses suffered severe damage from flooding.

The SIU-manned Lucile Bloomfield (Bloomfield), which is based in Houston sent a donation from

the crew to help ease the plight of hurricane victims in their home port. A total of \$268 were collected from the crew, passengers and the skipper, Captain H. H. Rose.

Accurate and timely warnings by the US Weather Bureau were largely credited with keeping loss of life to a minimum. The Bureau made heavy use of hurricane-tracking airplanes as well as relying upon photos of the hurricane taken by Tiros II, the weather-tracking satellite in keeping the population posted as to the course and size of the storm.

New Company In Bid For Balt.-Europe Run

WASHINGTON—Public hearings have been opened by the Federal Maritime Commission on the subsidy application of a new company, Atlantic Express Lines of America, Inc., which hopes to operate the first transatlantic passenger service out of the port of Baltimore.

In addition, the company would carry roll-on and container cargoes in freight service between Philadelphia, Baltimore and Hampton Roads to Great Britain, France, Belgium, Netherlands and Germany.

The company had previously announced plans to build three combination passenger-cargo ships. The vessels would carry up to 600 passengers plus some 6,300 dead-weight tons of cargo.

Cargo Space
It claims that by including adequate cargo space in its passenger vessels, it would be able to operate successfully in the off season when the conventional passenger ships are being forced into cruise service to avoid staggering losses.

The three ships would provide weekly service all year round at a speed of 24 knots.

The dimensions of the ships would be some 650 feet long, 84 feet in the beam and 25,000 tons displacement. Passengers would be carried in a one class operation.

The operators argue that using a port other than New York as a gateway to and from the US would broaden the flow of passenger traffic in both directions and make it

easier for people of modest means who are not near the New York area to take European trips.

As is usual in such subsidy hearings, the application of the new operator was opposed by several existing steamship companies, including US Lines, Mooremack, Isbrandtsen and Waterman.

Great Lakes Shipping

August 12, 1961 Through September 8, 1961

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	38	43	6	87
Buffalo	34	27	7	68
Chicago	46	37	14	97
Cleveland	26	9	4	39
Detroit	140	108	49	297
Duluth	30	28	5	63
Frankfort	19	29	18	66
Toledo	37	22	6	65
TOTAL	370	303	109	782

SEAFARERS PORTO'CALL

IN NEW YORK
675-4th AVE.

IN BALTIMORE
1216 E. BALTIMORE



SEAFARERS ROTARY SHIPPING BOARD



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

From August 1 Through August 31, 1961

A return to less hectic shipping activity was indicated during the month of August with the deep sea sections of the District shipping 2,805 jobs out of all SIU ports. This dropoff from July's high of 3,594 jobs was to be expected. Even so, the 2,805 figure for August was higher than normal shipping and reflected the wide choice of job openings available to SIU men.

At the beginning of the month, there were a total of 2,619 class A men on the beach, so that if they had so desired, every class A man could have caught a berth during the month without trouble, with the exception of key rating, who were not in the right port at the right time.

Consequently, it is no surprise that the class A "on the beach" total dropped during the month, with 2,597 men left on the registration lists as of September 1.

Shipping in all seniority classes dropped off, but class A shipping declined the most, largely because of the unavailability of class A men in many ports. Class C men continued to ship in relatively large numbers with 323 of them getting berths.

There was actually an increase in ship activity during the month with payoffs and in-transits rising sharply. In July, of course, crews were returning after the maritime strike so that there were more jobs shipped per vessel. New York, Houston and New Orleans were again the busiest ports, with 274 total ship calls between the three of them. Houston, as usual, had a heavy load of in-transits, 68 ships in all, which kept the port hopping to service the various ships involved.

Ship Activity

City	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	5	7	7	13
New York	46	15	41	102
Philadelphia	7	4	24	35
Baltimore	12	11	23	46
Norfolk	4	4	24	32
Jacksonville	2	1	17	20
Miami	1	0	9	10
Mobile	9	0	11	20
New Orleans	20	17	49	86
Houston	11	9	68	88
Wilmington	1	2	16	19
San Francisco	6	5	8	19
Seattle	7	7	10	24
TOTALS	131	76	307	514

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	6	5	5	16	0	4	3	7	9	4	4	17	1	1	1	3	1	4	1	6	17	3	6	26	8	18	10	36	0	5	3	8
New York	82	106	80	268	2	16	27	45	34	98	26	158	2	25	32	59	1	19	13	33	158	59	23	250	88	162	47	297	5	16	43	64
Philadelphia	8	17	8	30	0	5	4	9	3	16	7	26	2	5	7	14	0	0	0	0	26	14	0	40	17	21	8	46	0	4	3	7
Baltimore	24	41	18	78	2	10	20	32	16	32	13	61	4	11	14	29	1	2	0	3	61	29	3	93	37	81	13	131	1	17	30	48
Norfolk	6	11	1	18	1	6	3	10	3	8	2	13	2	4	1	7	1	0	1	2	13	7	2	22	6	11	1	18	1	4	3	8
Jacksonville	9	11	2	22	2	2	1	5	4	9	2	15	2	2	4	8	1	2	6	9	15	8	9	32	12	16	2	30	0	2	3	5
Miami	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	1	0	1	2	1	1	0	2	0	0	0	0
Mobile	26	34	7	67	0	3	7	10	12	20	12	44	0	5	4	9	0	1	2	3	44	9	3	56	38	40	8	86	0	1	5	6
New Orleans	49	68	20	137	4	12	24	40	39	63	15	117	2	17	17	36	2	2	13	17	117	36	17	170	59	73	12	144	2	11	11	24
Houston	37	64	26	127	1	15	21	37	38	75	36	149	2	17	21	40	0	0	0	0	144	40	0	189	56	84	21	161	24	36	25	85
Wilmington	12	17	1	30	0	3	2	5	14	10	5	29	1	6	2	9	0	3	3	6	24	9	6	44	10	17	1	28	10	17	1	28
San Francisco	16	25	9	50	3	7	11	21	14	20	8	42	4	11	8	23	0	2	2	4	42	23	4	69	22	21	5	48	0	3	4	7
Seattle	15	21	5	41	2	11	11	24	9	18	4	31	5	9	14	28	0	2	4	6	31	28	6	65	26	19	5	50	4	19	12	35
TOTALS	261	420	124	805	17	94	134	245	195	374	134	703	27	113	125	265	7	37	46	90	703	265	90	1058	380	564	133	1077	47	135	143	325

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	4	4	10	0	7	1	8	1	5	2	8	0	2	1	3	0	3	0	3	8	3	3	14	1	15	1	17	3	6	5	14
New York	24	100	12	136	9	35	36	80	17	96	8	121	10	34	26	70	6	12	12	30	121	70	30	221	52	153	26	231	3	36	42	81
Philadelphia	1	11	3	15	0	2	4	6	2	9	4	15	2	4	3	9	0	0	1	1	15	9	1	25	2	25	3	30	0	2	5	7
Baltimore	6	50	7	63	1	24	23	48	4	38	3	45	3	15	21	39	1	11	3	15	45	39	15	99	6	71	8	85	2	29	23	54
Norfolk	5	6	3	14	2	4	7	13	2	10	1	13	3	4	6	13	0	3	2	5	13	13	5	31	5	7	3	15	0	4	7	11
Jacksonville	1	5	0	6	1	7	2	10	3	4	2	9	0	2	3	5	1	7	2	10	9	5	10	24	1	7	0	8	2	6	3	11
Miami	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1
Mobile	4	38	7	49	1	10	5	16	3	27	7	37	2	9	6	17	0	5	4	9	37	17	9	63	8	44	5	57	0	8	5	13
New Orleans	18	71	11	100	1	26	22	49	17	64	13	94	4	26	22	52	1	21	13	35	94	52	35	181	20	58	8	86	1	14	8	23
Houston	21	84	8	113	2	21	21	44	14	76	13	103	2	29	19	50	1	2	1	4	103	50	4	157	26	80	13	119	24	49	17	90
Wilmington	2	12	2	16	2	10	4	16	3	13	2	18	2	12	4	18	0	3	4	7	18	18	7	43	4	7	1	12	4	7	1	12
San Francisco	11	20	3	34	2	4	4	10	7	30	3	40	4	7	8	19	0	2	2	4	40	19	4	63	12	37	4	53	0	3	4	7
Seattle	4	29	2	35	1	15	5	21	3	14	4	21	3	11	8	22	2	3	0	5	21	22	5	48	7	34	4	45	1	18	6	25
TOTALS	99	431	62	592	22	165	134	321	76	387	62	525	35	155	127	317	12	72	44	128	525	317	128	970	145	538	76	759	40	183	126	349

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos.	1	1	1	1	4	0	0	5	5	0	2	0	3	5	1	1	6	8	1	1	3	5	5	8	5	18	2	3	1	3	9	0	2	1	3
N. Y.	29	9	17	54	109	1	7	22	30	13	26	19	63	121	0	3	33	36	0	1	22	23	121	36	23	180	27	53	34	110	224	4	6	45	55
Phil.	3	11	1	6	21	0	0	6	6	3	11	1	7	22	2	0	5	7	0	0	2	2	22	7	2	31	5	12	1	10	28	0	0	10	10
Bal.	5	14	4	14	37	1	3	18	22	0	12	5	19	36	2	1	22	25	0	0	4	4	36	35	4	65	11	32	13	35	91	0	2	22	24
Nor.	0	9	2	2	13	1	1	5	7	0	3	1	3	7	0	0	2	2	0	1	0	1	7	2	1	10	0	7	2	3	12	1	1	4	6
Jac.	2	2	1	3	8	1	2	2	5	2	1	1	5	9	2	2	1	5	2	2	5	9	5	9	23	2	4	3	1	10	1	2	3	6	
Mia.	2	0	1	1	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	3	1	1	3	8	2	0	0	2	
Mob.	3	9	8	26	46	0	0	18	18	1	7	3	15	26	0	1	15	16	0	0	4	4	26	16	4	46	11	20	12	34	77	0	0	12	12
No	9	22	21	62	114	3	1	27	31	6	24	12	52	94	4	0	25	29	0	1	21	22	94	29	22	145	17	27	5	69	118	1	0	26	27
Hou.	7	34	16	24	81	0	3	28	31	6	31	17	35	89	0	0	31	31	0	0	3	3	90	31	3	124	16	45	20	24	105	30	19	22	71
Wil.	1	3	5	4	13	1	0	8	9	1	5	1	8	15	0	0	9	9	0	1	7	8	15	9	8	32	3	4	5	1	13	7	5	1	13
S. F.	3	5	4	14	26	0	2	11	13	6	8	4	17	35	4	1	15	20	0	0	14	14	35	20	14										

THE SIU INDUSTRIAL WORKER



UIW Begins Drive To Organize In NY

Rank and file members of the United Industrial Workers and UIW shop stewards in the New York area attended an important meeting early this month where Union organizing plans were discussed.

Paul Hall, SIUNA president, told members of the United Industrial Workers that the Union is opening an intensive campaign to organize non-union industrial shops in the metropolitan area.

Hall stressed the role the Union plays in the lives of its members. He pointed out that members owe it to themselves to attend all Union meetings and express their opinions on how the Union should be run.

The shop steward's importance in each plant was also a priority topic at the meeting. As the elected representative of the workers in a plant, the shop steward is the key man in any grievance procedure. Members were urged to go to the shop steward whenever they have matters to be brought before management.

UIW Hits SI Oil Co's Unfair Acts

The United Industrial Workers recently filed unfair labor practices charges with the NLRB against six Staten Island oil distribution companies and Local 355, a "union" which has been expelled from the AFL-CIO.

The six companies, under various stages of organization by the UIW, turned up with "contracts" with Local 355 when the UIW petitioned for National Labor Relations Board hearings.

Companies which the UIW charges are conspiring with Local 355 are: Richmond Burner Co., Fiore Bros., Salmirs Oil Co., Riche Fuel Co., Quinlan Fuel Co., and Kieran Fuel Co.

Contract negotiations between the UIW and Sipco, Staten Island's largest retail distributor of fuel oil, began this month. The company was organized last month and the Union was certified as bargaining agent by the NLRB after a UIW election victory. The Union filed charges with the NLRB charging Sipco with refusing to bargain.

Local 355 is charged with signing back-door agreements and sweetheart contracts with the fuel companies in an effort to frustrate legitimate organizing activities of the United Industrial Workers.

In fact, the UIW charges that relatives of management at Fiore Bros., have been acting as agents for Local 355. Although an informal vote for union representation at Fiore was won by the UIW, management surprised the workers a few days later by reading a Local 355 "contract" from a piece of yellow note paper.

Employees have signed statements charging some of the employers with threatening to fire them unless they signed Local 355 pledge cards, even though they may have previously signed with the UIW.

Representatives from Jay Kay Metals in Long Island City, Seatrain Lines of Edgewater, NJ, Milo Machine Tool Co., East New York Canvas, E. L. Durham Co., and other shops in the New York-New Jersey area, attended the meeting.

A shop steward school will be set up by the Union to help elected representatives do a better job on behalf of the membership. The stewards' school will give instructions on how to handle many types of grievances, organizing and other phases of Union business. It will be free of charge to the members who attend.

Aug. Totals At \$12,067

The Welfare Plan of the United Industrial Workers of North America paid out a total of \$12,067.48 on 114 claims in August, according to a report to the UIW Welfare Plan Board of Trustees.

Robert McCaslin of Wilson Marine Repair received the top benefits of \$910 for disability and \$504 for hospitalization.

High Benefits

Other benefits over \$200 were Catherine Lane, V. J. Spellman, \$698.98; Raymond Tobias, Seatrain, \$292; Joseph Kleinwlehs, Schaevitz Engineering, \$372.92; Anile Hartman, Schaevitz, \$390; Michael Stafford, Schaevitz, \$219.50; George Landis, Porter Mathews, \$200; Ray Long, Paulsen Webber, \$215.40.

Basil Fritz, Paulsen Webber, \$207.82; James Skold, New York Splicing, \$200; Semmes Bodden, Mobile Ship Repair, \$687; Rafael Soto, Morsan, \$200; Robert Stamm, Mallard, \$441.25; Raymond Deal, Hussmann, \$200; Albert Philbrick, Hussmann, \$200; Ernest Altamuro, Hussmann, \$378.42.

Richard Burns, A. A. Gallagher, \$200; Frank Travla, Fox Iron Works, \$200; Edward Tochman, C&S Canvas, \$240; Francis Smith, All American Metal, \$236.10; Michael Caputo, All American, \$200; Richard Parrish, Air Master, \$285.30; Wille Nash, Air Master, \$223.30; George Peterson, Air Master, \$200.

There were 15 maternity benefits paid in August.

SIU, MTD Urge Gov't Okay On US-Flag Ore Ship Subsidy

WASHINGTON—The SIU and the AFL-CIO Maritime Trades Department have urged Secretary of Commerce Luther Hodges to approve the application of the SIU-contracted Marven Steamship Company for construction aid on two 51,000-ton American-flag bulk carriers. The Union acted after Secretary Hodges announced he was holding up the application to determine if it was a cation to determine if it was proper usage of subsidy funds.

The Secretary's decision will be a crucial one to the future of the American merchant marine, as it will have a decisive impact in determining whether the Government intends to have an American-flag bulk carrying fleet or will permit runaway ships to carry all of the nation's imports of such vital raw materials as iron ore, aluminum ore, tin and manganese, among others.

The SIU, the Maritime Trades Department and local MTD port councils have all urged Secretary Hodges to approve the application. In a wire to Hodges, SIUNA President Paul Hall declared:

"A favorable decision would encourage construction of American-flag bulk carriers which would greatly strengthen the nation's ability to control access to supplies of vital raw materials . . . Your approval of this application would increase ability of merchant marine to function in the national defense. It would also provide jobs for American workers whose livelihood depends on building, manning and supplying American ships."

Bethlehem, which is the only major domestic steel company operating ore carriers under the American flag, had asked for a Federal construction subsidy of 55 percent on the two giant ships. They would be used to replace the smaller ore carriers, the Feltore and the Oremar, which have been sold to another SIU operator, as well as two foreign-flag carriers. They would run from Bethlehem's newly-developed Liberian ore properties to Sparrows Point and Philadelphia, as well as servicing the South American ore run from Peru and Venezuela.

Old FMB For Subsidy

The Federal Maritime Board, which has now been dissolved, had recommended the subsidy, after which the ships would operate at no cost to the US Government. Secretary Hodges has held up further processing of the application to determine two major points.

These are, whether construction of ore carriers should take priority over the building of passenger-cargo vessels in the subsidy program and whether money allocated to cover subsidy construction costs can be used for bulk carriers instead of passenger cargo vessels.

The SIU, the Maritime Trades Department and the National Committee for Maritime Bargaining have all emphasized the need for balanced assistance to all segments of the merchant marine. (See MTD

statement on page 12). Otherwise, they have warned, the industry will continue to dwindle, the US will become totally dependent on foreign ships for its materials and more seamen's jobs will go down the drain.

If Hodges rules against the Bethlehem application, it would indicate that the Government intends to continue the present program of limiting assistance to a handful of favored companies in the liner trades. It is under this program that the US merchant marine has slipped, year by year, and now carries less of the nation's foreign commerce than it did in 1936, the year the Merchant Marine Act was passed. The consequences would be that all of the nation's steel companies, aluminum companies and others would undoubtedly employ foreign-flag tonnage for their raw material needs.

On the other hand, if Hodges

rules in favor of the Marven application, it would indicate that the Government is interested in developing a balanced merchant fleet. It is likely that other companies, which now operate foreign tonnage for their ore needs, would reconsider their plans and be encouraged to operate under the American flag.

US Steel, for example, the nation's largest producer, has no ships of its own and virtually every pound of the ore it imports is now brought into the country on runaway-flag carriers.

The two Bethlehem ships would be 776 feet long and would operate at a speed of 16½ knots. They would resemble Lakes ore carriers in construction with the exception that there would be no forward house at all. Living quarters, navigation facilities and the ship's power plant would all be back aft, with nine hatches forward of the house.

MEET YOUR DELEGATE

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

"So long Roy, it was nice sailing with you." "See you around Roy, nice job." "Take it slow Roy, I'll ship with you again sometime."

These were some of the comments of the crew of the Steel Executive (Isthmian) when she paid off in New York recently. Roy, is Roy Wood, galley utility, and ship's delegate of the "Executive." That isn't remarkable at all. What is significant is that not only has Roy held the position of ship's delegate for 15 months (that's quite a stretch), but he brought the "Executive" in without any beefs, without any disputed overtime, and without any hard feelings between the crew and topside.

This is Roy's first trick as a ship's delegate, and after talking to him, it looks like his fine record is anything but beginner's luck. The responsibility of handling problems aboard ship is nothing new to him. He's been a department delegate on many vessels since he started shipping with the SIU back in 1942.

Roy was born in Barbados on

November 20, 1902. He's married, and he and his wife Inez, and their two children own their own home in South Ozone Park, Long Island.

After shipping out in '42 as a 2nd cook with Waterman, he sailed with Alcoa, Robin Lines, Cities Service and Maritime Overseas. For the past four years, he has shipped regularly with Isthmian.

While Roy was being interviewed, a few more crew members stopped by to say so long. "Put in the LOG," said one, "that Roy is the best darn ship's delegate I ever sailed with. He brought this ship in with no beefs, man that's pretty darn good." One other unidentified AB wanted to go on record. "That Roy doesn't take being a ship's delegate lightly," he said. "He gets out there and talks to the boys, and if there's anything wrong, he gets it squared away."

Roy is a modest guy, and so he didn't want to brag about his fine record. "I just do my job," he said. "The boys elected me delegate, so I had to pay 'em back by doing the best I could."

"The best he could," made the Steel Executive a tight ship. When the payoff was finished, fast and slick without any trouble, Roy went down the gangplank on his way to South Ozone Park.



Wood



Artist's drawing shows design of proposed 51,400-ton ore carriers which would be built for SIU-contracted Marven SS Company. Unusual design has navigation facilities back aft.

Big Organizing Gains Strengthen SIU In Maritime, Legislative Fields

Sizable gains in the organizing area—have been scored by the SIU in recent years, with the result that the Union has been greatly strengthened and the benefits of organization extended to many thousands of unprotected workers.

For seamen, these organizing gains mean support and assistance in any beef in which they may be involved on the part of workers in harbor and shoreside installations. Further, they add to the overall strength and resources of the Union and its ability to make progress on the economic and legislative fronts.

At the last SIU convention, the SIU Atlantic, Gulf, Lakes and Inland Waters District reported the following gains in organizing:

- Over 5,000 members organized in the Inland Boatmen's Union, which includes the Railroad marine tugmen. Tugboats and other harbor craft have been organized in the parts of Boston, New York, Philadelphia, Baltimore, Norfolk, Mobile, New Orleans and Houston.

- An additional 1,200 boatmen and dredge workers have signed up with the SIU on the Great Lakes. These men service shipping in major Great Lakes ports such as Buffalo, Cleveland and Detroit.

- In Puerto Rico, an additional 5,000 workers have joined the SIU. This group includes all of the truckers in major Puerto Rico waterfront trucking firms, and workers in oil refineries such as Shell, Socony, Texaco and Esso.

- In the Industrial Workers Union, which includes men working in ship supply and ship maintenance services as well as numerous shoreside industrial plants, the Union has organized over 4,000 workers.

- On the Great Lakes, the Great Lakes District of the SIU has signed up over 1,500 seamen in obtaining contracts with hither-

to non-union shipping operations. Since the convention, there have been further organizing gains in many areas, including among tugboatmen in Hampton Roads.

Organizing in the deep-sea field is limited by the fact that there are very few areas left to organize. All US dry cargo operators are under contract to a maritime union, limiting organization in this area to new operators who come into business. The major area of organization is in the runaway ship field where the SIU has scored several notable victories and has obtained rulings from the Labor Board which clear the way for further action in this field. The SIU's success in winning a runaway ship clause in the last contract opens the door to further organizing activity.

Organizing runaways is a necessity since this group of ships if left unchecked, would eventually monopolize all cargo, resulting in the lay-up of American-flag vessels and the destruction of seamen's employment.

Clearly, there are several advantages to Seafarers in the Union's organizing activities, even though they may not all be in the deep sea arena. It is easy to see that if the Union has organized harbor craft, ship suppliers and ship maintenance firms, then the Union is in a far better position to obtain support. Tugboats are certainly a key to any program on the waterfront and shoreside installations are no less vital.

By broadening its total membership, the Union also can bring more strength to bear in the legis-

lative arena. A union which is active in a great many cities and states and which has a large membership can make a far greater impression accordingly.

Since seafaring is one of the most-regulated industries and seamen are vitally affected by legislative action, this added SIU strength is extremely useful in helping protect the interests of seamen.

Under the District structure, SIU members within a given group have their own seniority protection. In other words, a tugboatman or shoreside worker will have seniority within his own division but he cannot cross the line into the deep sea field and carry his seniority with him. It works the same the other way around. However, the fact that the SIU represents workers at numerous shoreside and harbor firms is added security for seamen. Sometimes, because of family circumstances or other reasons, seamen have to give up shipping and go to work ashore. Within the limits of contract rules governing employment, he has a better chance of securing a shoreside job as a result of SIU activity in the shoreside and harbor field.

Cunard Air Service Set

LONDON—The Cunard Steamship Company has received a license to operate an airline service between this city and New York. The new air service, known as Cunard Eagle Airways, is scheduled to start operations next spring.

Meanwhile, the company is planning to go ahead with the construction of a new superliner to replace the Queen Mary. The 75,000-ton passenger ship is receiving a \$9 million outright subsidy from the British government, plus a Government loan at a modest rate of interest.

Cunard is expected to sell a combined sea-air trip ticket—one way by air and return by sea or vice-versa, when it gets its airline going.

The company's action in joining the opposition form of travel reflects the switch from passenger ships to planes in the North Atlantic service, particularly in the winter months when an Atlantic sea voyage leaves something to be desired.

US steamship companies will be unable to follow suit, since under US law, a company in the steamship business would not be permitted to own a competing form of transportation, such as an airline.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

THE FISHERMAN and CANNERY WORKER



Winners of Robert Swain memorial scholarship awards from Prof. Milton Briggs, New Bedford Institute of Technology. The six winners received \$250 each from the memorial fund.

Memorial Honors Swain

SIU Fishermen Give Scholarship Awards

NEW BEDFORD—Six children of members of the New Bedford Fishermen's Union have won \$200 scholarships provided by the Robert J. Swain Memorial Association, in the second year in which the awards have been presented. Last year, the association issued two scholarships of \$250 each.

The association was formed to honor the memory of the late Robert J. Swain, a delegate of the union, who passed away in October, 1959. Funds for the scholarship are produced through contributions from fishermen and other individuals in New Bedford and the proceeds of the union's annual clambake.

The six award winners were: Carolyn E. Skele, Fairhaven, daughter of Andrew S. Skele, of the dragger Pauline H; Eleanor J. Helgeland, Williamstown, daughter of fisherman Joseph Bures of the Kingfisher; Henry L. Knutsen, Fairhaven; son of Charles Knutsen, skipper of the Mary Hayes; Theodore C. Pedersen, New Bedford, son of Theodore C. Pedersen, Sr., a mate on the Mary Hayes; and Daniel J. Fleming, Nantucket, son of Charles B. Fleming of the dragger Robert Joseph.

The chairman of the scholarship committee is Professor Milton S. Briggs of the New Bedford Institute of Technology. Included on the committee Howard W. Nickerson, secretary-treasurer of the union.

WC Tuna Catch Rises

SAN DIEGO — California tuna landings for the first six months of this year were the highest in more than 10 years. Most of these landings were made by boats manned by members of West Coast SIUNA-affiliated fishing unions.

The increase in US-caught tuna was coupled with increases in prices, and decreases in tuna imports. The gains were made by the larger converted purse seiners. Smaller vessels, however, found tough going because of a scarcity of fish in nearby California waters.

AFU Protests Red Trawling Off Cape Cod

BOSTON — Thomas "Obie" O'Brien, secretary-treasurer of the SIUNA-affiliated Atlantic Fishermen's Union, is filing a protest charging Russian vessels with violating fishing agreements in the Georges Banks, about 100 miles off Cape Cod.

The latest encroachment of Russian vessels upon traditional American fishing grounds was reported early this month. Boston based fishing vessels, the Coast Guard and other observers noticed 18 large Russian trawlers and two mother ships in Georges Banks on Sept. 7.

Oversize Nets

Although the Coast Guard said that the vessels were in international waters where they have a right to fish, other observers noted unusually large nets being used by the Russian vessels.

O'Brien is filing a protest on the grounds that the Russians have been using gear banned by international fishing treaties. Georges Bank is traditionally the main fishing ground of the Atlantic Fishermen's Union. The New Bedford Fishermen's Union, an SIU-affiliated union headed by Howard Nickerson, is also keeping a close watch on Russian fishing operations on the grounds off Cape Cod.

Early this summer, Russian trawlers began increasing their operations in the fishing grounds off the New England coast in the vicinity of two US Air Force-operated Texas tower radar stations.

The Soviet vessels began approaching near enough to American vessels to take motion pictures of their operations. Heretofore, Russian vessels have been staying away from American fishing boats.

THE INQUIRING SEAFARER

QUESTION: How many cups of coffee and packs of cigarettes do you consume in the average day aboard ship? (Question asked aboard the Steel Executive.)

Lars Nielsen, AB: I would say that I smoke about a pack of cigarettes a day, which is about average. Usually I drink at least six cups of coffee in the same period.



Joseph Cuelles, 3rd cook: I smoke pretty heavily every day, I guess about three packs of cigarettes. As for coffee, I throw down maybe four cups a day.



John Abraham, DM: I figure I smoke three packs of cigarettes a day but I'm not a big coffee drinker. I only drink a cup of coffee with each meal. The rest of the time I drink water — plenty of it, especially when the weather gets hot.



Louis Torres, AB: I'm one of those fellows who really likes coffee. I drink as much as 12 cups a day. Since coffee and cigarettes go well together, I usually smoke about three packs of cigarettes in the process.



James Chianese, oiler: I smoke two packs of cigarettes a day but I'm not much of a coffee drinker. About four cups is my limit. If I drink too much coffee, it gives me indigestion.



W. Denny, AB: My daily quota of coffee is about five cups. I average about a pack and a half of cigarettes in the same period, sometimes more, sometimes less.



THE CANADIAN SEAFARER



Tidewater Tells Non-Union Men 'Don't Fraternize With SUP'

'Riot Aid' Gimmick Fails; Free Canada Pickets

PORT WELLER—A crude attempt by local authorities and Canadian shipowners to intimidate Canadian SIU Seafarers fell flat on its face in St. Catherines, Ontario, near here.

The situation arose when the Canadian Seafarers were picketing the runaway-flag Northern Venture in protest against the invasion of the Great Lakes with foreign-flag ships. The members of the Canadian SIU were quietly picketing the runaway, using placards to inform the public of their grievances.

Suddenly they were faced with the Mayor of St. Catherines, Ontario, escorted by 40 or 50 members of the police force. He ordered the seamen to leave the docks, or face the reading of the Riot Act. (The Riot Act had been used in this area only twice in the last 100 years, and only in times of dire peril). When they refused, he proceeded to invoke the statute, which carries a penalty for refusal to obey, of life imprisonment.

'When Terror Exists'

The statute states that it is to be invoked, "when a riot is actually in progress, and when terror exists in the hearts of persons around." The only terror caused by this picket line could only have been in the hearts of the owners of the "Northern Venture," but, the law was enforced and the pickets were told to leave.

Before they could disperse, nine

SIU members were grabbed and charged with failure to obey the riot act. They were hauled off to jail where they awaited trial.

When they were brought before the magistrate, the crown attorney stated, "In view of the fact that order was maintained, I do not wish to carry on." The charges were dropped immediately and the SIU men were set free.

The Canadian SIU then charged, that in view of the court's opinion of the case, the riot act was misused, and was enforced only to aid the scabbing efforts aboard the runaway "Northern Venture."

In Canada Ports

MONTREAL—Last month was the best month of the year to date for shipping in Montreal. With well over 500 jobs going on the board, dispatching has been the keynote here. The average waiting time on the registration board has come down to less than a day in some cases. In the last two weeks men could register for work in the morning and sailed the same night. At any rate, jobs have been available, and plenty during this month—for the first time this year.

THOROLD—Law Quarries of Port Colborne, has purchased the Sumatra, and the SIU immediately obtained a lakes contract with this company. The negotiations were handled by Paul Gagne and Harry Cahill representing the SIU. A total of 29 jobs were created for the membership as a result of the successful conclusion of these negotiations.

VANCOUVER—The largest passenger ship ever built for Pacific service arrived in Vancouver on her maiden voyage. The "Cambera," one of the most revolutionary designed ships in many years was launched in March of 1960 at a cost of forty million dollars. She can carry more passengers than any other liner in the world, (2,238). This is more than the two Queens put together. A British-flag vessel, she carries a crew of 1,000.

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

SUP-contracted Flying A Washington, is shown at Bayonne terminal. At right, SUP members Armand Adamson and Sven Nilsson, ABs, catch up on latest news in the "West Coast Sailor."



NEW YORK—The skipper of one Tidewater tanker on the East Coast has an unusual definition of a Communist. According to him, a Commie is anybody who asks for overtime or union representation.

The definition arose out of the skipper's concern that the crewmembers might be "contaminated" by contact with members of the Sailors Union of the Pacific.

The situation arose when the Tidewater vessel, the William F. Humphrey (non-union), was on a run from San Francisco to Bayonne and at San Francisco, happened to be docked at the terminal with the Flying A Washington, one of three West Coast vessels operated by Tidewater under contract with the Sailors Union. The crew of the Humphrey was warned by the skipper of the non-union ship not to hang around with those "West Coast Communists."

Obviously, the skipper was worried that should the crewmen start talking to Sailors Union members, they would learn about overtime, union representation, a hiring hall, grievance procedure, seniority and job security which Tidewatermen have on West Coast ships but which the company denies its employees on the East Coast.

Under Collins' Thumb

East Coast Tidewater crewmembers are under the thumb of John Collins, professional organizer and absolute boss of about a dozen so-called "independent associations" in the East Coast tanker field.

As described by a Tidewater crewmember, the East Coast set-up has no provision for taking beefs up with anybody but the head of the department aboard ship. If he makes a ruling, that's it. The entire East Coast contract is a four-page document which has little or no provisions for overtime or working rules. East Coast seamen can get bumped back by officers and can lose all their vacation benefits unless they work aboard ship continuously for at least five and a half months. Seniority can also go down the drain the same way, unless the man is rehired within 30 days.

Obviously, it's a simple matter for Tidewater to break a man's vacation or seniority rights by not rehiring him until he's been on the beach at least 30 days. In one instance, a Tidewater East Coast crewmember had accumulated seven years of unbroken service when he was bounced off the ship. He was not rehired for 30 days and, as a consequence, lost all accumulated seniority including seniority

wage bonus and vacation pay.

The standard bumping system operated by Tidewater allows a man who is bumped off a ship to go into the company office and examine the crew lists of all ships. If he finds somebody with less seniority, he walks on that particular ship and bumps the man off.

By contrast, the same company on the West Coast operates under

union conditions, hiring its crews through the union hiring hall. It pays vacations and overtime to all hands, deals with the union on beefs and no bumping is allowed. Down through the years, Tidewater on the West Coast has meshed smoothly with the Sailors Union while denying its East Coast crewmembers union benefits and conditions.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

How To Cope With Food Prices

Storm signals are warning that working families are in for a spell of high food prices. The Dun & Bradstreet wholesale index recently hit a four-months' peak. The Bureau of Labor Statistics wholesale food index has bounced up almost two percent in one month.

How much should it cost you to feed your family? Based on BLS estimates, a family of four, with a boy of 13 and a girl of 8, can have nourishing meals for about \$34 a week or \$147 a month (figure 4 and 1/3 weeks in a month). These won't be the most luxurious meals, but not the lowest-cost possible either.

Here are several points we'd like to suggest for keeping down your food bills:

Use The School Lunch Program: Parents who have compared costs say they can't prepare lunches for the price—typically 30-35 cents—charged for lunches served by many schools. If your own school isn't participating in this program (partly financed by surplus foods contributed by the Federal Government) it's worth asking school authorities about the possibilities, or at least the likelihood of joining the special milk program.

Use These Low-Cost High-Value Foods Often: Several reasonably-priced foods are especially high in nourishment. One is non-fat milk powder. In baking and cooking, add extra dry milk to improve nutrition. Cakes and cookies supplemented this way also have better flavor and texture.

One of the easiest ways to use dry skim milk is simply to mix it into regular milk for a drink that has excellent flavor, and gives you more protein, minerals, and vitamins than regular milk.

Other low-cost, high-value foods include canned corned beef and corned beef hash; variety meats; dried fruits (rich in iron too); peas, lentils and beans. Oatmeal is not only a high-nourishment, low-cost cereal but also a money-saving meat extender. Vegetables generally inexpensive for their high food value include carrots, kale, collards, spinach, green cabbage.

Broilers have become quite a food bargain because of heavy supply, and also because they have become the supermarkets' favorite price leader, often offered at or near wholesale prices. Broilers are especially cheap in the fall.

Buy Larger Meat Cuts: This department recently pointed out that you can save an average of 14 percent by buying stores' own brands, and another 17 percent, on the average, by buying larger sizes of packaged foods.

This saving applies to meat and poultry too. The whole ham often sells for less than the total of its parts, the New York State Extension Marketing Service points out. The whole broiler generally costs less per edible pound than chicken by the parts. A whole leg of lamb is more economical than parts and can be prepared by the butcher so you'll have three meals out of it (lamb steaks, center roast and lamb stew or curry from the shank).

Crew Walkoff Protests Short Manning Scale

QUEBEC—For their refusal to work under runaway working conditions, 22 crewmembers of the Bermudian-flag freighter "Wheat King" have been charged with "desertion" after walking off the vessel. The ship was scheduled to sail for London, after undergoing mechanical repairs.

The Canadian SIU reported that the men walked off the ship because the vessel was seriously undermanned and they had doubts about the desirability of sailing under such conditions.

Runaway Operator

The 12,000-ton Wheat King is registered in Bermuda as are a number of other Canadian-owned vessels which seek to escape Canadian wages and conditions. The operator also owns the Northern Venture which has been picketed repeatedly in various US and Canadian Lakes ports by members of Maritime Trades Department union because of the runaway nature of its operation.

SIU Canadian District Halls

- FORT WILLIAM.....408 Simpson St. Ontario Phone: 3-3221
- HALIFAX, N.S.....126 1/2 Hollis St. Phone 3-8911
- MONTREAL.....634 St. James St. West Victor 2-8161
- QUEBEC.....44 Sault-au-Matelot Quebec LaFontaine 3-1569
- THOROLD, Ontario.....52 St. David St. Canal 7-5212
- TORONTO, Ontario.....273 King St. E. Empire 4-5719
- VANCOUVER, BC.....298 Main St.
- ST. JOHN, NB.....177 Prince William St. OX 2-5431

Military Approves '50-50' On Coal For German Bases

WASHINGTON—Following angry protests from US maritime unions and members of Congress, the Defense Department has agreed that shipment of coal to military bases overseas will be handled under the "50-50" law. That means that about 20 shiploads of coal will become available to US-flag tramp and bulk carriers.

The Department had planned to ship some 40 shiploads of coal to Germany on foreign-flag vessels. The excuse offered was that the coal was "commercial" cargo because it was being brought by a West German supplier who, in turn, sells the coal to the Army.

Gov't Order

Actually, the coal movement was the product of a Government order for the Army in Germany to use American coal as a means of conserving foreign exchange and American dollars. Consequently, the coal is being purchased specifically for Government use.

Ironically, the original "50-50" beef, back in the late 1940's was on this very issue, the shipment of US coal abroad.

The beef developed when the Defense Department switched its

policy on purchases of coal for West German bases.

The necessary coal had formerly been bought from West German suppliers, but in a move to "reduce the unfavorable balance of payments situation," the switch from German to American coal was made to keep US dollars in the United States.

Therefore the Defense Department went ahead and purchased 440,800 tons of American coal (about 40 to 44 Liberty shiploads). They then decided that the cargoes would be carried abroad in foreign flag tramp ships.

Congressmen Act

Rep. Tollefson (Rep.-Wash) and Rep. Bonner (Dem.-NC) sprang to the defense of American shipping and seamen. The first move was a letter by Tollefson to the White House which stated that existing statutes require that shipment of

coal mined in this country to US military installations abroad must go "100 percent by American-flag vessels."

The riled Representatives received quick assurance from the White House that it would launch an investigation, and would ask that "consideration be given to the applicability of the Cargo Preference Act" (the 50-50 law).

The White House communique went on to say that, "we will certainly check into the matter of using foreign-flag ships for this movement. It is our understanding that the Department of Defense is asking for bids at prices delivered in Germany and has not specified the method of transportation."

Mr. Tollefson cited the statute which says: "Only vessels of the United States or belonging to the US, may be used in the transportation by sea of supplies bought for the Army, Navy, Air Force or Marine Corps. However if the President finds that the freight charge by those vessels is excessive or otherwise unreasonably, contracts for transportation may be made as otherwise provided by law."

Would Be Illegal

Rep. Bonner stated that because of this statute, it would be illegal, to ship the cargo in other than US flag ships.

Tollefson then stated that the refusal to ship American was a sham. "The reason for purchasing coal in the United States was to keep US dollars in this country, the cost of ocean freight on the coal would be higher than the cost of coal itself. Therefore," he went on, "more American dollars would be paid to foreign flag vessels than would be paid to US coal producers," he concluded.

THE PACIFIC COAST SEAFARER



Marine Firemen Discuss Vital Convention Issues

SAN FRANCISCO—The first biennial convention of the Marine Firemen, Oilers, Watertenders and Wipers Association is convening here to discuss issues vitally affecting the Union and the rest of the SIU Pacific District.

The convention, which takes the place of the annual MFOW agents' conference, opened August 28 and is expected to last until the middle of this month.

All members in good standing are eligible to attend as fraternal delegates to the convention. Fraternal delegates are being encouraged to make recommendations for the negotiating committee. The suggestions will come from the floor of the convention and from written memoranda from men in all ports.

Officials Report

Official delegates to the convention include the Union president, vice president, treasurer and branch port agents, plus three elected delegates from headquarters and one elected delegate from each of the branch ports.

Union officials have presented

reports on MFOW business, bringing delegates up to date on the situations in all ports, and several speakers from outside the Marine Firemen's Union, such as the labor movement in general and the other SIU Pacific District Unions, have been presented to the convention.

Important topics under discussion at the convention include the coming negotiations with shipowners, welfare, pensions, automation, overhauling of contract language, shipping rules and developments among affiliated unions.

Discuss Manning

Also to be discussed at the convention are the quick turnarounds in West Coast ports and the manning scale controversies which have been arising recently on the new Seafarers and recently modernized vessels.

Morning sessions will be open for general discussion of the agenda, while the afternoons will be reserved for business conducted by the various convention committees.

The convention, held as it is during a critical time for the maritime industry and a critical period of world affairs, is expected to be one of the most important functions of the Marine Firemen's Union.

In Pacific Ports

SAN FRANCISCO—MCS Secretary-Treasurer Ed Turner addressed MFOW convention and received 100 percent support for establishment of Pacific District Food Committee to determine standards of feeding and provisioning on West Coast Ships. SUP and MFOW issue formal notices of election of officers. . . WILMINGTON-SAN PEDRO—SUP jointor reports new auto accident. MCS reports new contract for Motorship Princess a new venture in the harbor. MFOW shipping only fair. . . SEATTLE—Unmanned barge service from here may cut into SUP and Pacific District jobs. MCS hopeful that Skagway ferry service will become reality, as is MFOW. . . PORTLAND—Union shop change in agreement will aid MCS hall service members here. SUP squares optical plan beef. . . HONOLULU—More MCS members shipping out of Honolulu. SUP handles large number of ships in transit with all beefs squared away. . . NEW ORLEANS—SUP bosun hospitalized off Hawaiian Tourist. MFOW crews Weyerhaeuser ships. . . NEW YORK—Shipping picks up slightly after strike. SUP reports. Red Ramsey, MFOW port agent, attending convention.

West Coast Developing Cigar Run

SAN FRANCISCO—SIU Pacific District seamen are now sailing on the cigar run.

One of the largest shipments of Philippine cigars ever to enter the US was unloaded recently in San Francisco from the President Hoover (APL) after a trip from Manila. The shipment, nearly a million hand-rolled log-filler cigars, marks a strong return of Philippine tobacco into the American market, after the breakdown in trade between the US and the important Caribbean tobacco producer, Cuba.

Pacific District Seafarers on the President Cleveland (APL) have brought over another load of the Manila cigars, which required special handling on the long voyage.

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

Pre-Fire Planning: Know Your Hazards

New problems for the fire-fighter have developed out of every new advance and change brought about by science. In many cases, the problems were not even recognized until a disastrous accident occurred. When gasoline was first introduced as a retail item, it was sold over the counter in drugstores. Many may remember the serious accidents that occurred until the use of gasoline was brought under control.

Today, despite some bad accidents and fires, our experience with the handling of gasoline is pretty good when you consider the billions of gallons used annually in this country. The hazards are still there, but they have been brought under control by knowledge, planning and understanding. The same should apply in the field of atomic energy and radioactive materials, where a real attempt is being made in many areas to analyze and plan for a potential hazard before it gets out of hand.

Proper information and training can help us handle radiation hazards just as well as any other hazard that comes up. Once we really know what we're up against and the precautions that can be taken against it, radiation hazards shouldn't be regarded as being more dangerous than any other.

This is another way of saying, as far as shipboard accident prevention is concerned, that some serious pre-fire planning is necessary where cargoes of radioactive materials are involved. Regular fire and boat drills are routine aboard on a ship today, although many seamen have gone through the same motions a hundred times without ever getting near a fire. The practice and planning is what counts in case an emergency arises.

Now we have a situation where more and more ships are carrying containerized radioactive materials as a routine cargo item. What's lacking right now is adequate information for the crewmembers, licensed and unlicensed alike, about the thing they may have to deal with in the event of fire. The danger is not an outright atomic explosion, as some might think; the basic danger is possible radioactive contamination if a fire or accident develops where these cargoes are stowed. A snap decision to jettison the stuff over the side is not the answer.

As minimum precautions, when radioactive materials are aboard ship, notices should be posted telling the location of the cargo and what radiation levels are involved. Are the containers liable to be affected by the fire. . . would the radioactive material be affected chemically by smoke, heat or fire? Is the material itself of a combustible or flammable nature? Should radiation detection instruments be used before approaching. . . are such instruments available and does anyone aboard know how to read and interpret them?

A ship at sea is in a different kind of a predicament when a fire breaks out. It has the advantage of an unlimited water supply but its safety hinges on having the best available equipment and the trained personnel with the energy and ability to use them. Pre-fire planning with regard to radioactive cargoes has to be integrated with routine fire-fighting procedures aboard ship because we have to look ahead and prepare for these hazards in advance.

Growing awareness of safety needs in the home is making a field day for some house-to-house salesmen out for a fast buck from unwary householders. The National Safety Council has issued several warnings about pitchmen who actually create hazards in the house in eagerness for a sale.

Among the latest gimmicks are worthless or downright harmful fire extinguishers for up to \$10. One man was killed when an extinguisher exploded in his face and others have been burned by leaky chemicals from faulty containers. Home owners have also been taken for large sums when purchasing very elaborate but worthless lightning rods.

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

for SIU MEMBERS!



EVERYTHING YOU NEED IN SEA GEAR AND SHORE WEAR—FROM A TOOTHBRUSH TO A SOUTHWESTER—ALL AT SPECIAL SEA CHEST PRICES

your SEA CHEST

SHORE WEAR & SEA GEAR SEA GEAR & SHORE WEAR

IN THE NEW YORK & BALTIMORE HALLS

Pacific District Shipping

Port	SUP	MFOW	MC&S	Total
	7/10 to 8/21	8/1 to 8/31	7/27 to 8/24	
San Fran.	708	219	388	1,315
Seattle	182	82	49	313
Portland	126	74	29	229
Wilmington	442	(no hall)	110	552
New York	106	32	30	168
New Orleans	76	(no hall)	0	76
Honolulu	34	38	20	92
San Pedro	(no hall)	180	(no hall)	180
Total	1,674	625	628	2,925

'Why Not Use The All-Purpose Vitamin?'



The urgent need of trade union participation in any redrafting of America's merchant marine program was shown by the request of Secretary of Commerce Luther Hodges for recommendations on the Government's policy in that area.

A great many organizations in the shipping field responded with specific proposals dealing with their area of immediate interest. But it remained for the Maritime Trades Department, AFL-CIO, to submit a program which dealt with all the problems confronting the American Merchant Marine. (For the full details of the MTD's proposals, see page 12).

Obviously, the piecemeal approach to the industry's problems is doomed to failure because the ills of the industry cannot be resolved by patchwork tactics. This has long been realized by the maritime unions. It was

a principal reason why, last December, they formed the National Committee for Maritime Bargaining so as to win from shipowners the realization that an industry-wide approach is needed, that it no longer made sense for any one segment of the industry to pursue its own interests and ignore the needs of the rest of the operators and of the seamen who depend on the industry for a living. Further, the unions pointed to the vast changes in our trade since 1936 and the need to overhaul our maritime program.

The MTD proposals deal with the needs of every segment of the shipping industry and offer specific and workable suggestions for meeting those needs. It is hoped that the Secretary of Commerce, in drafting his own report to President Kennedy, will make good use of the material submitted to him by the Department.

New Bid By Runaways

Shortly after the National Labor Relations Board issued its ruling on the Yarmouth, ordering the owners to deal with the SIU, the runaway operators undertook a new campaign to preserve their privileged sanctuary where they evade US taxes and US wages.

The latest bid by the runaways consisted of enlisting the Department of Defense and the State Department in an attempt to sell Congress the idea that it would be dangerous to US security to disturb the runaways. The Republic of Panama got in a feeble lick of its own when it protested the "invasion" of its sovereignty by the NLRB. (The Yarmouth, a Panamanian-flag ship, has never been to Panama).

Even while putting out its pitch, the Defense Department conceded that the best so-

lution is to have an adequate merchant fleet under the American-flag. The runaways, Defense admitted, are a poor substitute for American ships.

US unions have pointed out on several occasions that runaway ships will work for the highest bidder, even if that bidder happens to be the Soviet Union. Further, the unions point to the fact that these ships are manned by crews who owe no allegiance to the United States and who may, in fact, be actively hostile to this country. At a time of international crisis, such a situation could lead to serious complications.

No amount of rationalization or squirming by the runaways or by any Government agency in their behalf, is going to change these basic facts.

SIU Legislative Department



Ray Murdock, Director

CELLER PROBE.—The House Committee on the Judiciary is seriously considering a probe of monopoly problems in the ocean shipping industry. It is expected that the operating-differential subsidy program administered by the Maritime Administration would be the target of a new inquiry and would receive special scrutiny. A number of operating-differential subsidy applications are pending at MA; some have been tangled in legal and administrative proceedings for as long as five years. The Celler Antitrust Subcommittee recently concluded hearings on alleged violations of the 1916 Shipping Act by steamship companies in the United States foreign trade and steamship conferences.

§ § §
MARITIME STATISTICS.—MA has reported that there were 917 vessels of 1,000 gross tons and over in the active oceangoing US merchant fleet on August 1. This is an increase of 296 over the number active on July 1. The large increase was due to the return to service of vessels which were idle during the maritime strike. Of the 917 active vessels, 38 were Government-owned and 879 were privately-owned. The privately-owned fleet showed an increase of 286 active vessels and a decrease of 287 inactive vessels. Two freighters, the Del Oro and the Solon Turman, were delivered from construction. One freighter, the Globe Progress, was transferred back to the United States from foreign flag. Three vessels were sold for scrap, the Danny Boy, Orient Point, and Maracaibo. The tanker Chiwawa was converted to a dry cargo vessel for Great Lakes service. The total privately-owned fleet decreased by one to 988. Of the 109 privately-owned inactive vessels, two combination ships, 10 freighters, and nine tankers were undergoing repair or conversion or reactivation. MA's active fleet increased by 10 ships, while its inactive fleet decreased by 18. The total United States merchant fleet decreased by 9 to 2,947. The total of large merchant ships on order or under construction in US shipyards decreased by two to 84.

§ § §
SOVIET MARITIME EXPANSION.—E. Germany is building four 18,500-ton liners for Soviet account. News of the construction was reported in the August 8 edition of the NY Journal of Commerce. This four ship project does not include the construction of a 30,000-ton passenger liner which has already been assigned to a Russian shipyard. These vessels will carry 750 passengers, and will travel at a speed of 20 knots. Delivery is anticipated in 1964. The SIU Legislative Department reported on August 15 that the USSR had 21 passenger-cargo vessels of 113,000 gross tons on order January 1, 1961. The present announcement, therefore, indicates orders over and above those already reported.

§ § §
RESEARCH AND DEVELOPMENT.—MA has announced that the research engineering staffs and facilities of the University of California, Massachusetts Institute of Technology, and Stevens Institute of Technology will be employed to study the effects of "sea slamming" on ship structures, seakeeping qualities of ships, and ship controllability. The University of California will conduct studies aimed at the reduction of both local structural bottom damage and super-imposed hull stresses associated with sea slamming of merchant ships. The contract also calls for the development of a long-range program in ship structural design and related subjects. The contract with MIT calls for implementing research in seakeeping qualities of vessels. This will include research into increasing ship speed in head seas, which will entail analyses of ship motion data and model experiments in regular and irregular waves, verifying by spectrum analysis their relation to actual sea status. The third university, Stevens Institute of Technology, will deal with implementation of long-range research in ship controllability. This will require research evaluation of the hydrodynamics of merchant ship turning and steering, looking toward the improvement of merchant vessel steering in rough seas and maneuvering qualities in restricted waters. Each of the three contracts stipulates that expenditures will not exceed \$50,000.

§ § §
RIGHT TO WORK.—The National Right-to-Work Committee is planning to accelerate its campaign in states which do not have right-to-work laws. They have recently held meetings in California, Colorado, Wyoming, Illinois, and Oklahoma. Plans are now being formulated to conduct active campaigns in Kentucky, Louisiana, Rhode Island, Massachusetts, Michigan, New Jersey, New York, and Alaska . . . Nebraska has recently adopted a statute designed to outlaw the "agency shop." The Labor Committee of Nebraska's unicameral legislature approved the measure by a 6 to 3 vote. It was then passed by the full legislature . . . The National Committee plans to present 13 radio programs this fall aimed at arousing anti-union sentiment. The series will carry the misleading title: "The Blessings of Liberty."

§ § §
LEGISLATIVE ROUNDUP.—The Senate has approved S. 1729, a measure to provide new services which the Federal Government now provides to American businessmen interested in exporting their products and services. The bill now goes to the House . . . The House has passed HR 6309, a bill to increase from 75 to 90 percent the permissible payment to an operator of accrued operating subsidy . . . Other bills passed in the House include: HR 6732, designed to encourage the construction and maintenance of American-flag vessels built in American shipyards; HR 6974, to authorize subsidized operator to make expenditures from capital reserve funds for purposes of research, development, and design expenses; and S. 2187, to implement the provisions of the International Convention for the Prevention of the Pollution of the Sea by Oil, 1954 . . . Representative Powell (Dem), New York, has filed a favorable report on HR 8723. The measure would amend the Welfare and Pension Plans Disclosure Act with respect to the method of enforcement and provide certain additional sanctions

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	October 2
Philadelphia	October 3
Baltimore	October 4
Detroit	October 6
Houston	October 9
New Orleans	October 10
Mobile	October 11

MEBA Pact Has Dental Care Plan

NEW YORK—District 2 of the Marine Engineers Beneficial Association, announced the signing of a new three year agreement, with their offshore shipping companies.

With the old contract scheduled to expire on September 30, the conclusion of contract parleys came 22 days short of the deadline.

The District 2 agreements approximate those already signed by the other MEBA districts. However District 2's contract includes a few unique fringe benefits.

Raymond T. McKay, president-business manager of District 2, pointed out that the contracted companies have agreed to make contributions to finance the first dental program in the maritime field. The new plan will provide dental care for District 2 men and their families.

The dental, safety and education programs head up the first year's gains in the newly concluded agreements. District 2 also secured vested pensions, improved overtime pay and additional welfare plan contributions within the framework of the first year of the contract.

The agreement also guarantees two 3½ percent increases, applying to wages or benefits, to take effect at the start of the second and third years of the agreement. The existing vacation allotment of five days a month for dry cargo ships, and 10 days a month for tankers will still stand.

The most important issue included in the new contract regarding the future, is the right of District 2 to organize and negotiate contracts for the foreign-flag ships operated by its contracted companies and their affiliates. District 2 will also participate in the new joint committee to promote the US merchant marine and create additional job opportunities for American seamen. The SIU is also part of this important committee.

The new benefits will take effect as of September 1, 1961. They expire on June 15, 1964. District 2's contract covers 25 deep-sea companies operating 100 ships. Among them are Isthmian, Isbrandtsen and Victory Carriers. It also holds contracts with operators on the Great Lakes and the inland waterways.

TEXT OF MTD PROGRAM TO REVIVE US SHIPPING

The following is the text of the program submitted to Secretary of Commerce Luther Hodges by the Maritime Trades Department, AFL-CIO. The MTD program deals specifically with the needs of all segments of the US maritime industry—liner services, bulk carriers, domestic ships, tankers and Lakes ships.

THE decline of the American maritime industry since World War II constitutes a national disaster. At the end of the War the merchant marine of the United States, and our capacity to build ships of all types, were greater than those of the rest of the world combined. Today, among Western powers, we rank fourth as a maritime power, after Great Britain, Norway, and Liberia.

Today, we are carrying only a tiny fraction of the imported commodities which are essential to our prosperity and national defense, less than about 10 percent of our foreign commerce, only about 20 percent of our outbound foreign-aid cargo, and our shipbuilding capacity has dwindled in proportion. Four-fifths of the qualified and documented American seamen are employed outside industry, and a great majority of the arts and crafts essential to shipbuilding have been obliged to seek employment elsewhere.

Our recommendations to meet and overcome this disaster will be presented on the basis of the various segments of the maritime industry.

I. Operating-Differential and Construction Subsidies—The operating and construction subsidies were established by the Merchant Marine Act of 1936. This Act was based upon the assumption that tramp shipping was dying, and that the ocean commerce of the world would be carried by liner companies. These assumptions proved to be inaccurate so far as the United States is concerned. The subsidies benefit only liner companies operating on essential trade routes designated by the Maritime Administration. However, since World War II, the United States has become an importing country, rather than an exporting country, and today more than 80 percent of our foreign commerce is carried on tramp ships. The largest-volume of our exports now consists of grains and other cargoes shipped under the foreign-aid program. Most of our imports consist of bulk cargoes, such as oil, ores, and sugar. The United States has almost completely failed to develop a bulk fleet, with the result that almost all of these strategic materials are imported on foreign-flag ships. Therefore, the Department recommends:

That the entire subsidy program be reviewed and revised, so that construction subsidies shall be made available to all segments of our merchant marine; and that operating subsidies be made available to all segments of our merchant marine which are in competition with foreign shipping.

II. Domestic Shipping—Prior

to World War II, in number of ships, tonnage, and men employed, the largest segment of our merchant marine was engaged in coastwise and inter-coastal shipping. Primarily, it was domestic shipping which built our great port cities and provided transportation and communication between all parts of our country. At the beginning of World War II about 70 percent of our merchant marine was engaged in domestic shipping; as of today, practically all of that shipping has disappeared. The last coastwise common carrier on the Pacific coast became insolvent and died about two years ago. On the Atlantic and Gulf coasts, where formerly scores of companies operated profitably, today only two companies operating nine ships are left, and they are operating at a current loss. These results have ensued notwithstanding the fact that of all American shipping companies, the most efficient, the ones which have made the greatest efforts to mechanize and automate their operations, are the domestic shipping companies. The wage costs of these two remaining coastwise common carriers on the Atlantic and Gulf coasts, amount to only about 20 percent of their total operating cost, which we think is unparalleled in American industry. Many studies have been made of domestic shipping, all of which point up and prove that the evils which have destroyed this segment of the industry are: (1) Official neglect, since no agency of the Government has undertaken or recommended any program to revive domestic shipping; (2) Selective rate-cutting by the railroads. To correct this disastrous situation, MTD makes the following recommendations:

1. The new Maritime Administration created under Reorganization Plan No. 7 should have within it an office to which is assigned as a primary responsibility the development and implementation of plans to resuscitate the domestic deep-water fleet.

2. The Interstate Commerce Commission ought to develop a consistent policy, within present law, which will insure: (a) preservation of the inherent advantages of the coastwise carrier, and (b) enforcement of the coordination between rail and coastal water carriers required by the statutes.

3. The Merchant Marine Act should be amended to provide construction subsidy for coastwise and intercoastal vessels.

4. (a) The bulk commodity exemptions in Section 303 (b) of the Interstate Commerce Act ought to be repealed. (b) Ownership of common carriers by shippers, and vice versa, ought to be prohibited.

5. Amend Section 805a of the Merchant Marine Act to prohibit carriage of coastwise and intercoastal traffic by subsidized lines when the same routes are served by unsubsidized lines.

6. Amend the customs laws to extend permission for bonded bunkers to the coastwise trades.

III. American-Flag Tanker and Tramp Fleets—As noted above, most of our foreign commerce is carried on foreign-flag tank-

ers and tramps. This includes practically all of our imported petroleum, iron ore, bauxite, other imported ores, sugar, and other strategic commodities. Only a very small and decreasing fraction of these strategic commodities are carried on American-flag vessels. In spite of the law, far less than 50 percent of our exported foreign-aid cargoes are carried on American-flag vessels. American-flag tankers and tramps are excluded from carrying imports by the unfair competition of runaway-flag ship owned by Americans. Their percentage of the foreign aid cargoes is minimized by regulations of the Department of Agriculture. The MTD therefore makes the following recommendations:

1. Administrative Actions.

(a) It is the commercial practice to prepay ocean freight on surrender of the bill of lading at the loading port. This practice is applied by the Department of Agriculture to liner vessels carrying foreign aid cargo. However, it is not applied to most tramp and tanker owners, who are only paid after arrival of the vessels at discharge ports.

(b) The Department of Agriculture and ICA ought to establish uniform charter parties and policies to insure that foreign nations will not utilize funds allocated for transportation on US vessels by obtaining excessive dispatch and carrying charges, and other practices not common in normal commercial transactions.

(c) Military dry cargo and tanker vessels ought to be used only when privately-owned tankers and dry cargo vessels are not available at reasonable rates for either time or voyage charter.

2. Executive Action—The President of the United States established the present oil import quotas in Presidential Proclamation No. 3279 of March 10, 1959. To this proclamation ought to be added the following requirement:

"Any person importing petroleum in excess of 1,000 barrels a day whether crude, unfinished oils, finished petroleum products or residual fuels, or ores, into the United States must transport at least 50 percent of such importations in vessels registered under the laws of the United States, which vessels are owned at least 75 percent by citizens of the United States, within the meaning of Section 2 of the Shipping Act, 1916, as amended, 46 U.S.C. 802, and have coastwise privileges in accordance with the provisions of section 27 of the Merchant Marine Act of 1920, as amended, 46 U.S.C. 883."

3. Legislative Action—As an alternative to the foregoing recommended executive action, Congress ought to extend the cargo preference laws so as to provide that a stated percentage of imported strategic commodities must be shipped on American-flag vessels.

IV. Runaway-Flag Ships—The cancer which is destroying the American shipping industry is the runaway-flag device, under which great American corporations transfer their

fleets to foreign flags, such as that of Liberia, (thereby escaping American taxation and the obligation to obey American labor and other laws), and then compete with the dwindling American-flag fleets in our foreign commerce. MTD therefore recommends:

1. That Congress enact into law the recommendation made by the President in his message of April 20, 1961, and by the Secretary of the Treasury in his statement of May 3, 1961, before the House Committee on Ways and Means, that the tax haven device, as exemplified by the runaway-flag program, be eliminated.

2. As an alternative, Congress ought to enact legislation such as outlined in III, 3, above.

~ ~ ~

V. Great Lakes—Practically all of our shipping on the Great Lakes is over-age. Many vessels are more than 50 years old. Because of the competition of other forms of transportation, and foreign shipping, there is little incentive for American capital to invest in new ships. MTD therefore recommends:

1. That the construction subsidy be extended to Great Lakes shipping.

2. That the Maritime Administration and other Government agencies, cooperate with maritime management and labor in the development of a program in increased shipborne cargo in and to and from the Great Lakes area.

~ ~ ~

VI. Research and Development—The obsolescence of our merchant marine, and of cargo handling gear and methods place the American maritime industry at a disadvantage with foreign competition. The MTD therefore recommends:

1. That Government agencies expand their programs for the development of quicker, more efficient, and less costly ships, gear and methods.

2. Consideration should be given to the advisability of granting tax exemption to a percentage of income of companies in all segments of the industry, providing such percentage is used in research and development.

~ ~ ~

VII. Shipbuilding—As pointed out above, the decline of American shipping has inevitably resulted in a decline of American shipbuilding and repairs. Highly skilled craftsmen and professional people have been driven out of the shipbuilding industry into other industries. In 1957, in 91 ship repair yards, 37,600 skilled workers were employed; in 1960 there were only 20,200 in 77 yards. It is incredible that we should allow this decay of our shipbuilding industry, when 79 percent of our trade cargo and 54 percent of tankers are more than 15 years old. These ships are obsolete and ought to be replaced. The MTD therefore recommends:

That laws be enacted which will require that all American-owned ships engaged in the domestic or foreign trades must be constructed, repaired, or renovated in American shipyards.

MTD Labor Day In Baltimore

On Saturday, September 2, more than 10,000 union members and their families came out for a gala Labor Day picnic thrown by the Baltimore Port Council of the Maritime Trades Department.

Members of MTD-affiliated unions, including Seafarers, kept the crowd well fed and happy with five tons of chicken, a ton and a half of potato salad, a ton of baked beans, and a half ton of frankfurters. No figures were given on the amount of bicarb consumed, but all agreed it was a fine way to celebrate Labor Day.



That's just part of the chicken cooked to feed the 10,000 at the picnic. Barbeque pits kept going all day.



MTD union member passes the beer. The smile means it was welcome in the heat.



Guests at the picnic line up for barbecued chicken, beans and salad along with cold drinks.



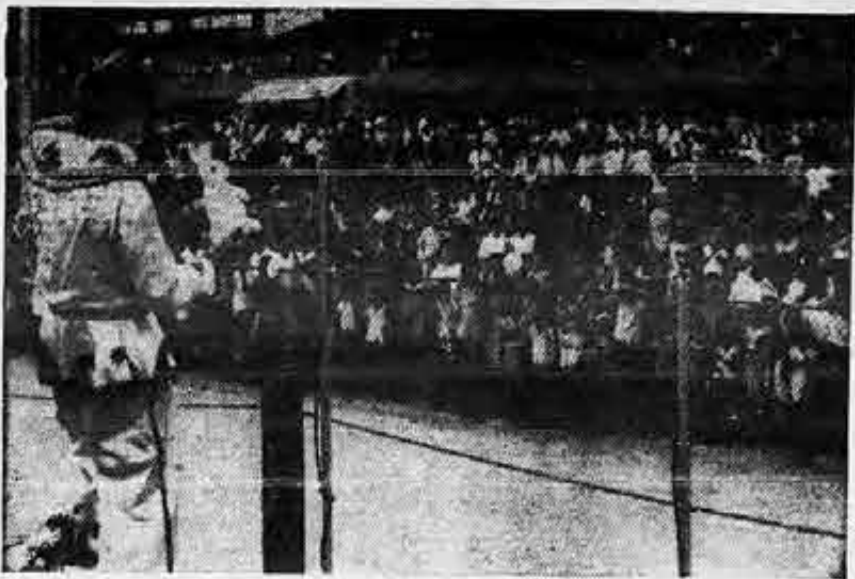
All aboard for the miniature train ride, one of the many amusements offered.



Ferris wheel got play from younger set.



That's "Baby Georgia" getting a lift to the microphone.



Bozo the clown gets smiles from the kids with his takeoff on rabbit trick.



Family group digs into the barbecued chicken at the picnic tables.



Pony rides were another feature of the day-long affair—as were the saddle-sores.



This little Miss wasn't sure of photographer's intentions.

SIU SOCIAL SECURITY DEPARTMENT

New, Higher SIU Benefits Go Into Effect October 1

Sweeping gains in SIU welfare and vacation programs get underway on October 1, 1961, as part of the contract package won by the Union during the recent negotiations. The changes represent major gains in Seafarers' hospital, pension and vacation benefits and extend welfare coverage to SIU outpatients for the first time. (See details under separate headings below).

An additional gain for SIU pensioners was just approved by the trustees on September 20 to assure that dependents designated as the beneficiary of SIU oldtimers will receive the regular \$4,000 SIU death benefit. This amounts to a change in the pension program as originally announced two months ago.

Designated beneficiaries who are not dependents of a pensioner will still qualify for a \$1,000 death benefit. These changes do not in any way affect the \$4,000 death benefit rate for active Seafarers.

In-Hospital Benefits

Seafarers' in-hospital benefits will almost triple on October 1 when the new \$8 daily rate goes into effect for regular inpatients. The \$8 rate will apply for up to 39 weeks of hospitalization in any calendar year.

However, Seafarers cannot collect more than 39 weeks of benefits at \$56 per week in any combination of inpatient and outpatient time during the same calendar year. Thus, if a Seafarer is hospitalized for five weeks, then released as an outpatient and is not receiving maintenance and cure, he would qualify for up to 34 more weeks of benefits as an outpatient that year.

In the past, a Seafarer may have been discharged from the hospital with a "not fit for duty" and not be eligible for any benefit unless he qualified for maintenance and cure. The new benefit will therefore assure Seafarers needed protection for 39 weeks even though they may have been discharged from the hospital.

If hospitalization is required for more than 39 weeks, benefits will continue at the current rate of \$3 per day regardless of the length of stay in the hospital. This maintains the unique feature of the SIU Welfare Plan providing for the unlimited duration of hospital benefits to cover severe, chronic illness.

Outpatient Benefits

Beginning October 1, a brand-new Sickness and Accident Benefit of \$56 weekly will cover outpatient Seafarers not receiving maintenance and cure. This benefit will extend welfare protection for the first time to Seafarers on outpatient treatment.

It will apply only to Seafarers who are not eligible for maintenance and cure because an illness or injury occurred after they left a vessel. The \$56 weekly rate will be paid to outpatients for up to 39 weeks, the same as for inpatients.

However, Seafarers cannot col-

How To Collect Outpatient \$ 5

SIU outpatients not receiving maintenance and cure are urged to apply at any SIU hall as early as possible starting October 1 to allow time for processing of the new \$56 weekly Sickness and Accident Benefit. Seafarers who do not expect to be outpatients for at least seven days should not apply since the first week's benefits cannot be paid until a full week has actually passed. Thus, Monday, October 9, is the first day when Seafarers on outpatient status back to October 1 can qualify for their week's benefits.

Seafarers must present a "not fit for duty" slip or similar medical record at the time of application. Men released from a hospital as outpatients are reminded that they should also register within 48 hours to get day for day credit on the shipping list for in-patient time up to 30 days. Outpatients can be registered for shipping and still receive weekly benefits if they're not getting maintenance and cure. All applications will be processed at headquarters. Checks will be forwarded to the outports in the same manner as Vacation Plan payments.

lect more than 39 weeks of benefits at \$56 per week in any combination of inpatient and outpatient time during the same calendar year.

Normal Pension At Age 65

All Seafarers who are 65 or over and have discharges showing at least 15 years of seetime (5,475 days) on ships for which the SIU furnished crewmembers will qualify after October 1 for a normal pension of \$150 monthly. They must meet the basic seetime requirement of one day's seetime in the last six months and 90 days in the last calendar year at the time of application. No showing of disability is necessary.

In addition to the \$150 per month pension payment, the pensioner and his dependents are eligible for the full hospital-medical-surgical coverage provided by the Welfare Plan.

Under an amendment just approved, a dependent designated as the beneficiary of a pensioner qualifies for the regular \$4,000 SIU death benefit. All other beneficiaries qualify for a \$1,000 death benefit.

This amendment is designed to assure full protection to members of the immediate family of a pensioner. The same provision applies to Seafarers receiving disability pensions.

Disability Pension At Any Age

All totally disabled Seafarers regardless of age who file discharges showing 12 years (4,380 days) of seetime on vessels for which the SIU furnished crewmembers qualify after October 1 for a disability pension of \$150 per month. Seafarers now receiving weekly special disability benefits will automatically be transferred to the new disability pension list.

Those who apply for the disability pension must also meet the basic seetime requirement and, once approved, they and their dependents are eligible for the full

hospital-medical-surgical coverage provided by the Welfare Plan.

In addition, a dependent designated as the beneficiary of a pensioner qualifies for the full \$4,000 SIU death benefit. A \$1,000 death benefit is payable for all other beneficiaries.

Continuous Service Vacation Benefits

Starting October 1, Seafarers who work on the same vessel for 365 days or more will earn vacation pay at the rate of \$800 per year. Any seetime over a full year will be pro-rated at the \$800-figure.

In order to receive this amount, a Seafarer must pay off the vessel at the next regular port of payoff. He thereafter can register immediately for a new job but cannot compete at regular job calls for 60 days from the date of payoff unless there is an emergency where a vessel would sail short-handed.

In computing seetime, temporary layoffs of 10 days or less do not count as a break in continuous service. The \$800 annual rate is based on continuous seetime beginning on or after October 1, 1961.

Broken Service Vacation Benefit

There is no change in the existing vacation pay program based on a \$400 annual vacation pay rate covering 360 days of seetime on more than one vessel or for more than one employer.

The rules for this benefit, as heretofore, enable a Seafarer to collect vacation pay pro-rated at the \$400 annual figure whenever he accumulates at least 90 days of seetime. Seafarers may pay off or remain aboard a vessel for any length of time in accord with the seniority provisions of the SIU contract while receiving this benefit.

Consequently, a Seafarer who has been on a vessel for a year, but does not want to pay off, would receive the \$400 benefit. He can only get the \$800 by actually leaving the ship.

SOCIAL SECURITY REPORT



Joseph Volplan, Social Security Director

Disabled Still Qualify for US Benefits

Under the Seafarer' pension program as it exists today and as it will change beginning October 1, eligible SIU oldtimers have always had the full protection of US Social Security benefits as well as their SIU benefits earned on the basis of seetime. Last year, and again in 1961, a number of changes have occurred in the Federal Social Security program and have been reported here from time to time. Under this year's law, there is one other key change that can save benefits for those who can least afford to lose them—the disabled and their families.

Until the new amendments were signed, a worker with a severe disability of some years standing had until June 30, 1961, to apply for his US disability insurance benefits. Disabled workers who had been unable to work for some years, and who delayed applying beyond that date, could lose all rights to current and future benefits for themselves and their dependents. In the 1961 amendments, Congress has given these disabled workers one year more—until June 30, 1962—to apply for benefits through their local Social Security office under the disability provisions of the law.

To be eligible for Federal disability insurance benefits, a worker must have credit for at least 5 years work under Social Security during 10 years before disability began. In addition, he must be so severely disabled that he cannot do any substantial gainful work. The disability must have existed for at least 6 months and be expected to continue indefinitely.

While a worker is receiving disability insurance benefits under Social Security, dependents benefits can be paid to certain members of his family—just as in the case of a retired worker. Payment can go to any of his children who are under age 18, or who have been totally disabled since before they reached 18. His wife, regardless of her age, can be paid benefits if she has a child in her care who is eligible for these dependents benefits. If there is no child eligible for benefits, the wife may qualify for payments when she herself, reaches 62.

Any Seafarer who believes he may be eligible for these disability benefits should get in touch with his Social Security office. Anyone who is unable to visit his Social Security office may telephone or write, or may contact an SIU Welfare representative to obtain the proper information.

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

4 More SIU Pensioners Up Year's Total To 35

A total of 35 SIU oldtimers has now been added to the disability-pension list this year in advance of the October 1 starting date for the improved SIU pension program. (Details on the new pension benefits appear in the story at right.)

Four of the additions to the disability roster in recent weeks include Seafarers Paul R. Albano, 57, of Galveston; William A. Brewer, 59, of Baltimore; Loyd J. Griffin, 62, of Beaumont, Miss., and John O. Morrison, 58, of Tampa. All qualified for the \$35 weekly benefit (changed to \$150 monthly beginning



Griffin



Morrison



Albano



Brewer

partment veteran with SIU seetime since 1939. No longer able to sail due to heart disease, he paid off his last vessel, the Village, in March. He and his wife live in his hometown of Baltimore.

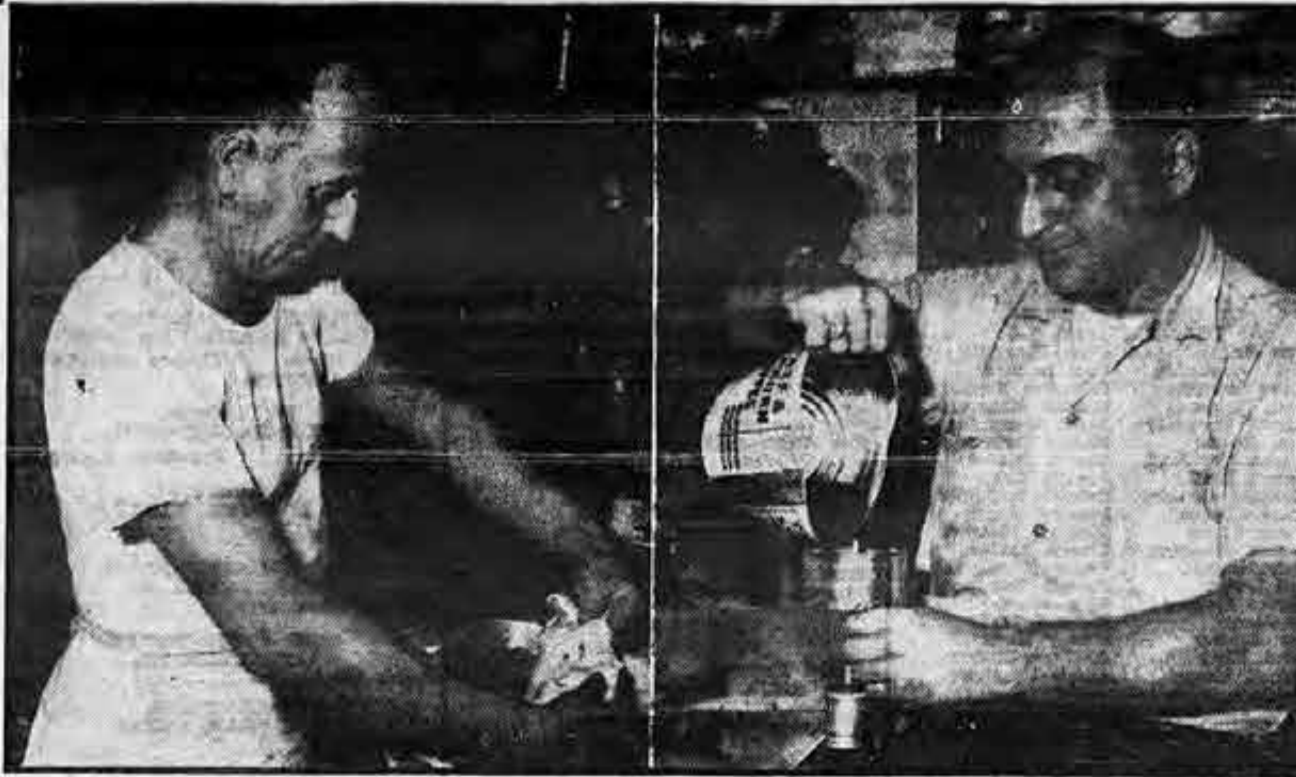
Old 'Black Gang' Men

With eight years on the Alcoa Polaris behind him, Brother Griffin finally had to call it quits a year ago due to a disabling injury. He's an oldtimer in the black gang and served with the Navy in World War II before joining the SIU. His next of kin is a sister in Mobile.

Another engine department oldtimer, Brother Morrison boasts SIU membership back to 1938 in Jacksonville. He sailed until June as FWT on the Chickasaw but had to quit due to diabetes and a rheumatic heart. He and his wife reside in Tampa.

TO PROTECT YOUR RIGHTS AND BENEFITS . . . Seafarers should be sure to obtain a Master's certificate when getting off a vessel due to an illness or injury while in the service of the vessel. This will eliminate delays and red tape when applying for benefits later on either as an inpatient or outpatient.

Pie 'n Coffee For LaSalle Seafarers



Seafarer Floyd Peavy (second cook) puts crust over beef pot pie for the La Salle's dinner. At right, Eli Zubatsky, 12-4 OS, sets up the percolator with some fresh coffee.

LABOR ROUND-UP

A two-month strike against the Sinclair Oil Corporation by the Oil, Chemical & Atomic Workers union was settled when the company agreed to negotiate with the union on the amount of severance pay to be granted in cases of future layoffs. The severance issue was the major cause of the strike which started when management refused to change its policy of making unilateral decisions on layoff pay.

A Chattanooga, Tenn., hospital's display of an American Medical Association propaganda poster which calls health care for the aged "socialized medicine" was attacked by the city's AFL-CIO Labor Council. The council asked that the poster be removed or, as an alternative, the unions be permitted to place a poster next to the AMA's explaining labor's support for the proposed system "based on the text of the bill itself, rather than propaganda." The poster in question has also been sent to all AMA doctors for display in their offices and waiting rooms. The hospital had been built with Federal funds.

An attempt by Teamsters headquarters to take over the finances and administration of four Teamster locals in Cincinnati, whose 4,000 members have voted to disaffiliate from the international, has been temporarily enjoined by a court decree.

Judge Charles S. Bell granted an injunction Aug. 24 tying up records and assets of the four locals "in order to preserve them for whomsoever may be found to be the owners." The Judge refused to recognize Harold J. Gibbons, Teamster vice president, as trustee of the four locals. Gibbons was appointed trustee by President Hoffa the day after the locals voted to leave the international.

Organized labor's long-term fight in Pennsylvania for prevailing minimum wages on public construction projects ended in victory when Governor David L. Lawrence signed a new act. The law requires that the prevailing minimum wage for the craft in the particular locality be paid each employee

of all contractors or sub-contractors on public projects. This clause must be written into all construction projects of state, boroughs, townships, school districts or any state agency. Rates will be determined by the state labor secretary who will take into consideration scales set up in union contracts.

A "runaway" blouse manufacturer has been ordered by an arbitrator to return to Philadelphia by the middle of this month or pay \$355,000 to the International Ladies Garment Workers Union and 215 stranded employees.

The arbitrator found that the manufacturer violated its contract with the union by moving its plant away from Philadelphia before its union contract expired, failing to make proper payments to employ funds and other infractions.

The company was ordered to re-establish a plant in Philadelphia; pay \$77,948 to the ILGWU welfare funds and to former workers. If the firm fails to do this, the arbitrator ruled it would have to pay the \$355,000.

Workers in the ancient brewing industry must be alert against the elimination of jobs through automation, the 75th anniversary convention of the Brewery Workers was warned. Brewery Workers President Karl F. Feller cautioned in a speech at the Baltimore convention that all new contracts should contain safeguards that will soften the impact of new equipment that is revolutionizing the industry.

The convention was also told that an unusual process to reconstitute beer from a concentrate has been developed. Tax hearings on the new process have been postponed until October.

US Education Commissioner Sterling M. McMurrin told the 45th convention of the American Federation of Teachers meeting in Philadelphia that higher salaries for the teaching profession are imperative if American education is to match the achievements of totalitarian states.

McMurrin called for attracting more teachers of high level ability with more adequate wages. He also urged higher standards of training for the nation's prospective teachers.

The convention urged enactment of state laws to permit collective bargaining by teachers.

New Idea: Ship Out Of Water

WASHINGTON—From a ship that skims on the top of the water (a hydrofoil) it's just a short skip and jump to a ship which doesn't touch the water at all. Hence the announcement by the Maritime Administration of plans for a new kind of vessel, a "hovercraft."

The MA announced it was negotiating with a California firm for a design contract for the proposed vessel, which will not travel on water at all, but will be supported by a cushion of air trapped between the bottom of the ship and the water. Similar vehicles have been built on an experimental basis for travel over land.

The proposed prototype ship would be a small vessel in the 50 to 200-ton class. A 100-ton ship would have a length of 142 feet, would be 76 feet in the beam and would have to generate 22,000 horsepower to lift the ship out of water and propel it at a speed of 100 knots.

Jets of Air Used

The hovercrafts built thus far have operated by spraying jets of compressed air through nozzles in the bottom of the vehicle. The air cushion lifts the vehicle off the ground, and it then can proceed at high speed because it does not meet the resistance of a road surface, only air resistance.

The proposed design program will provide for extensive model test to determine performance in rough seas.

Maritime's Research and Development Office believes that vessels of this type can be used for the coastwise trade and on short offshore runs.

Larger ships in the future are seen as being even more efficient and capable of traveling at equally high speeds. It is hoped that engineering toward the construction of such a test vessel could begin sometime in 1962.

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Bull C-4s In Shipyard For Container Conversion

SEATTLE—Bull Line's two C-4s, which are to be converted into combination container and break bulk ships, arrived here at Todd's Shipyard for the conversion job. It is expected that the job will take about five months.

The two C-4s, formerly known as the Marine Panther and the Marine Fox, had been used as troopships by the military. The Marine Panther has been renamed the Alecia, and the Marine Fox the Dorothy. The present Dorothy, a Liberty, will be renamed the Margaret. The old Margaret was one of the Bull Line ships lost to enemy action during World War II.

Tugs cut the two vessels out of the Suisun Bay, Calif., reserve fleet anchorage and hauled them to Seattle for the conversion and reactivation work.

Traveling Cranes Set

The conversion job will be confined to the two after hatches. A traveling crane, designed by Bull Line and built by Harnishfeger, a Milwaukee concern, will be installed on each ship aft of the midship house and the hatches remodeled to hold 35-foot container boxes. The forward four hatches and their cargo gear will remain as is and be used for conventional break bulk cargo.

The conversion will enable the C-4s to carry 168 35-foot containers plus 400,000 cubic feet of

break bulk cargo, about as much break bulk as the existing C-2s carry at present. In addition, the C-4s are about 1½ knots faster than the C-2s and have three decks, offering more space for automobiles and other deck cargo which are prominent items in the Puerto Rico trade.

Bull already owns 166 containers and will be purchasing additional ones for the new service. The company believes that the combination of container and break bulk service is ideal in the Puerto Rican trade.

Interestingly enough, the engineering work on the vessels was done by a former Seafarer, Granville Parker, who is currently head of the engineering staff at the Bethlehem Steel shipyard in Brooklyn.

Bull has made no secret of the fact that the C-4 program is "make or break" for the company. It has been losing money heavily in the Puerto Rico trade and claims it will have to discontinue the service and lay up ships and crews unless the C-4 program serves to restore profitable operations in the trade.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Keeping An Accurate Set of Records

One of the steward's most important jobs is one which is often overlooked. That is the somewhat tedious, but essential, job of keeping proper records. The steward may be a top-notch cook and baker himself, he may run a heads-up department, but if his record-keeping is inefficient and sloppy, he's going to run into trouble. Three-quarters of the way out on a trip he's liable to find himself short of some ship-board essential, and the steward in that kind of a spot can be one unhappy steward when the crew finds out what's missing.

The major job of record-keeping, of course, consists of the inventory of ship's voyage stores. Other records to be kept include reefer box temperatures to make sure that the refrigeration system is functioning properly. Then there are the supplies and equipment for the galley, dishes and tableware, needed repairs and similar items. All these should be down in black and white. Next to running out of food, running out of utensils, soap, linens and other necessities can be very aggravating, to say the least.

Know Status of Stores

A good steward should be able to know with reasonable accuracy the quantities of stores remaining on board ship at any stage of a given voyage. He should also be able to produce facts and figures at the end of the voyage to show where the food went.

Most companies issue a steward a record book called either "Voyage Stores Record Book" or "Subsistence Stores Record Book," in which the steward keeps a master list of all subsistence stores on hand from the previous voyage, the variety and amount of stores requisitioned and received at the beginning of the trip, and the stores requisitioned in the course of the trip if any.

This book then can be used to tell what was consumed during the voyage and what remains at the close of the trip.

Either the book itself, or a separate requisition form is used to tell the company's port steward what items are required for the next voyage. The more detailed these requisitions are as to quantity, grade, size, weight and count, the better off the steward is when the voyage gets underway. If he isn't specific enough in his requisitions, he's liable to find he didn't get what he really wanted. Usually, this means he will get inferior quality merchandise which makes the job of his department that much harder.

Always Check Deliveries

It should never be taken for granted that this requisition will be filled as is. Deliveries to the ship should be checked against the requisition to make sure that they are what has been asked for.

Food Plan representatives find time and again that failure to check stores on the dock is a major factor in the development of serious food beefs on a ship. The steward who is negligent in this area is only asking for trouble. He has no excuse for not performing this essential task.

Obviously, this kind of record-keeping is a pretty time-consuming task which can't be done hastily in a corner in between other jobs. A steward has to plan his workday ahead and develop a specific routine for making record entries.

In future issues of the LOG we will discuss specific procedures, such as taking inventory and computing the poundage and food costs per man per day.



LOG Mailings To Ships Based On Company Info

Despite the great pains taken by the Union and the setting up of an elaborate system of airmailing LOGs to all SIU-contracted ships, a small percentage of vessels occasionally report non-receipt of the LOG. In such cases the LOGs had been mailed to the ship, but went astray for any one of several reasons.

Here is the procedure used to mail the LOG to all SIU-contracted vessels:

- A few days before the LOG comes out, every contracted operator is contacted to determine the location of his ships and their next port of call. Many contracted operators supply the LOG regularly with printed itineraries and lists of mailing addresses. Others are called for this information on the phone. A period of about ten days is allowed between the date of publication and the time it is estimated that the LOG would arrive for the ship at its next port of call.

- The morning after the LOG comes off the press, a package is airmailed to every SIU ship at the address supplied by the company.

- In most instances, these LOGS are addressed c/o a company agent in a given port. Sometimes though, the newspaper will be mailed directly to the company home office for forwarding. This will be done when, (a) The company has no agent yet in the next port of call, or (b) the company is not sure what the next port will be.

Despite all this effort, the packages of the LOG will go astray for any number of reasons. A company agent in a foreign port may neglect to bring the LOGs aboard. Or he may not receive them because the mail service in his particular port may be erratic and unreliable. Sometimes the ship may miss connections with the mail because of unexpected changes in schedule.

When mail is sent to the company home office, it may not be forwarded on time.

The most frequent problems tend to arise with vessels on MSTs charter. In such cases, it is extremely difficult to get information as to the whereabouts of the vessel, or to get a reliable mailing address.

Normally, each issue of the LOG is put out between the 20th and 25th of each month. Allowing ten days for mailing, ships would receive the newspaper around the 1st to the 5th of the following month, or at the first port they hit after that date.

If a ship arrives in port during or after that period and there is no LOG package, the ship's delegate should notify the LOG headquarters immediately, enclosing an address to which the LOGs can be mailed at the next port. Allow sufficient time for the airmail to travel both ways. A supplementary package of LOGs will be sent out immediately in such cases.

The LOG is anxious to get 100 percent delivery. Consequently, it would like to be notified of non-delivery so that steps can be taken to reduce such instances to a minimum. In this respect, the cooperation and understanding of all crews is requested.

Skipper's Sons, Ex-Seafarers, Make Mark In Academic World

Two sons of a deck officer in the US merchant marine, both of whom formerly sailed with SIU unions, are now making a mark for themselves in other areas.

Jeremil (Jerry) Wesolowski, who sailed with the SIU back in 1957, recently received a Doctor of Philosophy degree from Iowa State University. He is now working in Switzerland on a two-year research grant from the Swiss-American Science Foundation, doing experimental work in radiation medicine. After the two-year grant is completed, he expects to go into college teaching in chemistry or related fields. He was last aboard the Seatrail Savannah.



Jeremil (Jerry) Wesolowski (left) and his brother Zdzislaw, both of whom formerly sailed with SIU unions.

His older brother, Zdzislaw, who was a member of the Sailors Union of the Pacific for two years, back in 1951 to 1953, recently was

discharged from the Air Force where he had served as a flight instructor to fledgling jet pilots. He plans to enter Harvard for an advanced degree in Business Administration.

Their father, Captain Stefan Wesolowski, has been a member of the Masters, Mates and Pilots Union and a deck officer on US ships since World War II. Before that, he had sailed for many years on European-flag vessels. Fortunately he was at sea when German troops invaded his homeland in 1939. His wife and two sons, then two and four years of age, were trapped in Poland but were able to get out and come to the States in 1946. The family now lives on Staten Island.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

USPHS HOSPITAL NEW ORLEANS, LA.
Arvo Antilla
Angel Arguelles
Peppe Basalda
Colon Boutwell
Clifford Brewster
Leon Brown
Eugene Copeland
Thomas Dailey
Salvatore Gentile
James Glisson
Lamar Green
Charles Hanners
Wade Harrell
Emil Herck
Charles Hooper
Pat Jones
Leon Jordan
Eaden King
Edward Knapp

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Francis All
Faustino Ayson
Cornelis Basy
Stammore Bell
William Brack
Robert Burton
Benny California
Spross Cassimis
Daniel Cerment
George Crabtree
Bennie Crawford
Rulof DeFrete
Juan Diaz
Paul Foy
Estell Godfrey
Orlando Gonsalves
Fleming Higgen

USPHS HOSPITAL GALVESTON, TEXAS
Francis Grogins
Ove W. Harris
Joseph Luke

USPHS HOSPITAL SAVANNAH, GEORGIA
Albert Maciello
W. J. McLean

USPHS HOSPITAL BRIGHTON, MASS.
Peter King

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Ernest C. Anderson
Stokes Ayers
Leslie Brillhart
Fortunato Drillon
Paul Foster
John J. Guard
Charles Hummel
Cecil Hughes
L. Knickerbocker
Harry Lowther

USPHS HOSPITAL BALTIMORE, MARYLAND
Henry Anderson
Gorham Bowder

Kenneth Brown
Henry Davis, Jr.
Chas. Eschenbach
Eugene Duncan
Jose Griffith
Robert Littleton
Gibbs Liverman
John Malinowski
Harry Muehes
Wm. Osterholtz

USPHS HOSPITAL NORFOLK, VIRGINIA
Claude Bibb
Elbert Brown
Raymond Leonard

USPHS HOSPITAL SEATTLE, WASH.
Edward Cichorek
John Kuchta

USPHS HOSPITAL FORT WORTH, TEXAS
J. R. Alsbrook
Benjamin Delbler
Max Olson

VA HOSPITAL TEMPLE, TEXAS
William E. Nelson

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

VA HOSPITAL WEST HAVEN, CONN.
Henry Smith

VA HOSPITAL HOUSTON, TEXAS
Thomas Manion

US SOLDIERS' HOME WASHINGTON, DC
William Thomson

PINE CREST HAVEN COVINGTON, LA.
Frank Martin

VA HOSPITAL KERRVILLE, TEXAS
Willard T. Cahill

HARBOR GENERAL HOSPITAL LOS ANGELES, CALIF.
Eric Dahl

LONG BEACH MEMORIAL HOSPITAL LONG BEACH, CALIF.
Boleslar Dzelak
S. Krawczynski

Physical Exams—All SIU Clinics

Month Of July, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	118	19	8	145
Houston	53	3	1	57
Mobile	95	3	11	109
New Orleans	277	23	27	327
New York	359	25	29	413
TOTAL	902	73	76	1051



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

An SIU Blood Donor Certificate (sample above) will be given to every person donating to the SIU Blood Bank. Donors may be any age from 18-60 and can arrange an appointment at any SIU hall to help keep these banks operating for the protection of Seafarers and their families. The whole procedure takes only a short time.

SIU Welfare, Vacation Plans

Cash Benefits Paid
July 17—August 18, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)....	7823	\$26,233.65
Death Benefits (Welfare)....	12	30,000.00
Disability Benefits (Welfare)..	1084	37,940.00
Maternity Benefits (Welfare)..	49	9,800.00
Dependents Benefits (Welfare)..	298	52,942.27
Optical Benefits (Welfare)....	232	2,314.66
Summary (Welfare)	9498	\$159,230.58
Vacation Benefits	1538	\$260,276.98
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	11036	\$419,507.56

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

SIU Blood Bank Inventory

New York—July, 1961
Pints Contributed 68
Pints Rejected 3

Pints Credited 32 1/2
(Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)

Previous Balance 71 1/2

Pints Used 20

Balance On Hand
August 1, 1961 84



A SEAFARER'S 12-YEAR FIGHT WITH TB

(Ed. note: The following account of the 12 years spent by a Seafarer in various tuberculosis hospitals deals with a fast-disappearing experience. Thanks in part to improved treatment and to early detection through regular physical examinations in the SIU clinics, tuberculosis among seamen has been reduced to a minimum. Those cases which do show up, having been detected early, are usually cleared up in three to six months.)

A little less than 12 years ago, in November, 1949, an oiler by the name of John Driscoll was taken off his ship, a T-2 tanker, The Cabins, in the Canal Zone, suffering with a high fever. Last month, Driscoll emerged from the last of a succession of hospitals with the equivalent of a "fit for duty." He

was on the "outside" again after 12 years as a tubercular.

Driscoll will never be able to go back to sea again as he is working off 1½ lungs, instead of the normal two. Nor does he have

the full quota of ribs. But he is able to function in the workday world again from which he was shut off for 12 long years.

Not so long ago, say a quarter of a century or so, cases like

Driscoll's were common. The walling off of a tubercular from the world outside has been the subject of more than one novel, biography or play. Today, thanks to more effective medical and surgical treatment methods, such instances of long-term hospitalization are becoming increasingly rare.

On Special List

Driscoll's case is of special interest to Seafarers for another reason. He was one of the original group on the "special list" those Seafarers, most of them TB patients, to whom the Welfare Plan was applied retroactively because they were already in the hospital and could not qualify for benefits. When the Plan was signed in 1950, the trustees agreed to apply it retroactively to a group of men whose circumstances were such that they faced lengthy hospitalization. Consequently, for 11 of those 12 years, Driscoll received the SIU Welfare Plan hospital benefit, beginning with the original modest benefit of \$7 per week and continuing through subsequent increases to \$10, \$15 and \$21 weekly. Further, since those on the special list were also entitled to coverage for their families, Mrs. Driscoll was able to call upon the Plan twice for payment of surgical and hospital costs. Driscoll's total benefit, down through the years, was \$10,446.

Like most tuberculosis infections, the onset of Driscoll's ailment was insidious, rather than dramatic. He had been aboard the Zane Gray, an Isthmian Liberty ship in the summer of 1949. When he got off, he was suffering from what appeared to be a heavy cold and a "low-down" feeling. He recalls taking a subway ride with his wife and stepping on a "weigh-yourself-and-get-your-fortune" scale while waiting for a train.

"The scale said I weighed 142 pounds. 'That's ridiculous,' I told my wife. 'This scale must be broken.' I was sure there was something wrong with it because I usually weighed in around 160." As it turned out, the scale was in fine shape, but Driscoll wasn't.

When his "heavy cold" persisted, Driscoll thought that he would be better off catching a ship which was headed south. Consequently, on Thanksgiving eve, he signed on The Cabins, bound for Long Beach, California, on an intercoastal voyage.

"The day before we hit Panama, I felt very ill and had to leave my watch. The purser took my temperature and found I had fever. When the ship reached Colon, a Public Health Service doctor came aboard and examined me. I was running a very high temperature, 104 degrees."

He was subsequently admitted to the Colon hospital where examination and X-rays produced the shocking news that he was infected with TB in both lungs.

When the diagnosis was con-



Seafarer John Driscoll is shown when he was at Manhattan Beach hospital back in '54. Driscoll edited "The Porthole," a newspaper put out by the hospital patients.

firmed, Driscoll was shipped to the Gorgas Hospital in Balboa which was equipped for treatment of tuberculars. He was given the prescribed treatment at the time, pneumoperitoneum. This consisted of pumping air into the abdominal cavity so as to push up the diaphragm and rest the lower lobes of the lung. He was also put on streptomycin, then a relatively new drug. The pneumoperitoneum treatment was continued for the next 21 months, three of which he spent at the Gorgas hospital waiting for a vessel which had medical facilities aboard.

On March 1, 1950, Driscoll was sent north on the General Hodges, an MSTs transport, to the Stapleton PHS hospital and from there to Neponsit, a TB facility which PHS used to operate on Staten Island.

When he got to Neponsit, Driscoll was probably at his lowest ebb. "I was down to 109 pounds, and looked like a concentration camp refugee. I had to spend all my time in bed with nothing to do but rest and sleep."

Another Move

Three months later, another move was made, this time to Manhattan Beach where Driscoll was to spend the next ten years. Here he was put back on streptomycin, plus another drug known as PAS. The idea was that if the tuberculosis bacilli developed resistance to one of the drugs the other would be effective. "Unfortunately, I never responded to either drug," he said.

Two years passed, during which Driscoll constantly showed positive sputum, an indication of the existence of active infection. In April, 1952, two physicians employed at Seaview Hospital, a New York City institution, reported on the dramatic benefits which had been achieved by a new drug, INAH (isonicotinic acid hydrazide). The drug had achieved some remarkable results among patients who were severely ill.

The doctors at Manhattan Beach started giving INAH to Driscoll.

Immediately, his sputum came up negative for two months in a row. "After the first negative result," he recalled, "I got my first pass in 2½ years and was able to go home for the weekend."

But the hope of cure proved an illusion. His sputum returned to positive. It was decided to give him all three drugs—streptomycin, PAS, and INAH. Occasionally negative sputum would be reported but there was no consistency.

Matters dragged on this way from month to month. Two years passed without any definite trend. In July, 1954, a new physician, Dr. Sammet, was assigned to the Manhattan Beach hospital and became Driscoll's ward doctor. "He

conducted a number of pulmonary function studies, on the basis of which it was agreed that surgery was desirable. The left lung had become stabilized, and it was thought that chances were favorable if an operation was done on the right lung."

The operation consisted of forcing a number of lucite balls ("a plastic ball a little bigger than a ping pong ball" was the way Driscoll described them) into the rib cage. The pressure of the balls collapsed the right lung. But after the operation, the positives continued. It had been only partially successful.

Another two years passed. Another new drug came on the market, cycloserine, which had been used by the Veterans Administration. Driscoll started taking the latest pill and continued on it for two years with no appreciable benefit. He was taken off it in 1958 and went back on the INAH.

That's the way matters stood in 1960, when the Public Health Service closed Manhattan Beach and Driscoll became a "guest" at his fourth TB hospital, the West Haven hospital of the Veterans Administration.

The ten years at Manhattan Beach weren't completely without compensations. The hospital itself was a cheerful place, with a pleasant, comfortable lounge and a nicely-equipped library. Ambulatory patients could go outside in pleasant weather, sit on the seawall and watch the gulls and the fishing boats. The regular visits of the SIU hospital representative were social events which were eagerly anticipated. There were weekend passes when sputum turned negative which meant a chance to get away.

Driscoll kept busy sporadically putting out a patient's newspaper, the "Porthole." For many years he was the Union's hospital delegate who helped see to it that the men got their benefits and that other personal needs, such as buying family gifts for Christmas, were attended to. Occasionally there was more vigorous action, such as the patients' protest one year over the quality of the food, or the letters to be written to Congressmen whenever the budget ax threatened the Public Health Service.

But as the years went by, the original group on the special list dwindled. Some passed away. Others were discharged. The total population of the hospital also shrank as drugs and surgery, coupled with early detection, drastically reduced the duration of the patients' stay. Others came and went, but Driscoll stayed on endlessly.

West Haven at least, meant a
(Continued on page 18)

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Arthritis Is Widespread Ailment

Arthritis and rheumatism is probably the oldest disease known to man. However, it has been only in recent years that the magnitude of this condition as a health problem has been fully appreciated. Arthritis is now being studied and investigated by physicians, basic research scientists, Government health agencies and private foundations. Rheumatology, the study of arthritis and rheumatism, is at last being given the investigation that the magnitude of the disease warrants. It has been estimated that between seven and 11 million people in the United States are suffering from some form of arthritis or rheumatism.

Although research effort has not discovered the cause or a cure, there is much that can be done in the way of treatment which is effective in curbing the ravages of these diseases, and preventing the crippling deformities. It is unfortunate that most people presume that because there is no cure, there is no satisfactory treatment. Under proper medical evaluation and advice, an informed patient, properly motivated in a "home care program," who carries out the instructions daily will return to a reasonable state of health.

Rheumatoid arthritis is the great crippler among rheumatic diseases. It has been estimated that there are four million cases of rheumatoid arthritis in the United States.

The cause of rheumatoid arthritis is not known. It develops in persons from age two years to 90 years with the greatest incidence between 35 years and 40 years of age. In children, it is being more and more recognized. Early diagnosis and proper treatment is urgent in these cases if deformity and crippling growth is to be averted.

Rheumatoid arthritis attacks may follow shock, trauma, fatigue, infections, repeated exposure to cold or dampness.

Symptoms of Rheumatoid Arthritis

The onset may be sudden, but is usually gradual. There is often associated systemic disturbance such as loss of weight, fatigue, weakness, loss of appetite, vasomotor disturbances as tingling in the hands and feet. When the onset is acute, the pain and swelling of the joints comes on rapidly, and are associated with chills, fever, prostration and other symptoms of acute illness. However, in the great majority of cases, the disease makes its appearance insidiously.

There is pain, stiffness, and swelling in a particular joint for weeks or months before other joints are affected. The joints most commonly involved are the small joints of the hand, except the distal joints of the fingers. Other joints that become involved are those of the hands, wrist, knees and elbows. One of the characteristic badges of rheumatoid arthritis is the pod-like swelling of the second and proximal joints of the fingers. The joints become swollen, tender, hot and red. Pain is aggravated by movement. As the disease progresses, other joints become involved. All the proximal joints of the fingers may present the typical fusiform swelling. Motion becomes restricted with subsequent atrophy of the muscles which lead to further deformity of the fingers, hands and wrists. Where other joints are involved, the disease follows a similar pattern.

A familiar finding in a large percentage of cases of rheumatoid arthritis are subcutaneous nodules which appear about the elbows, wrists or fingers, and occasionally over the ankles. They are firm and movable and vary in size from a pea to a walnut. They may disappear in a short time, or, persist for life.

Attacks of rheumatoid arthritis may run a short acute course followed by complete disappearance of symptoms. Thus the patient may be free of symptoms for months or even years. In the majority of cases however, the condition returns after a lapse of time, and with each recurring attack, becoming more frequent, and finally becoming chronic. It is these remissions that perhaps have advanced the "many fake cures" for rheumatoid arthritis.

The patient must be educated and individually instructed in the type of treatment to be followed. The treatment includes diet, rest, proper exercise to joints; relief of pain by salicylates, and the judicious use of one of the cortisone preparations; physical therapy and orthopedic treatment when indicated.

When treatment is properly supervised and diligently followed, the patient can anticipate a useful life free from crippling deformity.

A Seafarer's Fight Against Tuberculosis

(Continued from page 17)

change in surroundings. It also meant a new doctor and new treatment. His ward doctor there, Dr. Kendall, ran a series of sensitivity tests to determine which drugs might be effective against his infection. He concluded that the only sure answer was surgery. "I was told there was one small cavity which hadn't closed as a result of the 1954 operation. It was believed that this was the seat of my continuing infection."

Before he could be operated upon, it was desirable to secure a negative sputum reading, because patients who were operated on in a positive state often had great difficulty in healing afterward. Still another drug, pyrazinamide, was employed. It had been unusually effective on many patients but had serious side effects if continued for any length of time. The newest drug did the trick. Driscoll went negative practically overnight and stayed that way.

"I was operated on in November, 1960, almost six years from the

date of my first operation and 11 years since I was first hospitalized. The operation, called a thoracoplasty, involved collapsing a section of the lung. Five ribs were removed and some of the bronchial tubes were tied off." The operation went off well although the surgeon had an extremely difficult time removing the lucite balls which had become embedded in the rib cage after six years.

In March, Driscoll came down with hepatitis, apparently as a result of contaminated blood serum used in giving him transfusions. But fortunately, the hepatitis was more of a nuisance than a threat. The sputum continued negative.

On August 11, 1961, a date which Driscoll will have no trouble remembering, he was given his walking papers and headed back home to Brooklyn. "I'm free to work," he said, "as long as I avoid heavy physical labor, because I have a limited capacity for securing oxygen. If I don't work too hard, don't climb stairs too much and get my check-ups regularly, they tell me I should be okay."

reported by department delegates. Motion to request that LOG report only the affairs of the SIU, Atlantic & Gulf District. Representatives of the SIU Food Plan were asked at New York to make an attempt to secure a better grade of coffee.

PENMAR (Calmar), May 14—Chairman, R. Ruff; Secretary, John Trust. One man missed ship in San Juan. One man hospitalized in Aucapola. No disputed OT. No beefs.

DEL NORTE (Mississippi), May 21—Chairman, Ira C. Brown; Secretary, Bill Kaiser. Ship's delegate reported that twelve men have been logged this voyage. One man missed ship in Santos southbound and joined ship on northbound trip. \$203 in ship's fund. Crew request new motor for washing machine. Docks in steward department need painting. Request that purser post price list of slop-chest.

SANTA EMILLIA (Liberty Navigation), May 21—Chairman, L. Gardner; Secretary, K. Winters. No beefs reported by department delegates. Request that meal tickets be provided for stewards department. Request patrolman to see to storing the slop-chest. Request that SIU food representative supervise in storing of this ship.

STEEL SURVEYOR (Isthmian), June 1—Chairman, J. C. Dunlop; Secretary, M. S. Sospina. Safety money award on hand in the amount of \$220 and handled by captain, to be for buying air-conditioning machine for the crew messhall. This will be purchased in Philadelphia. \$13.64 in ship's fund. Earl A. Fancher elected new ship's delegate. Suggestion that meeting should be held twice a trip—one going out and one coming in. Suggestion that all passageway doors should be kept closed while ship is in port.

DEL AIRES (Mississippi), April 18—Chairman, M. Fabricant; Secretary, Joseph F. Williams. Ship's delegate will see captain regarding beef on lifting two logs. \$16 in ship's fund. Deck department reported few hours' disputed OT. Engine department reported everything running smoothly. However, anti-union activity going on. Few hours' disputed OT in steward department. Motion made that when a seaman in good standing is unable to get seafare due to illness, he and his family should be entitled to welfare benefits. Motion made that the ship's delegate contact company officials and the Union in regards to poor mail service. Vote of thanks to Adolph Lemonthe, for exceptionally good service in the crew messroom.

STEEL ADMIRAL (Isthmian), March 12—Chairman, Chas. Palmer; Secretary, Thaddeus Jackson. One man in hospital. \$9.26 in ship's fund. Department delegates report no beefs. Crew asked to take care of washing machine.

STEEL ADMIRAL (Isthmian), May 30—Chairman, Thaddeus Jackson; Secretary, John Szezepanski. Ship's delegate stated that the captain request crew not to bother natives in ports. \$9.26 in ship's fund. No disputed OT. To see patrolman about fresh milk in foreign ports and what ports milk can be ordered from.

HASTINGS (Waterman), May 28—Chairman, George Clarke; Secretary, John Wells. Some disputed OT in deck department to be taken up with patrolman in New York. No beefs reported in engine and steward departments. Clock needs to be repaired in recreation room. No LOGS or any mail or communications received this trip.

SEATRIN TEXAS (Seatrains), May 28—Chairman, G. Chandler; Secretary, J. R. Von Holden. \$56.76 in ship's fund plus \$30.96 from coke machine. No beefs reported. Brother Trethern to take over coke machine. Purchased TV antenna in Texas City. Steward asked to get new mustard and to see about getting fruit that are in season. Engine department to see about time off in Belle Chase because of short day in Texas City.

JOHN C (Atlantic Carriers), May 19—Chairman, R. A. Hamlett; Secretary, Orville Payne. No beefs reported. Ship's delegate to see chief engineer about hot water. All water on board is hot, and not hot and cold as should be. Everything else is ok.

JACQUELINE SOMECK (Peninsular Nav.), no date—Chairman, F. Brodzki

DIGEST of SIU SHIP MEETINGS

Secretary, D. Sacher. C. Walker elected ship's delegate and D. Sacher elected ship's treasurer. Crew asked to submit repairs needed to their respective delegates. No beefs reported by department delegates. Crew requested to keep laundry room clean.

EVELYN (Bull), May 21—Chairman, J. Hoagge; Secretary, R. Cunningham. Ship's delegate reported everything running smoothly. Crew requested to make up repair list. No beefs.

PETROCHEM (Valentine Chemical), May 31—Chairman, James Hart; Secretary, L. P. Hagmann. Ship's delegate reported that he tried to get patrolman from Houston. Wired Philadelphia hall to have patrolman meet ship. Letter was read from Coast Guard commander, regarding deducting New Jersey unemployment tax, which will be taken up with board patrolman. \$9 in ship's fund. No beefs reported by department delegates. Steward and cooks given a vote of thanks for improvement in menus and preparation of food. Steward requests crew to return all excess linen.

ELIE V (Ocean Carriers), May 28—Chairman, A. H. Schwartz; Secretary, Pete Triantafillos. No beefs reported by department delegates. A. H. Schwartz, ship's delegate, requests that all crewmembers leave screen doors closed at all times while unloading cargo in Alexandria. Also, to have chief mate make some arrangements to lock some of the foibles that do not have keys.

CITY OF ALMA (Waterman), May 28—Chairman, P. Fox; Secretary, V. Harding. Ship's delegate reported no beefs. One man missed ship at Yokohama. Repair list turned in. The remains of the late Charles Newmeyer, an SIU oldtimer, buried at sea. \$1 remains in ship's fund, \$10 paid out for wreath. Movie fund stands at \$27. John Gardner elected ship's treasurer. Motion to call patrolman aboard at San Francisco. Vote of thanks to John Muolo, winner, for operating the movie machine.

MARYMAR (Calmar), May 27—Chairman, Richard Schwartz; Secretary, Gustav V. Thobe. Hutchinson reported ship's delegate. No beefs

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$4,200 in maternity benefits and a maturity value of \$545 in bonds:

Pamela Stachniewicz, born May 21, 1961, to Seafarer and Mrs. Norman Stachniewicz, Bayonna, New Jersey.

Felix Serrota, born May 10, 1961, to Seafarer and Mrs. Raymond Serrota, Galveston, Texas.

Nancy Christine Daniels, born July 3, 1961, to Seafarer and Mrs. Brian G. Daniels, Wanchese, North Carolina.

Jacqueline Michale Purvis, born April 11, 1961, to Seafarer and Mrs. Howard L. Soucier, Purvis, Mississippi.

William Russell Underwood, born July 1, 1961, to Seafarer and Mrs. William Underwood, Philadelphia, Pennsylvania.

Vanessa Szarek, born July 8, 1961, to Seafarer and Mrs. Melvin L. Szarek, Baltimore, Maryland.

Charles J. Wallace, born May 12, 1961, to Seafarer and Mrs. Lawrence C. Wallace, Richmond Hill, Queens, New York.

Clifford E. Logan, born July 28, 1961, to Seafarer and Mrs. Joseph Logan, Mobile, Alabama.

Darren W. Burnett, born July 1, 1961, to Seafarer and Mrs. J. C. Burnett, Daphne, Alabama.

Wess Frentz, born July 19, 1961, to Seafarer and Mrs. Leslie Francis Frentz, Morgan City, Alabama.

Kurt Wade Hergruder, born June 3, 1961, to Seafarer and Mrs. Dolton Hergruder, Plaquemine, Louisiana.

Sheila Kay Hughes, born May 25, 1961, to Seafarer and Mrs. Billie Ralph Hughes, Trinity, North Carolina.

John Marcelino, born June 21, 1961, to Seafarer and Mrs. Mariano P. Marcelino, Gretna, Louisiana.

Catherine Mulholland, born July 4, 1961, to Seafarer and Mrs. Gerald Mulholland, Brooklyn, New York.

Robert L. Dodd, born July 23, 1961, to Seafarer and Mrs. Curtis M. Dodd, Portsmouth, Virginia.

Ralph Bastiansen, born July 5, 1961, to Seafarer and Mrs. George Bastiansen, New Orleans, Louisiana.

Roy Jansson, born July 3, 1961, to Seafarer and Mrs. Sven Erik Jansson, Staten Island, New York.

Allen James, born June 27, 1961, to Seafarer and Mrs. Jeffie L. James, Carlton, Alabama.

Vera Ruth Mosley, born July 23, 1961, to Seafarer and Mrs. Ernest Mosley, Houston, Texas.

Lise Anne Novall, born February 28, 1961, to Seafarer and Mrs. Leo Novall, Baltimore, Maryland.

Karen R. Sellers, born July 28, 1961, to Seafarer and Mrs. William Sellers, Chunchula, Alabama.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$26,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Dionisio Medina, 58: A heart condition caused the death of



Brother Medina in Fresno, Calif., on April 25, 1961. He had sailed with the SIU in the steward department since 1957. Surviving at his widow, Mrs. Flora Medina, of San Francisco, Calif. Golden Gate National Cemetery, San Francisco, was the place of interment. Total benefit: \$4,000.

George Fiance, 62: Brother Fiance died at the USPHS Hospital,



Staten Island, NY, on May 17, 1961, after a long illness. He had sailed since 1943 in the SIU deck department. A sister, Miss Sadie Fiance, of New York, NY, survives. Cedar Park Cemetery, Paramus, NJ, was the place of burial. Total benefit: \$500.

William R. Kohler, 34: Polymyelitis was the cause of death to Brother Kohler on April 26, 1961,



at Angola, Caylon. A member of the SIU deck department, he began shipping in 1955. Surviving is his father, Richard G. Kohler, of Los Angeles, Calif. Interment was in Kannatte Cemetery, Angola. Total benefit: \$500.

Victor H. Jordan, 51: Brother Jordan died of injuries in an auto accident on January 16, 1961, at Biloxi, Miss. He had shipped since 1956 with the SIU in the engine department. Surviving is his widow, Mrs. Flora L. Jordan, of Marianna, Fla. His place of burial is not known. Total benefit: \$500.



Billy M. Cooper, 38: An accident ashore at Chicago, Ill., was the cause of death to Brother Cooper on June 23, 1961.



He had been sailing SIU in the deck department since 1952, and is survived by his mother, Mrs. Lois Cooper, of Walnut Ridge, Ark. Burial was at Walnut Ridge. Total benefit: \$4,000.

Rex S. Sinden, 30: Brother Sinden died on May 31, 1961, at Washoe, Nevada,



from injuries in an auto accident. He had shipped with the SIU in the engine department since 1959. Surviving is his mother, Mrs. Alice Taylor, of San Carlos, Calif., and a sister, Mrs. Rose Marie Rhodes, of Brooklyn, NY.

Burial was at San Carlos. Total benefit: \$4,000.

John W. Bigwood, 45: A heart ailment caused the death of



Brother Bigwood on July 29, 1961, at New Orleans, La. He began shipping SIU in the engine department in 1942 and had been receiving special disability benefits since March, 1960. His daughter, Audrey Bigwood, of South Boston, Mass., survives. Burial was in Boston. Total benefit: \$4,000.

Arnold K. Cox, 37: Brother Cox drowned in an accident at Khorramshahr, Iran,



on October 12, 1960. He had shipped in the SIU engine department for a short time prior to his death. Surviving is his mother, Mrs. Pearl E. Cox, of Clinton, Tenn. Khorramshahr was the place of interment. Total benefit: \$500.

Frank S. James, 59: Brother James died on July 13, 1961, at the USPHS Hospital in Norfolk, Va. He had been shipping since 1951 in the SIU engine department. His widow, Mrs. Mabel M. James, of Winston-Salem, NC, survives. The



place of burial was Oaklawn Cemetery, Norfolk. Total benefit: \$4,000.

Herbert Parks, Jr., 51: Brother Parks passed away on June 28, 1961, following a heart attack at sea aboard the SS Choctaw. He had been shipping with the SIU in the deck department since 1938. His widow, Mrs. Herbert Parks, Jr., of Mobile, Ala., survives. Burial took place in Mobile. Total benefit: \$4,000.



\$4,000 Benefit Not Changed

Seafarers are advised that no change has been made in the regular \$4,000 SIU death benefit provided by the Welfare Plan for the beneficiaries of active seamen. Any beneficiary named by an eligible seaman on his Enrollment-Beneficiary Card filed with the Welfare Plan qualifies for the full \$4,000 payment.

Under the just-amended rules of the new pension program, any dependent designated as a beneficiary by an SIU pensioner also qualifies for the \$4,000 SIU death benefit. A \$1,000 benefit is payable when the beneficiary named by a pensioner is not a dependent.

LA SALLE (Waterman) July 29— Chairman, W. L. Holland; Secretary, Edward B. Zubatsky. Captain's father died so the crew sent flowers. \$23 in treasury. No beefs reported by department delegates. Ship's delegate will send letter to SIU office in New York regarding repairs and safety.

NATALIS (Maritime Overseas) June 18— Chairman, Joe McLaren; Secretary, R. W. Ferrandiz. No beefs reported by department delegates. Men holding washing machine too long and leaving it dirty. Try to keep messroom clean. Vote of thanks to the steward dept. for a good job.

CARA SEA (Bleakley Trans.) August 4— Chairman, S. Vally; Secretary, F. Mitchell. Ship to be painted by shore gang; also fumigated. Some dispute in deck dept. about shore

aboard ship. Everything running smoothly. Motion made that some kind of retirement program be made for men with proper seafaring time over 65 years of age for retirement. All actions taken on this issue be published in the SEAFARERS LOG and urge that all SIU members speak up for this issue as it is for the benefit of SIU members. Vote of thanks given to steward department for fine food and job well done.

DEL NORTE (Mississippi) July 9— Chairman, Philip Cole; Secretary, Bill Kaiser. Ship's delegate reported nine loggings and four misdemeanors on this voyage. Galleyman in hospital in Buenos Aires with appendicitis. Given \$25 from ship's fund. Crew complains about not receiving LOG. \$328 in ship's fund. Engine department requests that quarters be painted. Motion to take \$75 out of ship's fund if needed towards new movie machine and keep old movie machine as spare. Ship needs fumigation. Washing machine needs new motor.

MASSMAR (Calmar) July 16— Chairman, S. Moszkowski; Secretary, Clyde Kent. Ship's delegate reported no beefs. Tom Hawkins elected new ship's delegate. Beef regarding laundry not taken care of.

TRANSNORTHERN (Globe Waterways) July 21— Chairman, D. M. Woods; Secretary, L. W. Griggers. Captain refused to give the crew a draw on arrival in Houston. No beefs reported by department delegates except a few disputes in OT. Discussion about crew helping to keep messhall cleaner. Vote of thanks to the steward dept.

NATIONAL DEFENDER (Natl Shipping) July 2— Chairman, Jim Davis; Secretary, Simeon M. Simons. Request to send LOGS and union mail as everyone want to hear from SIU HQs. No beefs reported by department delegates. Suggestion made to put all cuts away. Ship's delegate to see captain about permitting haircuts in the officer's lounge.

COUNCIL GROVE (Cities Service) July 30— Chairman, McKenven; Secretary, Edward J. Wright. New grade of toilet paper needed. Will be taken up with patrolman in Boston. Delegate to speak to steward about night lunch, drinks other than tea.

SEATRAN SAVANNAH (Seatrains) July 29— Chairman, A. Masciello; Secretary, J. M. Lundy. No beefs reported by department delegates. Suggestion made that all hands cooperate with bos'n in keeping poop-deck clean. Request made to have air conditioner repaired and have an overhead placed in messroom. Suggestion made to have ice machine repaired. Suggest to steward to have a salad as entry.

STEEL CHEMIST (Isthmian) August 6— Chairman, A. M. Gaspari; Secretary, Gus Lopez. New ship's delegate elected, M. Brightwell. \$8.00 in treasury. No beefs reported by department delegates. It was suggested that curtains be installed in crews messhall portholes. Also screen doors must be closed while in any foreign port.

PRODUCER (Marine Carriers) May 7— Chairman, E. Gardner; Secretary, G. Walter. No beefs reported by department delegates. Radio will be returned to rec room as new casing has been made for it. J. Connors was elected ship's delegate.

FAIRLAND (Sealand Service) June 19— Chairman, A. Arnold; Secretary, William Nests. \$12.58 in treasury. No beefs reported by department delegates. Some disputed OT. Joseph Gauthier elected new ship's delegate. A vote of thanks to the steward department for a good job.

DEL VALLE (Miss.) June 18— Chairman, V. E. Monto; Secretary, LeRoy Jones. No beefs reported by department delegates. LeRoy Jones elected new ship's delegate. Request for everyone to cooperate in keeping laundry clean. Vote of thanks to steward dept. for job well done.

OCEAN ULLA (Maritime Overseas) July 19— Chairman, Geo. Quinorus. Request unlicensed men to stay out of officer's lounge. Captain complained about some of the crew taking soda and night lunch from officer's lounge. Vote of thanks to steward department. Motion made to discuss sign on with patrolman. Clarification on transportation required.

STEEL SEAFARER (Isthmian) June 3— Chairman, Earl Smith; Secretary, T. J. Esposito. No beefs reported by department delegates. Suggestion made to have a door cut into pantry from crew mess where serving window is at present. A list for laundry room to be posted.

DIGEST of SIU SHIP MEETINGS

stevedores working in holes. No beefs reported by department delegates. Motion made that the ship should not sail until she has proper ventilation and parts for repair, and also until she is fumigated. Stove also needs repairing as there is trouble lighting it each morning. Vote of thanks for ship's delegate and stewards dept. and all depts. for a good job.

AFOUNDRIA (Waterman) July 16— Chairman, Charles Johnson; Secretary, Jessie J. Cabral. Request all men who are getting off in N.Y. to strip bunks and clean up your area, take soiled linen midships to be sent to laundry. This also applies to all men who are getting off in other ports. Leave a clean ship for the next crew. No beefs reported by department delegates. Vote of thanks was given to the steward dept. for jobs well done.

ALCOA PARTNER (Alcoa) August 3— Chairman, Stephen H. Fulford; Secretary, Homer Starling. No beefs reported by department delegates. Vote of thanks to steward department for good food and good service.

THETIS (Admanthos Ship Operating Co.) July 15— Chairman, Stanley Krawczynski; Secretary, Walter J. Walsh. A differential of OT to department other than the deck, for cleaning of tanks. A letter requesting a clarification on the above will be sent to Claude Simmons. No beefs reported by department delegates except dispute in OT. Crew requested to return all coffee mugs to the supply and deposit them in the sink. Also do not take knives from pantry as the supply is running short. A vote of thanks to the steward department. Crew asked to stop the use of profane language in the mess, especially at meal times.

MOUNT WHITNEY (Cargo & Tankship) July 7— Chairman, R. Jensen; Secretary, Samuel Pappas. \$12 in treasury. No beefs reported by department delegates. Motion to instruct Hq. to investigate feasibility of amending present pension plan whereby it would become a retirement plan based on a minimum seafaring requirement, whereby a member could retire without being disabled; benefits to be prorated so that a member could retire on accrued time or sail longer and receive higher payments upon retiring. Ship received no LOGS this trip in spite of the fact that ship was in port in Italy for 15 days.

DEL SUD (Mississippi) August 6— Chairman, Charlie Dowling; Secretary, Mike Dunn. No beefs reported by department delegates. George Fox elected ship's delegate. Geo. Nuss elected ship's treasurer. Motion made for ship's delegate and ship's treasurer to contact the SIU in New Orleans as to man absconding with ship's fund in the amount of \$108. Requesting that he not be allowed to ship out until this amount is returned.

WESTCHESTER (Peninsular Navigation) June 25— Chairman, John Steeber; Secretary, George Brazil. Ship's delegate reported two men paid off ship. One man short in engine room. Minor beef in steward department regarding chief cook doing 3rd cook's work. Joe Smith elected new ship's delegate.

KATHRYN (Bull) June 30— Chairman, C. C. Smith; Secretary, R. Harp. Ship's delegate reported no beefs

Seafarers At Work

From The Ships At Sea

The latest word from SIU ships at sea reveals the following:

More Ice! The crewmen of the *Seatrains Savannah* (Seatrains) have complained that their ice machine has increased its output but is still running short of the demand. The crew elected to ask the company to pick up additional ice in Savannah to supplement the supply.

Another cooling problem is the missing blower of the *Royal Oak*. The truant blower has been sent ashore for repairs at Boston. At last report it still hadn't returned. Without it, the crew is going to put up with a lot of hot air.

The new instant potatoes got the "thumbs down" vote from the crew of the *Claiborne* (Waterman). The crewmembers stated that they would rather have the old-fashioned type of potatoes, even though they have to be peeled and washed. One thing we haven't quite figured out, is how do you use instant potatoes in a stew.

The *Westchester* (Peninsular Navigation) is having trouble telling the time of day. The clocks in the crew's mess and the galley are on the blink, and new clocks have been asked for. A suggestion was made to try a new technique, "clock-snatching." In other words the crew would like to snatch the clock that's now in the saloon and put it in a more strategic place. We hope the crew solves its problems and starts running "on time" again.

The crew of the *Thetis* (Admanthos) has been told to watch their language. The ship's minutes re-

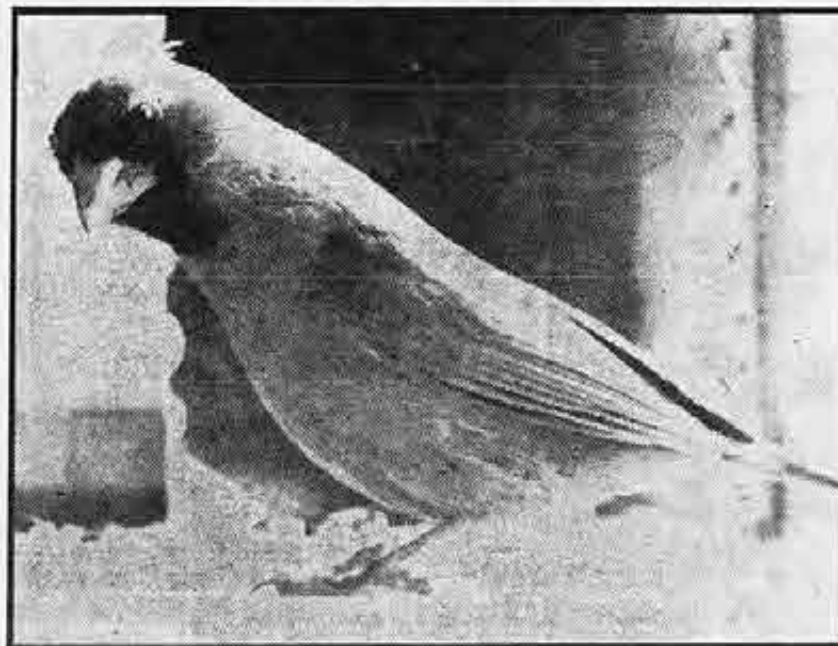


Seatrains Savannah out of ice.

port that their has been too much profane language used in the crew's mess, especially during meals. It can't be the food, because the steward department received a vote of thanks. So what the -#%\$*+&\$ is the matter, fellows.

"Cover those knees," was the cry aboard the *Beauregard* (Sealand) this month. The crew has been asked not to wear shorts in the messhalls. So it's back to long pants. Well, you can't get a suntan in the mess anyway even though it may be sultry.

Watch The Birdie



One of the attributes a good photographer has to have is patience, and Rex Henderson, who sails as a chief electrician, has plenty as this picture, which needed lots of it to set up, shows. Henderson photographed the cardinal in his home after spending several hours luring the bird into his kitchen and onto a shelf above a sink. As for the cardinal, he seems to be wondering what's happening.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

PRESIDENT Paul Hall

EXECUTIVE VICE-PRESIDENT Cal Tanner

VICE PRESIDENTS

Claude Simmons Lindsey Williams Earl Shepard Al Tanner

SECRETARY-TREASURER Al Kerr

HEADQUARTERS REPRESENTATIVES Bill Hall Ed Mooney Fred Stewart

BALTIMORE 1216 E. Baltimore St. Eastern 7-4900
Rex Dickey, Agent

BOSTON 276 State St. Richmond 2-0140
John Arabasz, Agent

DETROIT 10225 W. Jefferson Ave. Vinewood 3-4741

HEADQUARTERS 675 4th Ave., Bklyn. Hyacinth 8-6600

HOUSTON 4202 Canal St.

Paul Drozak, Agent Capital 3-4089; 3-4080

JACKSONVILLE 2608 Pearl St., S.E. Jax William Morris, Agent Elgin 3-0987

MIAMI 744 W. Flagler St. Ben Gonzales, Agent Franklin 7-3564

TAMPA 312 Harrison St. Jeff Gillette, Agent 24-3471

MOBILE 1 South Lawrence St. Louis Neira, Agent Hemlock 2-1754

NEW ORLEANS 630 Jackson Ave. Buck Stephens, Agent Tel. 529-7546

NEW YORK 675 4th Ave., Brooklyn Paul Gonsorchik, Agent Hyacinth 8-6600

NORFOLK 416 Colley Ave. Gonsorchik, Agent 625-6503

PHILADELPHIA 2604 S. 4th St. S. Cardullo, Agent DEwey 6-3818

SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-4401

SANTURCE, PR 1313 Fernandez Juncoas Keith Terpe, Hq. Rep. Phone 2-5998

SEATTLE 2505 1st Ave. Ted Babkowski, Agent Main 3-4334

WILMINGTON, Calif 505 N. Marine Ave. Reed Humphries, Agent Terminal 4-2528



SIU Man Back Home On Farm



Farmer and dog—Seafarer Eugene Conrad stands with his tractor and collie on his Wisconsin farm. In the background are his tobacco beds and his barn, both of which he keeps ship-shape.

Seafarer Farming After Seeing Sea

How far from the sea is a farm in the hills of Wisconsin? Not as far as you'd think according to Seafarer Eugene Conrad.

After signing off the Steel Scientist (Isthmian) recently, Conrad took over his dairy farm, which is located between Cashton and Melvina, just off Highway #27 in the verdant spaces of Wisconsin.

Conrad had sailed with the SIU since 1946, and his return to the farm was a realization of an ambition he held for many years. The farm's 120 acres nestles in a lush valley, where Conrad raises his dairy herd, and cultivates over five acres of tobacco, which is used for cigar wrappers.

Living alone, he not only does all the farm chores, but his housework as well. His herd numbers almost 40 head, and besides them, he has two dogs and five cats. "Quite a family," he says.

He has named his cows after Japanese girls he met while shipping with the SIU. And he says, laughingly, that they probably would get a great kick out of it.

Conrad plans to sail once a year, during the winter months, because that's when work on a dairy farm tends to slacken off. And even though he enjoys shipping out, he still regards his farm as both his home and occupation.



Farmer and cows—Here Conrad is pictured with part of his dairy herd. The cows, which are named for Japanese girls he met while sailing, number about 40 head.

'Sea Fare'

by 'Red' Fink



Runaway Fight Stand Cited

To the Editor:

As a former Seafarer I have always followed with great interest the constant and healthy growth of the Union.

The courageous fight over the years against the runaways is of deep interest to more people than is generally realized. I can think of few disputes with management in the last ten years that has aroused so much sympathy and backing for the Union than the current one.

Now with the Seaway a reality, the midwest, Wisconsin my home state included, realizes the danger of our merchant marine declining because of runaways. National security reasons alone make it imperative that the practice must be stopped.

Receiving the June issue of the LOG gave me as much pride

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.

and admiration for the Union and its officers as any other thing in the whole American labor movement ever has.

It is unbelievable that a union group could have done as the NMU has done in recent weeks. Curran's tactics will not be forgotten in the memory of the great body of maritime rank and file. In future dealings with him they will know his true colors.

I really appreciate receiving the LOG.

John Shavlem

Africa Union Men Score Peace Corps

To the Editor:

Although I am a member of the SUP, I thought that SIU members might be interested in an article in an African labor publication I ran across while I was on a three month trip throughout the continent.

My trip started in Cairo and ended in Capetown, South Africa. Generally, I traveled through the central part of the continent. While in Iringa, Tanganyika, I met some leaders of a local union movement there and they showed me their publication, the "African Trade and Development Journal."

One of the articles in the Journal was a very critical piece about the Peace Corps. The Journal calls it an "American scheme," and said there are two faults with the plan.

The first is they claim that the recruits will not have any technical knowledge and will only supply manual labor which, they said, Africa has more than enough.

Secondly, the Journal said the plan may be a means by which America will try to "infiltrate by the back door." They said that the Government has already "hinted" that nations which accept Corps volunteers will get better attention from the US. They suggest that the Peace Corps be turned over to the UN so that the plan wouldn't be "undermined."

From this article it seems that we have a long hard road ahead of us in Africa.

Joseph Bernat

Seaman Sells Songs; 7-Year Dream A Reality

A dream that began long ago and far away in the Philippines came true for Emanuel Estrada Ballestero recently when he became a professional singer and recorded two of his own songs on Ball Records, a new label.

The songs, "The Roaring Philippine Melody," and "What Can I Do" were originally released in the Philippines and in the Hawaiian Islands where they are hits. Distribution on the mainland is just beginning from New York City where Ball Records, which Ballestero owns, is located.

Sailing Since 1927

A retired Seafarer who now ships as a third mate, Ballestero, has been sailing since 1927 and saw action with the SIU when it was first organized in the early 1940s.

Ballestero was born in Calbayog, Samar. The Philippines. His interest in music was nurtured by his mother who taught him native folk songs. He started to turn his life-long dream into a reality seven years ago when, after studying different musical styles on the four round-the-world voyages he has completed, he began writing songs and taking voice lessons.

Repertoires Of 13 Songs

The two songs that have been released are part of a repertoire of 13 songs Ballestero has written. He now plans to have the 11 other songs recorded by Ball Records. The songs, which are all copyrighted in the USA, include two in Spanish, one in Tagalog and three in Visayan.

Specializing in romantic ballads, Ballestero says he gets ideas for the lyrics from "within myself." Watching and listening to singers in many lands has given him ideas for melodies and style, but he also



Emanuel Estrada Ballestero checks his notes.

uses native Philippine tunes. Much of his composing was done at sea and some of the songs reflect the nostalgic mood of the ocean and a seaman's life.

Six Piece Band

Ballestero has temporarily stopped writing songs while he "rests" and works on promoting his records. Performing with a six piece band composed of a bass player, a drummer, three guitarists, a maracas player and a uke, which he plays, Ballestero has turned down several night club offers because, as he puts it, "I'd rather use my seafaring."

SEATRIN TEXAS (Seatrains) July 23—Chairman, Morton Taken; Secretary, Joe Shell. George Turner elected ship's delegate. \$78.53 in treasury. No beefs reported by department delegates. Men requested not to wear underwear in messhall, also to keep coats off deck during rough weather.

PETROCHEM (Valentine Chemical) August 2—Chairman, J. R. Prestwood; Secretary, G. F. Bischoff. Wired for television set. No beefs reported by department delegates. For crew's use, ice cubes may be taken from lower ice box.

MADAKET (Waterman) July 30—Chairman, Robert R. Pope; Secretary,

members to keep soiled linen clear from the foot of the ladder leading to the store room, for safety reasons.

LOSMAR (Calmar), June 28—Chairman, J. Moore; Secretary, C. Gill. Vote of thanks to the steward department for a job well done.

DEL SANTOS (Mississippi), June 4—Chairman, P. G. King; Secretary, O. G. Collins. \$30 in treasury. P. G. King elected ship's delegate.

OVERSEAS REBECCA (Maritime Overseas), July 16—Chairman, C. R. Johnson; Secretary, Joseph A. Long. Complaint about lack of ice. No beefs reported by department delegates. Harry A. Smith elected ship's delegate. A vote of thanks to steward department for their excellent food.

COEUR D'ALBINE VICTORY (Victory), July 30—Chairman, Carl Lawson; Secretary, M. Townsend. No beefs reported by department delegates. It was requested to be more quiet in the recreation hall next to the 4 to 8 o'clock and firemen quarters.

GATEWAY CITY (Sea-Land), May 11—Chairman, Parsons; Secretary, Moore. Parsons elected ship's delegate. Suggestion was made that more night lunch be put out in part. Crew told that water fountain be used only for drinking purposes.

ALCOA POINTER (Alcoa), May 28—Chairman, E. Moseley; Secretary, A. Higham. Ship's delegate reported captain said crew's quarters will be painted next trip. Food has not been up to standard. Steward claims he has been cut to the bone by the port steward in Mobile. This will be taken up with patrolman in Baltimore. Too many leftovers have been used over and over. Slopchest is very poor. \$6.30 in treasury. Some disputed OT in each department. Vote of thanks from all to Brother Moseley for a good job. Also to the 4-8 watch for cleaning pantry every morning.

DEL ALBA (Mississippi), June 3—Chairman, C. Wright; Secretary, F. N. Cain. Repair list turned in. Few beefs will be taken up with patrolman. Men that joined ship in Texas can ride to port of engagement. \$30 in ship's fund. Motion made that in the event the ship is laid up, fund in treasury be donated to PHS hospital. Ship needs fumigation. Jackson elected new treasurer. Suggestion that recreation room be used instead of messroom, for playing cards. Steward requests that all linen be turned in. Also that linen supply be increased. Suggestion to change brand of coffee. Request that crewmembers be properly dressed when they go to messroom. Vote of thanks to the steward department.

DIGEST of SIU SHIP MEETINGS

Albert G. Espenada, \$3.15 in treasury. No beefs reported by department delegates. Vote of thanks to the chief electrician for a swell job. Complaint that the cook's room is too small for two cooks.

ORION PLANET (Orion) August 6—Chairman, A. J. Novak; Secretary, J. O. Lakwyk. New washing machine ordered. No beefs reported by department delegates. No mail or LOGS received. A letter to be drafted to Hq. concerning this matter.

DEL SUD (Mississippi) July 25—Chairman, Chas. Dowling; Secretary, Mike Dunn. \$418.00 in treasury. No beefs reported by department delegates. No LOGS received but when received there are three for 100 men.

MARYMAR (Calmar) May 27—Chairman, Richard Schwartz; Secretary, Gustav V. Thobe. Hutchinson elected ship's delegate. No beefs reported by department delegates. Request that the LOG return to its old policy of reporting only the affairs of the A&G District. Representatives of the SIU Food Plan were asked to make an attempt to secure a better grade of coffee for the men on the Calmar ships.

ALCOA POLARIS (Alcoa), July 12—Chairman, John Mayton; Secretary, Orlando H. Lopez. Pat Fango elected ship's delegate. Steward requests new

Seafarer's Daughter Aims For Success On The Stage

The children of Seafarers don't always go down to the sea in ships. And when they're girls, and as pretty as Deedee Hand, the opposite is usually true.

Miss Hand, the daughter of Seafarer James M. Hand, who is now aboard the Neva West (Bloomfield), has set her sails for a career on the stage. And her activities in Tampa are aiding not only her own efforts but those of a small band of would-be thespians who form the "Actors of Tomorrow" Drama Club.

The Club, which has been organized for only a short time, made the headlines in Tampa recently when Hollywood actress Sharon Connors stopped by to give the aspiring actors and actresses a few pointers.

Miss Connors delivered a lecture based on her experiences on and off the stage while on location in France. She then watched as the amateur group performed a few impromptu skits.

Deedee Hand began acting at the age of six, and is well-known in the Tampa area as a model and panelist on many of the city's radio and television productions.

She hopes to break into the legitimate theatre, and thereby follow in her mother's footsteps. Mrs. Hand, formerly Flo Crane, was a professional model, actress and musician. It's a sure bet that Seafarer Hand is proud of his hard-working daughter.



Deedee Hand, daughter of Seafarer James M. Hand, is pictured presenting a corsage to Sharon Connors.

A Seafarer's Personal History Of Mississippi Shipping Co.

(The following article on the history of the Mississippi Shipping Company was submitted to the LOG by Seafarer Vic Miorana.)

In the year 1919, the Mississippi Shipping Company blazed a new trail in the shipping industry when it chartered a course for Brazil, and made the run with its first and only ship.

On August 7, 1919, the Company bought the Bound Brook. It was this ship that pioneered the first coffee run to Brazil, thereby opening up a new trade route from the United States to South America.

On October 7, 1919, the Company bought its second ship, the Lake Fontenot. The "Fontenot," quickly followed in the wake of the "Bound Brook," and began making the run to Brazil too.

On September 15, 1920, Mississippi expanded its operation, and began making a run to Argentina. The first ship to sail the new route was the Lorraine Cross. In its initial year, it made eight trips between the United States and South American ports.

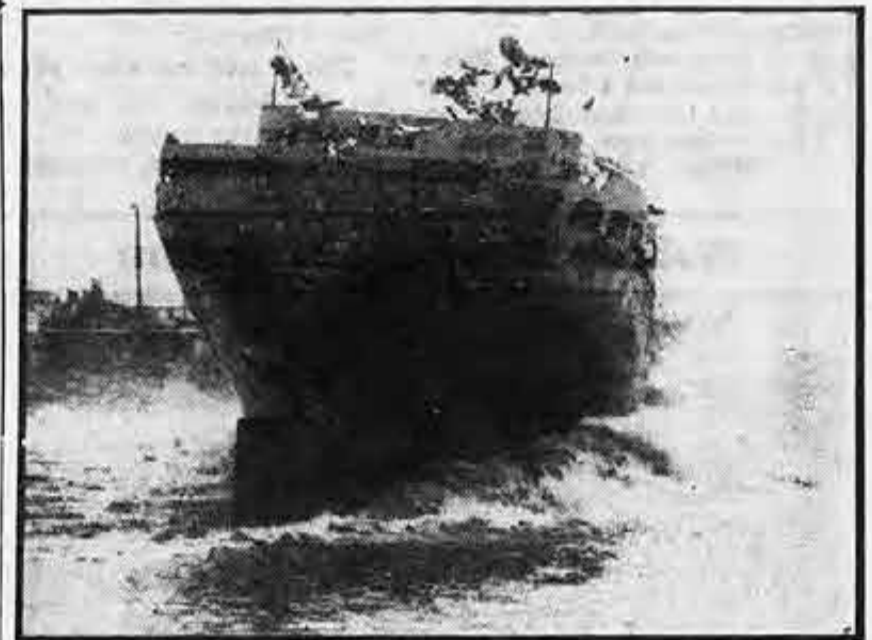
In the year 1929, the Company took over the Gulf-Brazil-River Plata Line for \$2,700,000, and added 12 cargo vessels to its growing fleet. Each vessel averaged about 9,600 deadweight tons. The names of the 12 ships at the time of purchase were: Afel, Biffco, Casa, Clearack, Clearwater, Salvation Lass, Saugerties, Shoodie, West Counl, West Neris and the West Segonia. These names were later changed to comply with the Delta insignia.

1935 saw the Company sign its first contract with the old International Seafarers Union, and in 1939 it entered into a contract with our present SIU. From that time until the present, the company has maintained harmonious working relations with the SIU. After 22 years, there has never been any work stoppage or delays in sailing. This has to be chalked up to the fine relationship that exists between Mississippi and the SIU.

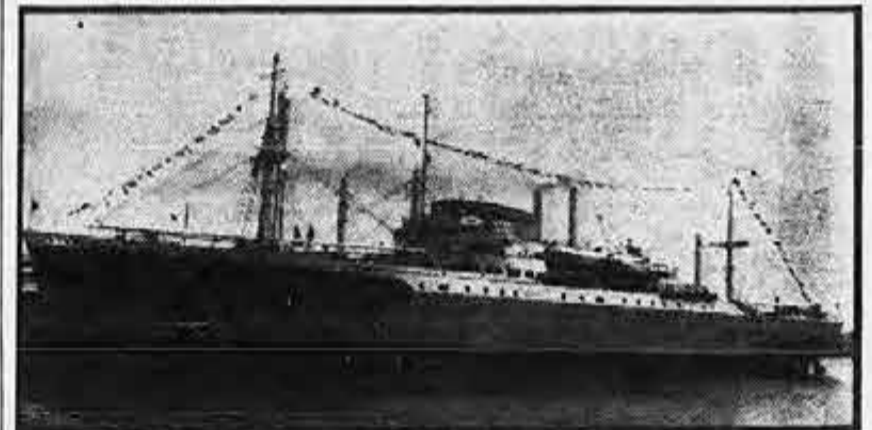
In 1940, the company branched out still further, by placing three passenger-cargo ships on their runs. These ships were, the Del Brasil, the Del Orleans, and the Del Argentina. They were quickly followed by the Del Aires and the Del Santos.

In 1942, with the outbreak of war, the Navy commissioned a number of Mississippi ships. Among them was the Del Brasil. This ship had the honor of being

(Continued on page 22)



One of the newest additions to Delta Line fleet is the cargo ship Del Rio, shown at her launching, which was sidewise affair.



Del Sud is one of the company's three combination passenger-cargo vessels on the South American run. Other vessels operate to West Africa.

LOG-A-RHYTHM:

Pilgrimage

By Thurston Lewis

Here is the bark of pearls which lovers desire
Riding the boundaried waves
Gliding down the stream, the sire
Of which is the might sea to whom it returns.

Here is the ship of fairies' wings
Piercing the clouds, dodging the storm
Flying with the wing that sings
With rage, to toss it about under the stars.

Here is the body (that quickens my spirit)
Smooth and naked in the starlight
That lifts my soul to the sky
And lets me fall, wilting, into the night.

TRANSINDIA (Hudson Waterways), June 3—Chairman, D. L. Dickerson; Secretary, R. Ayers. Ship's delegate reported that draw will be in travelers' checks. Steward ordered 40 cots, but 24 came aboard for crew of 30. Deck engineer sleeps with wipers. Delegate would like to get him a room by himself. This will be brought to the attention of patrolman at pay-off. Crew asked to bring coffee cups back to pantry. Men asked to turn fans off when in room.

CANTIGNY (Cities Service), May 26—Chairman, Edward J. Wright; Secretary, Herbert Berner. No beefs reported. Ship's delegate elected. Crew asked to check for matches in pockets before washing clothes. Also to clean recreation room.

VIVIAN (Maritime Overseas), May 14—Chairman, J. Broadus; Secretary, R. M. Hampshire. No beefs reported. Movie rental accepted by full crew. Discussion made with crew on helping gangway watch to keep unauthorized persons out of passageways and crew's quarters.

FRANCES (Bull), May 25—Chairman, Carlos Diaz; Secretary, not given. S. J. Clureman was elected ship's delegate. No beefs reported by department delegates. Motion made that a member being in the Union over a period of time is entitled to some consideration for retirement pension. Crew asked to bring cups back to the pantry. Will see patrolman regarding having fresh milk at night.

OCEAN DEBORAH (Maritime Overseas), April 30—Chairman, E. Ligon; Secretary, R. Hutchins. Ship's delegate elected. Some disputed OT to be taken up with boarding patrolman. Vote of thanks to steward department for a job well done. Three men missed ship in Augusta, Sicily.

DEL ALBA (Mississippi), April 9—Chairman, R. Johnson; Secretary, J. W. Schneid. E. Hardcastle elected ship's delegate. No beefs reported by

department delegates. Need new clothes line. Request that steward pass out spray for roaches. Also to keep Kroo boys out of midship house.

HILTON (Bull), April 9—Chairman, G. Gallant; Secretary, P. Shauger. Ship to stop in Ceuta for bunkers. One man from each department will be on safety committee. G. Gallant resigned as ship's delegate. New ship's delegate elected, C. C. Smith. No beefs reported. Motion made to forward to headquarters a copy of the stowage prices aboard this vessel. Suggestion to see if something

DIGEST of SIU SHIP MEETINGS

can be done about the salty drinking water.

MADAKET (Waterman), May 21—Chairman, Sam Baker; Secretary, Gus Skendelas. Three men logged in deck department. Beef in department will be taken up with patrolman. One man from engine department hospitalized in Honolulu, and two men missed ship. Three men were picked up from different unions. Disputed OT in deck department. No beefs reported in engine and steward departments.

PENN TRADER (Penntrans), May 27—Chairman, John A. Zierels; Secretary, S. Rothschild. Ship received letter from the Mount Evans, thanking crew for their help in the matter of cigaret shortage. Some disputed OT in deck and engine departments. Vote of thanks to Sparks for prompt news

reports during voyage. New library requested on arrival in Houston. Crew hopes mail situation continues to improve. Vote of thanks to baker Wilbert Wentling, for job well done.

JOSEFINA (Liberty Nav.), May 28—Chairman, M. C. Cooper; Secretary, Vincent J. Fitzgerald. Department delegates reported no beefs. Discussion regarding bed linen and faulty mattresses. This will be brought to attention of boarding patrolman. Received February LOG in Aden.

DE SOTO (Waterman), June 4—Chairman, Kane; Secretary, A. Fase. Most of repairs taken care of and everything going along smoothly, with no complaints from topside. One man from steward department left in hospital in Bremen, Germany. Ship's fund to be built up by arrival pool.

DEL NORTE (Mississippi), June 4—Chairman, Philip Colca; Secretary, Bill Kaiser. Bernie Guarino reported that he saw the patrolman about the crew signing on and signing off on the same day. The patrolman will contact the company to see if it can be worked out. \$25 in ship's fund from voyage No. 101. Department delegates reported no beefs. John E. Ward elected ship's delegate. Phil Colca requested crew to send pictures and news to the LOG as he has not seen news of the Del Norte in a long time. Purser's office requests that men turn in Argentine passports and vaccination certificates.

OMNIUM FREIGHTER (Mol), April 23—Chairman, F. N. Meinerth; Secretary, C. E. Demers. Ship's delegate reported everything running smoothly with no beefs. Request that all lockers be fixed and ventilators and skylights to be fixed.

COASTAL SENTRY (Suwannee), May 3—Chairman, Masley; Secretary, Radford. No beefs reported. \$1.10 in ship's fund. Discussion regarding any unlicensed personnel caught refer-

ring information about unlicensed business, to the topside officers, to be brought up on charges. Discussion about the discharge of bosun, and replacement sent down.

June 4—Chairman, F. N. Meinerth; Secretary, C. E. Demers. Ship's delegate reported no beefs. Some repairs were taken care of. No LOGS received lately. Vote of thanks to the steward department for a job well done.

ROBIN GOODFELLOW (Robin), June 3—Chairman, Bernard Mace; Secretary, Lawrence H. Chapman. Ship's delegate reported no beefs except that the three departments have some disputed OT. One man was hospitalized in Capetown on May 20. Another man is still sick aboard ship, this being the captain. Ship's fund, \$16.35.

COEUR D'ALENE VICTORY (Victory), May 26—Chairman, Carl Lawson; Secretary, F. O. Airey. Ship's delegate reported no beefs. One man hospitalized in Suez and one man hospitalized in Antwerp, Belgium. New ship's delegate elected, A. N. Ringuette. Ship's delegate to see the captain regarding a "no peddler" sign put on the gangway. Discussion regarding steward supervising his work and making some changes in menus.

INES (Bull), June 11—Chairman, Johnes; Secretary, Hall. Man hospitalized in Honolulu. No beefs reported by department delegates. Motion made to have union see that States Marine Frisco agent forward all crew mail to next port of call. This is the third time that they have held mail for over two months without forwarding, also hold special delivery mail that came. Discussion on sougeeing port passageway.

WARRIOR (Waterman), June 10—Chairman, Johnson; Secretary, Elliott. No beefs reported by department delegates. Request wind scoops and

screens, also water tanks need cleaning. Vote of thanks to the baker, and the steward department.

ALCOA PLANTER (Alcoa), June 10—Chairman, Music; Secretary, Whalen. \$25.83 in treasury. No beefs reported by department delegates. Request more different salads.

CAPT HENRY (Northern Steamship), June 11—Chairman, Wagner; Secretary, Saunders. No beefs reported. New washing machine to be connected. Bos'n has built shelf for library for use of all in recreation room.

ROBIN HOOD (Moore McCormack), June 10—Chairman, Vaughn; Secretary, Sedowski. \$12.00 in treasury. Several hours disputed in OT. No beefs reported by department delegates. Few if any LOGS have been received in foreign ports. Vote of thanks to steward department and also to wiper and ordinary seaman on sanitary work for invaluable service.

MAE (Bull), June 17—Chairman, Morris; Secretary, Cantwell. \$58 in treasury. No beef reported by department delegates.

STEEL SCIENTIST (Isthmian), June 10—Chairman, Fuller; Secretary, Skelton. \$16 in treasury. No beef reported by department delegates. It was suggested to all hands to have Patrolman check OT on deck department. Mate cutting OT short. All hands suggested to let the patrolman check with skipper on cigarettos.

COASTAL CRUSADER (Suwannee), June 14—Chairman, Stevens; Secretary, Parrish. \$4.77 in treasury. Delegates report dispute in OT. Complaints on food being served. Steward report stores not satisfactory.

MONTAUK POINT (Seatrade), June 14—Chairman, Banks; Secretary, Goest. No beefs reported by department delegates. Blowers for working in holds should be placed aboard in Boston. Vote of thanks to steward department.

Needs Money For Court Defense

To the Editor:

Having sailed SIU since 1950 and now having nowhere else to turn, I'd appreciate it if you would insert this in the LOG.

Three days after paying off the Del Viento (Mississippi), I was arrested and face a very serious charge. My attorney says we have a good chance of having the charge reduced but I need some money for legal expenses. I've loaned out about as much as anybody else in our Union and the only way I can reach all these people is through the LOG.

I don't like to sound like a can-shaker but I loaned money in good faith and, believe me, I'm in dire need of it now.

Anybody wishing to return

any money they owe me can send it to my attorney, whose address is:

Mr. William Morgan, Attor-



All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

ney-at-Law; Maritime Building, New Orleans, La.

Please send my name along so the lawyers will give me credit for the money.

Normal T. Plummer

Hits Gov't Moves On Shipping

To the Editor:

All seamen who sail on American ships have long been aware of the enmity shown by the State and Defense Departments against them. The latest example is the decision to ship American coal in foreign bottoms to our armed forces overseas.

This is supposed to reduce the dollar drain; it also totally disregards the "50-50" law. Only after protest from seamen's unions, steelworkers and mineworkers did President Kennedy see fit to mildly inquire of the Defense Department if they would not reconsider their decision and agree to ship half of the coal cargo in American bottoms.

The excuse as to why such a

procedure had been thought of in the first place is a classic in doubletalk. To wit:

If American ships carried this cargo, all savings by buying in the US would be nullified due to the higher transportation costs.

Yet the official seemed to deliberately ignore the fact that miners, operators, seamen and railroad workers pay taxes and that Federal and state relief rolls would be reduced with the increase in jobs.

I wonder if it is fair to have many in the US continue to suffer from prolonged unemployment while these so-called friendly countries are having the biggest boom in their history.

M. Gottschalk

(Ed. note: The Defense Department reversed its position after protests).

Cites Senator's 'Duplicity'

To the Editor:

Senate GOP leader Everett Dirksen (Ill.) has partaken of "socialized medicine" while he has repeatedly denounced it. This "lotsa profit, little wage" advocate, who voted against the \$1.25 minimum wage, was recently confined to Government-operated military hospital with an ulcer.

He doesn't go to any "Green Cross" or "Black Cross" hospital; you and I paid for his doctor, nurse, orderly, etc. He was not too proud to use this Government-supplied medicine. Yet, when we look, we see he is against medical aid to the aged.

Some of our Senators are strange men indeed.

Anthony Victor Smolenski

Nobody Monkeys With Him



Quickly sizing up the maritime situation, this Belgian circus performer gave up show business for a life on the high seas. Joining what he felt was the best union for seamen, he sailed on the *Frances (Bull)* from Puerto Rico, and became buddies with the rest of the crew. Knobby stated that coffee of the *Frances* was first rate. Here he directs deckside operations with L. Curly Barnes, OS, and Frisco Frissora, BR.

A Seafarer's History Of The Mississippi Shipping Co.

(Continued from page 21)
the first ship to carry US Marines overseas. Her first run was to Wellington, New Zealand, where her complement of Marines were involved in staging the first US counter-attack of the war. This was right after the attack on Pearl Harbor, and the entire crew received a citation for making the dangerous trip.

The war cost Mississippi three ships in 1942, the *Del Mundo*, the *Del Valle* and the *Del Plata*. Captain H. P. Smith (the first captain ever hired by Mississippi) lost his life aboard the *Del Mundo*.

On May 3, 1943, another Mississippi ship earned recognition from the Government. The crew was cited by the Under Secretary of State for their heroic and meritorious service, in making the run

to Murmansk, Russia. Anyone who was sailing during the war remembers, with a shudder, Murmansk.

In 1947, the Company inaugurated its maiden run to West Africa. And today in 1961, the Mississippi Shipping Company maintains regular scheduled sailings to South America and West Africa. May this fine company always have smooth sailing.

Tell it to the Log!



SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

PERSONALS and NOTICES

C. W. Hall
Please get in touch with your sister, Grace Jackson, 949 Jones Street, Detroit 26, Michigan. Urgent.

Ex-Robin Line
Moore-McCormack has unclaimed wages pending for the following Seafarers. Contact L. G. Farrell, assistant treasurer, Mooremack, 2 Broadway, NYC:

Philip Frank, A. P. Cinquemano, Anthony Toker, D. T. Whittaker, Samuel D. Grendl, W. J. McIntyre, Elmer C. Danner, Conway W. Beard, Norman L. Hargrave, Willie J. Koontz, Billy J. Taylor, Jesus Granada, Kenneth Miller, Mortimer T. Morris, Andrew Lewis, Louis A. Romero, James V. Preston, Frank B. Biquely.

John F. Williams
Please contact your sister, Mrs. Lucy Williams Abel, 15 W. Gore Ave., Orlando, Fla. Anyone knowing of his whereabouts please contact Mrs. Abel by air mail.

Herman H. Hickman
Chief Electrician
Anybody knowing his whereabouts please notify his wife and family. Contact Mrs. Evelyn Hickman, 442 Mobile Street, Montgomery 4, Ala.

Harry M. Beg
Please contact Miss Diana S. Beg, 570 Levering, West Los Angeles 24, Calif.

Reuben B. Hubbard
Contact your mother, Mrs. Ann M. Hubbard, 2108 Reynolds Street, Savannah, Ga.

Ernest O. Ladnier
Important you write your cousin,

Mrs. Eran Anderson, 3433 Hollywood, Baton Rouge, La., before October 27 in connection with settlement of the estate of Miss Lela Walters.

Emilio Pardo
Urgent you contact your son, Emilio Pardo Suarez, Oseda Sada, La Coruna, Spain, about your wife who is ill.

"Oney"-8-12 oiler
Ward-electrician
ex-Steel Admiral
Please forward your home address to Jack Guard, 2047 Chestnut Street, San Francisco, Calif.

Peter Dwyer
ex-Eagle Traveler
Please write to Eric Julber, c/o Bodle & Fogel, 3540 Wilshire Boulevard, Los Angeles 5, Calif., concerning an injury to a shipmate.

Following Seafarers have eyeglasses waiting for them at various Texas State Optical offices:
Jim Jenkins (at 608 Travis Street, Houston).

R. F. Cody (6636 Harrisburg, Houston) S. M. LaPointe.

Conrado Maldonado Reyes
Contact L. McKenna, Box 665, Route 1, Mobile, Ala., about where to send your papers and Army discharges.

Edward Anderson
Your gear has been checked at the headquarters baggage room.

Walter C. Zajonc
Please come home or get in touch with your sister, Mrs. Josephine Blanchard, as soon as possible.

Albert Wagner
Get in touch with Raymond Pecoraro, claims representative, All

Type Minutes When Possible

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

State Insurance Company, 188 Montague Street, Brooklyn, concerning accident which took place on December 24, 1960, at Atlantic Avenue and Smith Street. You can call UL 5-4481 Mondays and Wednesdays, or ES 2-2710 evenings.

Ex-Coe Victory
Will person that took belt and silver belt buckle with initials FNC by mistake from chief cook's room on the Coe Victory, July 8, please get in touch with F. N. Cain, 432 Washington Street, Bay St. Louis, Mo. Sentimental value involved.

O. D. (Slim) Walker
Please contact your brother in Beaumont, Texas.

Eugene Wilson
Very important you get in touch with your parents at 5908 Pulaski Avenue, Philadelphia, phone VI 4-0972 as your father is ill.

Eugene Watson
Contact Edwin M. Felker, 3903 Mayberry Ave., Baltimore 6, Md.
William H. Mason
Please contact Mrs. Iris L. Stone, 601 W. 35th Street, Norfolk, Va.

Patrocino Pereira
Please get in touch with your daughter, Mrs. Emily Pereira, c/o J. F. D' Silva, PO Box 2849, Nairobi, Kenya. Anybody knowing the whereabouts of the above is urged to contact him and notify him of this message.

More Unions Take Gains In Form Of Vacations

NEW YORK—Increases in vacation benefits are becoming widespread in blue-collar union contracts, both as a desirable benefit and as a means of spreading employment opportunity, 'Fortune' magazine reports.

The magazine's survey of vacation clauses also indicates that shoreside unions have a long way to go to match the kind of vacations provided in the SIU agreement.

'Fortune' reports that the average vacation benefit in the United States is more than two weeks. Most shoreside workers though, have to be on the job at least three years to get two weeks off while at least 40 percent get a second week only after working five years. It takes some 15 years of employment in most industries to get three weeks' vacation pay.

By contrast, the SIU Vacation Plan provides a \$400 benefit after a year's employment, better than one month's base pay for most ratings, and \$800 or better than two months' base pay for those whose employment is continuous on one ship, provided they get off and do not ship at least 60 days. There is no other condition as to length of employment, which shoreside firms require.

Unions, 'Fortune' reports, look upon vacations as a device to combat the inroads of automation on employment. By reducing the individual worker's time on the job, and providing him with more time off, the unions can keep up the work force via the need for re-

placements for vacationing members.

Since the trend toward automation is a long-term one and will inevitably result in a reduction of the work force for any given job, the provision of increased vacation pay is deemed the best means of protecting workers' job security and at the same time improving their conditions in line with the rising standard of living.

US To Build Research Boat

WASHINGTON—A fishing research vessel for use in the Northwest Atlantic will be built in Louisiana, it was announced recently by Secretary of the Interior Stewart Udall.

The vessel, which will cost \$1,773,948, will be one of the first constructed under the new national oceanographic program launched under the endorsement of President Kennedy. The new craft will be able to engage in research in any of the world's navigable waters and in all conditions.

Base of the new vessel will be at Woods Hole, Mass., where research facilities will also be located.

YOUR DUTIES AS AN SIU DELEGATE

(Continued from page 24)

officers will be more inclined to respect and work with the delegate.

The best policy to follow is to let the delegates and the patrolman handle the problems. The whole works will be slowed down and confused if all hands start hollering and talking at once.

Diplomacy Pays Off

You'd be surprised at the results you can get in presenting a beef if you sail into the situation on an even keel. Remember, you're trying to show that something is logically due to a man in your department. How you present your case is important. The guy who said you can catch more flies with honey than you can with vinegar wasn't shooting blanks.

If you're headed for the skipper's or department head's quarters, show them the same courtesy you'd expect from them, if they were coming to your room. By barging in, you're just chalking up two strikes against yourself before you even open your mouth.

When you get down to the issue, talk in a normal tone of voice. And stick to the matter at hand. In 99 cases out of 100 you'll get twice as far as you would by shouting and cursing.

Most licensed guys are Union men. And we always treat a Union man as a good Union man—that is, until he shows he's not.

⚓ ⚓ ⚓

No advice to delegates would be complete without a word on anti-union disrupters. These disrupters are usually misguided guys who think they are helping the company or themselves by spreading rumors aimed at hurting the Union, its membership and officials. Alert members will nail these guys' lies on the spot.

This doesn't mean that criticism is not welcome. Constructive criticism is not

only a healthy thing, consistent with our democratic procedures, it is necessary for a better Union.

The place for all criticism is out in the open—at the shipboard and membership meetings ashore, where all can hear.

⚓ ⚓ ⚓

Whether you're a real "pro" as a delegate or if this is your first turn as an elected representative, there are some "real pros" you will undoubtedly meet. Of course the fortunate delegates are fore-armed for these people and then again you may not have one of these persons aboard this ship.

Their categories all follow these patterns:

1. Anti-administration.
2. Pro-administration.
3. Won't run for delegate.
4. What has the Union done for me?

There are a few within the membership that have always been anti-administration. They have but one goal and that is to agitate the rest. They are usually voicing their opinion, whether factual or not, about some officer or officers of the Union. The pet theme is "where does this go and why did they do this?" As a delegate, you represent the Union while aboard your ship and your job becomes twice as difficult when you encounter such a person. But, if you know the facts then you are prepared and ready to cope with the situation when it arises.

Now, the pro-administration man can be as bothersome and disrupting as the man who is the opposite. This is where you and the Union get another problem of keeping an even keel. The "all for the Union" guy goes all the way in extreme of his counterpart, the anti-administration man.

He (the pro) is the very first to volunteer for anything, a beef, a picket line, and the likes, runs for delegate, pats all

the officials on the back, drops their names wherever he feels he can be heard and in substance, goes overboard. There are several other types in this line, he may greet you at the gangway or in your fockle only to let you know that he has been sent down to the ship to "get it straightened out."

The normal question would be what harm is this man? Well, one extreme is as outmoded as the other. Not every official can be that great a guy. He wastes time spouting off about the Union when he could help just as well by merely doing his job, and last but not least, he is a "spokesman" on humanity and will speak at great length if given the least audience.

To be aware of both the anti-administration and the pro, is considered a good bracer for preparing yourself to meet the others mentioned above.

Those that won't run for delegate even though they are among the more senior and experienced men aboard, have social functions, poker games and the like that they would prefer taking part in rather than settling shipboard problems.

And then there is the person who asks, "What has the Union done for me?"

Fortunately these people mentioned above are all in a minority as far as their numbers are concerned. With a handy reference such as the handbook, the delegate can prepare himself to answer their questions, no matter where he sounds off. To assist the delegate in answering a number of these questions you will find diagrams of the Union's wages and dues structures over the past 22 years, also the

number of jobs contracted compared with the number of members in an "A" class seniority.

When you compare these charts with their respective figures, you will see that the officials of your Union have maintained an even keel. The membership figure for the "A" seniority is based on a ratio of nine members for every eight contracted jobs.

This margin is maintained so that the Union hiring halls have a reserve to draw from when the jobs are called in from the contracted companies. As an example, let us take a ship crewing up in Baltimore. The call is in for a total of thirty jobs. It takes nearly forty men, or a reserve of ten to crew this one ship. Some men will not pass the physical, some men aren't ready to sail and others may not want the job. So, as you can see, if we did not have the reserve to draw from in the most senior class, the ship would be forced to sail shorthanded.

Frequently questions arise that cannot be readily answered by the delegate. Regardless of their nature, when you can't answer them, remember you will have a patrolman aboard at payoff to help. If he cannot satisfactorily answer the question, the next step is to bring it to the attention of the Union through the nearest hiring hall.

No matter how the question is answered, it should be quoted for the record, so that the record may reflect the appropriate question and answer. In turn, the record can also serve as a background for your answers that may seem to others as coming from the "top of your head."

Another source of information has been the ships' bulletin board. The SEAFARERS LOG now carries a bulletin board with the notices and items of importance to all hands. It is believed that through the Union's publication, more members are reached and kept abreast of Union functions, negotiations and actions by incorporating it in the LOG.

All in all a delegate's job is mighty important. A good delegate holds the important post of representing the Union on the ship and making life more livable for all—and that's what we are all after in the long run. A good delegate usually means a happy ship.

Good luck and smooth sailing.



YOUR DUTIES AS SIU DELEGATE

SHIPBOARD activity is the heart of the Union. Practically every phase of the Union's operation is the result of some development aboard ship. Many of our contract provisions are concrete examples. Certain of our working rules and conditions appear in the agreements because the experience of SIU crews pointed out the need for them.

Similarly, our shipping rules and constitution are amended from time to time to strengthen the organization's structure and improve the general welfare of the membership. In many cases, these changes originated in motions, adopted at shipboard meetings.

Since the crews aboard ships are the Union's right arm, it naturally follows that they should be in A-1 shape. If they are, the Union will be able to push full ahead—if they aren't—well, just imagine what a fouled-up situation might result.

In connection with the importance of the shipboard unit, the purpose of this is to show how smoothly a crew can operate. It highlights the role in our Union set-up of a very necessary cog—the delegate. Although intended as a guide for the three department delegates and the ship's delegate, it is recommended reading for all hands. A working knowledge and understanding of the delegate's functions will not only make their job a lot easier, it will make life aboard ship a lot more pleasant and profitable for every crewmember.

It is most important to elect your delegates as soon as possible after the crew is signed on and maintain these delegates throughout the voyage. Whenever a crew fails to elect delegates it is the responsibility of the Union patrolman to appoint delegates to insure the smooth operation of the crew's affairs.

You're The Delegate

If you're the delegate, remember always that your shipmates have elected you to represent them as one of the three department delegates—deck, engine, stew-



ard—or ship's delegate. Your pride should let you know that besides thinking you're an okay guy, the crew has respect for your ability to handle a situation with tact and understanding, and that you know the score.

In the old days, crews weren't so fortunately represented. They were always being shoved around. But with the coming of the Union—and the Union delegates—they were able to assert their rights and draw the respect they're entitled to.

Without the delegates, shipboard life could be one long stretch of confusion on overtime, repairs, working conditions, food, quarters and everything else.

The Job Starts Here

There aren't many hard and fast rules to worry about. What the job requires mostly is some good old-fashioned common sense.

Of course you should be familiar with

Union rules and contracts, just as all SIU members should. But if you're a bit hazy on some of them, there are copies of the contracts as well as shipping rules and the constitution in the SIU handbook. Further, they should be available aboard ship for you to make reference to when you need them.

Anything you do to improve your efficiency as a delegate will also better you as a Seafarer. The advantages of getting the old savvy are two fold: (1) they serve your Union, and, (2) they serve you.

All delegates as well as their shipmates, should realize that the cooperation of all hands at all times has been responsible for the Union's gains for the membership. The SIU's further advance—and the present gains—can be jeopardized by irresponsible crewmembers. Thus our strength is tied in with our enforcement of self-discipline. Subservience is not expected of any man. But the membership has the right to demand a healthy respect for the Union rules it has drawn up democratically for the good and welfare of all hands.

Delegates' Duties

Overall, the guidepoints apply equally to all departments. Here's a few of your essential duties if you're a delegate. (If you're not, it's a good idea to know them anyway.)

1. Check each man's book and see that he is in good standing.

2. Be sure each man has been shipped through the Union hiring hall. Be sure each crewmember shows an assignment card when he boards the ship.

3. Before entering a payoff port, the delegate should prepare a list of those men who wish to pay dues and what amounts they will be paying. These lists are helpful to the patrolman who will be paying off your ship. Then his time can be devoted to settling those items under dispute or that need cleaning-up.

4. Be sure all men in your department turn in their overtime as soon as worked, but in any case no later than 72 hours later depending on your contract's provision.

5. Instruct members of your department to keep an accurate record of their overtime in the event any dispute arises.

6. Avoid one-sided allocation of overtime work; see that the work is divided as equally as possible.

7. Be sure all overtime is turned in to the department head, whether it is disputed or not. Any overtime that is not submitted cannot be collected. There is no point in arguing with anyone aboard ship about disputed overtime. If the issue can't be settled immediately, turn the facts over to the Union patrolman when he comes aboard. Let him settle it for you.

An important job is to prepare the draw list, if they are customary on your ship. Each department delegate makes a list of the men in his department and how much of a draw he wants. This list is to be turned over to the captain by the ship's delegate, who should also inquire when a draw can be expected.

Each department delegate should see to it that no member of his department leaves the ship until his relief or replacement is aboard. The delegate should also be notified by a crewmember when he gives his 24-hour notice of quitting or asking a relief so there will be no dispute later. These matters are always especially important to insure against sailing short-handed.

That an "SIU Ship Is A Clean Ship" has basis in fact. Your department living quarters should be clean and livable from sign on to sign off. Everyone growls when he comes aboard a dirty, disorderly ship. Remember this and turn over the ship

to your relieving crew in a good condition. Patrolmen have been instructed to check rooms periodically during their visits.

Additional Duties

There is no use trying to minimize the job of the delegate. Any way you look at it, it's a man-sized job.

One thing the delegate can keep his eyes open for is good Union reading material. Copies of the SEAFARERS LOG and other Union literature should be available at all times for reading and discussion.

Meetings, too are good places for the guys to learn more about their Union



and to sound off on issues of mutual interest. So the more meetings the more good can come of them.

A good way to carry out your Union educational functions is through the medium of special meetings. Here the guys who know the score can give straightforward union talks so that the members may learn what the Union stands for. Get all the Union literature you can to use as background material for discussion of these sessions.

On the subject of meetings, don't forget that copies of the ships' minutes should be made in duplicate. One for the Union and one for the ship's files, which should be turned over to the delegate if the recording secretary gets off the ship. Repair lists and unsettled beefs should be recorded with a copy to the department head, one to the Union and one for the delegate.

So long as there are ships sailing, beefs will be a shipboard factor. Settling these beefs to the satisfaction of all is one of the primary functions of the Union. However, plenty of situations result in beefs that are easily avoidable. Keeping down the number of small, petty beefs will give strength to the sound, legitimate ones that will be much easier to square away.

Beefs can generally be broken down into two kinds:

1. Those that involve the company over such matters as overtime, food, quarters, etc.

2. Those that come up among crewmembers.

Personal beefs are just that, no more. They don't involve the Union or your shipmates and shouldn't be interpreted that way.

The best way to insure success in your overtime disputes is to be certain they're legitimate. Phony overtime is no more substantial than a \$3 bill—and can be just as troublesome. If you have an overtime beef get it in at the right time—don't wait until the last minute.

Let's remember that seamen are men—first, last and always. No crewmember should attempt to lord it over his shipmates. Union brothers have a joint purpose. Unrated men and newcomers shouldn't be bullied nor scoffed at for their sincere efforts. They have the same rights, and are entitled to the same breaks, bene-

An account of a typical ship's delegate and the duties he performs will be found on page 7 of this issue.

fits and protection as any other Union member.

Presenting A Beef

The suggestions outlined below, if followed, will very often prevent beefs. At least, they can help keep them at a minimum. But supposing you already have a beef. What actual steps should you take in handling it?

Just to show you how simple the procedure is, let's take a specific case. One on overtime would be good, since this type of beef occurs fairly often.

Suppose a crewmember has been ordered to do work that he considers to be outside his routine job and makes out an overtime slip (in triplicate). He puts it in within the allotted time and the department head disputes it. The man is then to turn his beef over to his department delegate who will approach the department head and attempt to settle it. Here a good, resourceful delegate can do a good job not only of settling the beef, but clearing the atmosphere with the department head so that the same beef doesn't come up again later.

A beef that cannot be settled between the department delegate and department head is then turned over to the ship's delegate. It becomes the responsibility of the ship's delegate to square it with the skipper.

But if he is unsuccessful in settling the beef, he then turns it over to the patrolman at the port of payoff. (Be sure not to take them to another port where the Union officials are not acquainted with your particular set-up and much time is spent before they can get everything squared away. It's your time and your money—so settle your beefs at the point of production.) The patrolman in turn when he comes aboard will accompany you to the department head to attempt to settle the matter. The delegate's presence helps in two ways: (1) he gets firsthand the method the patrolman uses to settle the matter, and, (2) he's on hand to give the full story of what took place.



But if these steps are unsuccessful, the beef is then taken ashore by the patrolman and the matter is taken up in a meeting with the company. The beef then belongs in the Union hall instead of the nearest bar.

If this procedure is followed with every dispute, the delegate is fully aware of the problems that exist on the ship and can give the patrolman a full and concise report of the exact situation aboard ship when he comes aboard. It saves time if the patrolman doesn't have to get ten different beefs from ten different crewmembers. Besides, by channeling all beefs through the departmental delegate, the

(Continued on page 23)