

RED OIL \$ CRACK US-RUNAWAY TIES

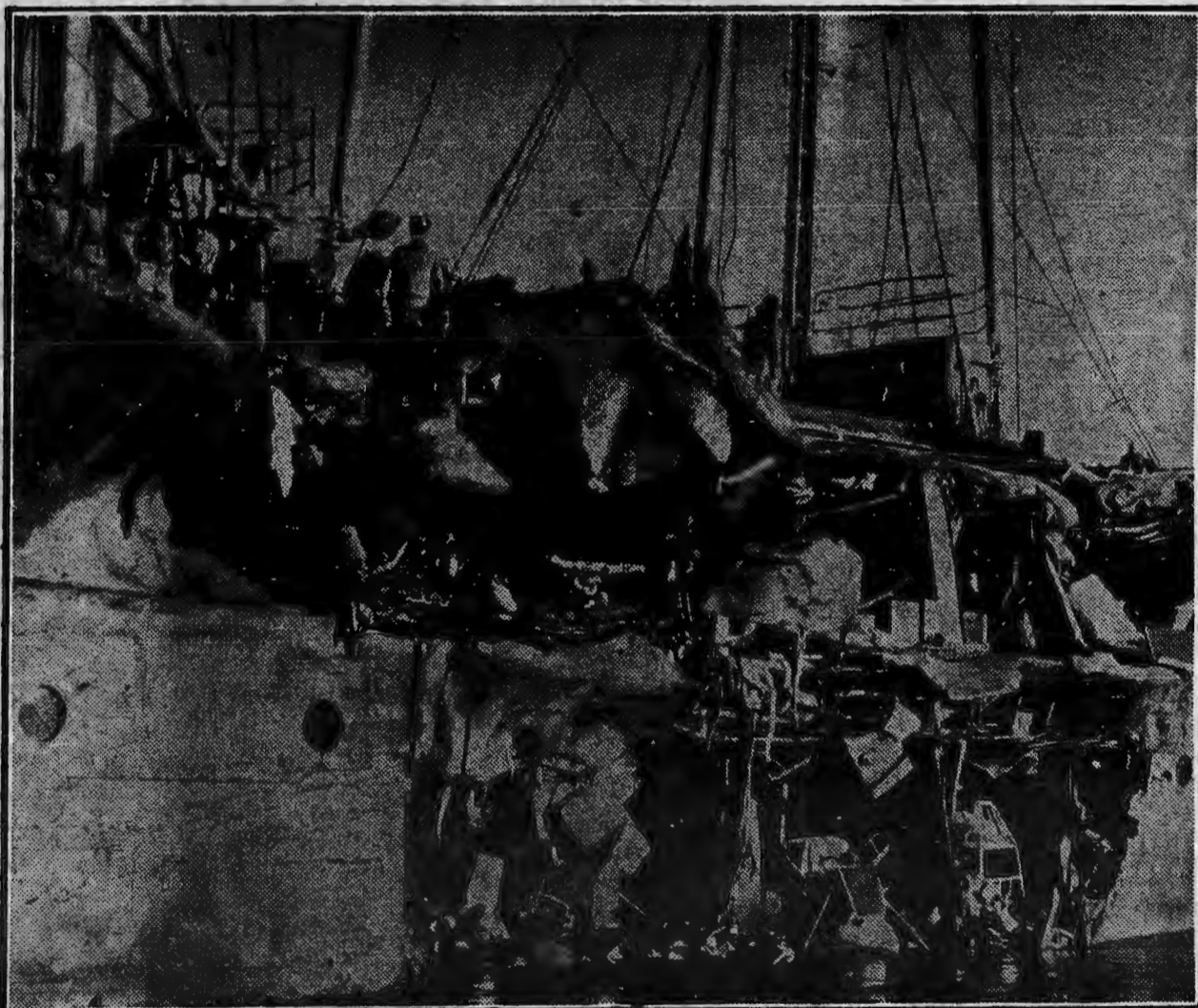
—Story On Page 8

Corsair Crash Kills 5 Seafarers

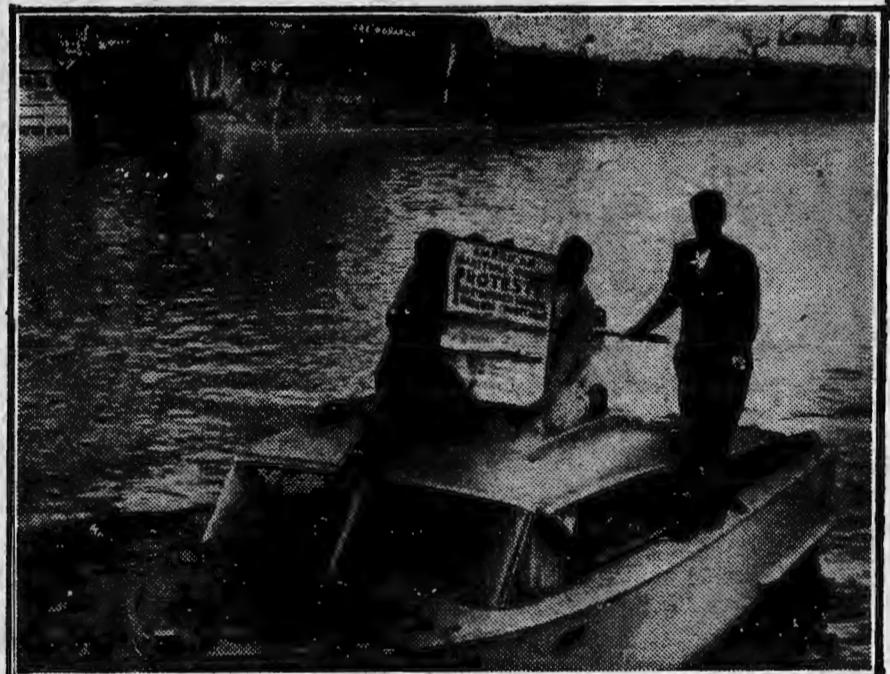
—Story On Page 2

SIU Wins OT For Sea Refueling

—Story On Page 2



Collision Casualties. Twisted steel and wreckage of furniture on Alcoa Corsair (above) shows impact of Mississippi River collision with Italian freighter. At right, unidentified victim awaits medical aid on river bank. Ten people, including five SIU men, were killed. No Coast Guard findings are expected for some time. (Story on page 2.)



Runaway Idled. IMWU picket boat, standing guard on Liberian-flag Ore Monarch, is manned by William Poor (NMU) and Seafarers James Eichenberg, Plactea Aldevera and W. L. Barth. Court has refused to halt the picketing. (Story on page 2.)



Special Supplement

- Surgical Payments Schedule
 - Digest Of Welfare Plan Benefits
- See Centerfold

Stricken Corsair After Accident



Now at a safe berth in New Orleans harbor, the wrecked Alcoa Corsair is pictured earlier, aground on the Mississippi River flats after she was beached to avoid sinking. Collision with the Italian freighter Lorenzo Marcello took the lives of five Seafarers and five passengers on the Corsair. After emergency repairs, two tugs refloated the cruise ship for the long tow back to New Orleans.

10 Die In Corsair Collision; Five SIU Men Lose Lives

NEW ORLEANS—Five Seafarers and five passengers were killed, and another five SIU men were among 21 injured when the passenger ship Alcoa Corsair collided with the Italian flag freighter Lorenzo Marcello South of here. The collision took place at 4:16 AM, October 22, about 60 miles south of this city.

The Corsair was outbound to San Juan, the Marcello inbound. Both ships were negotiating a bend in the Mississippi on a clear night when they collided with the combined force of 32 knots.

The Seafarers who lost their lives were:

- Walter B. Orman, 45, Slidell, La., waiter.
- John Gorman, 37, New Orleans, waiter.
- Edward W. Ketschke, 35, Bridgeport, Conn., waiter.
- Roy A. Goddard, 40, Foley, Ala., waiter.
- Herbert J. Sullivan, 54, New Orleans, waiter (missing and presumed dead).

Those injured were:

- Leo Trahan, 26, New Orleans, MM.
- William H. Hamby, 39, Mobile, 3rd cook.
- Pedro Villalob, 52, San Juan, salon steward.
- John H. Overton, 56, Atlanta, porter.
- John Hand, 38, New Orleans, passenger BR.

Ironically, the tragic accident affected a shipping company which has an exemplary safety record. For two years running Alcoa has won the National Safety Council Marine Section's top safety award.

The casualties occurred when the Marcello's bow sliced into the



Goddard Orman



Gorman Ketschke

starboard side of the Corsair between No. 2 and 3 holds at an angle of about 25 degrees. It ground back to midship house, slashing into passenger staterooms and steward footstools below. Damage to the Corsair was severe, and Captain Joseph Castro beached the ship to keep it from sinking.

The Marcello suffered heavy damage to its bow on the starboard side, but was able to continue to New Orleans under its own power. Volumes of testimony were taken at the Coast Guard hearing which followed. Witnesses agreed on the following points:

- The night was clear and visi-

bility was unusually good. So good, in fact, that neither ship resorted to radar.

• The ships spotted each other while the Corsair was rounding 80-Mile Point and the Marcello was at the Lower Tropical Bend, downstream. The Corsair was doing an estimated 18 knots, the Italian ship about 14 knots.

• Both vessels sounded a two-blast signal for a starboard to starboard passing, the Italian ship sounding first, and the Corsair responding immediately.

• The Marcello sounded the (Continued on page 24)

Corsair Skipper Hails Courage Of Crewmen

NEW ORLEANS—Applauded by their skipper for their courage in the aftermath of the collision, crewmembers of the Alcoa Corsair told of their experiences during and after the disaster.

The Corsair's master, Captain Joseph Castro, complimented the crew for "great courage" in rescuing the injured after the collision. "All hands showed great courage in rescuing the injured and caring for the passengers," he told the Coast Guard inquiry. Commending the "highly-trained personnel" of the ship, he testified that the "courage and performance of officers and crew was outstanding."

Seafarer Pedro Villalob, one of the injured, reported that he and his shipmate, Roy Goddard, clung to each other in the water for two hours until rescued by their shipmates. Goddard, who was severely injured, later died in the New Orleans Public Health Hospital.

Seafarers John Overton, porter, and William Hamby, third cook were trapped in their bunks for two hours before their shipmates were able to work their way through the twisted steel to get them out. Both were asleep at the time.

"I felt the crash against the side," Overton reported. "The side was coming in, crashing right on me. I jumped up and I could see right through the bulkhead. The door was jammed and I couldn't get out.

"My friend" (Hamby) "who was

IMWU Ties Up Runaway Ships; Injunction Denied

PHILADELPHIA—The International Maritime Workers Union scored its biggest victory yet in the drive on runaway shipping when Judge Edward J. Griffiths of the Court of Common Pleas threw out an injunction bid against IMWU picketing. As a result, the 44,600-ton bulk ore carrier, the Ore Monarch is still tied up in this port, having been picketed since October 21.

Judge Griffiths ruled that the operator, Daniel K. Ludwig, had no right to an injunction, in that jurisdiction over the matter properly belonged to the National Labor Relations Board. In doing so, he upheld the contention of US maritime unions that they have the right to organize and represent runaway ship crews under US labor law.

Ludwig is the owner of Universal Tankships, a Liberian-flag subsidiary of National Bulk Carriers. He operates one of the largest runaway fleets in the world. The IMWU first put the picket lines up

in protest against the unfair labor practices of the operator. It has charges pending at the NLRB since March accusing Ludwig of setting up a so-called "independent" union to forestall IMWU organizing.

IMWU spokesmen pointed out that last year the union secured pledge cards from a majority of the Ore Monarch's crew. Upon learning of this development, the operator suddenly pulled an "independent" union out of its hat, the "Global Seamen's Union," which was set up in the British West Indies. The IMWU charges that the crews of the Universe Tankship vessels were forced to sign cards authorizing the "Global Seamen's Union" to represent them.

The IMWU picket line has been supported by tugboatmen, longshoremen and other harbor craft.

SIU WINS 1,700 HOURS OT FOR SEA REFUELING

NORFOLK—Firm action by the SIU at payoff time has won more than 1,700 hours of overtime pay for crewmen of the Orion Planet, who were obliged to work on a refuel-

ing-at-sea operation involving the Planet and a Navy tanker. As a result of the action by SIU headquarters and the Norfolk hall, the crewmembers received some \$3,500 in extra cash for performing an operation which is

fairly new in the civilian merchant marine and not yet covered by the standard SIU tanker or dry cargo agreements. The SIU maintained, however, that the work should properly be classed as OT.

The extra pay for the mid-ocean refueling went to steward, engine and deck department crewmembers of the Orion Planet which refueled the Navy tanker, USS Caloosahatchee, in the North Atlantic.

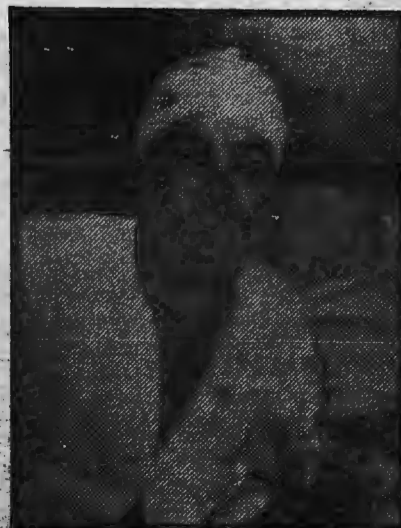
The refueling was done by the fully loaded 28,000-dwt Orion tanker while both ships were traveling at 14 knots in mid-ocean.

The steward department received about 500 hours of overtime; three members of the engine department collected about 200 hours of overtime, and deck department members collected better than 1,000 hours of overtime in the operation.

The Orion Planet and the Orion Clipper will be involved in other mid-ocean refueling jobs for the Navy.



Two of five SIU men injured in Alcoa Corsair collision are shown at US Public Health Hospital in New Orleans. Above is William H. Hamby, waiter. At right is Pedro Villalob, salon steward.



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Runaways Grab Red Charters

SIU Vote Underway



First man to vote in SIU 60-day election of officials, Claudio Pineyro signs in for rank-and-file polls committeemen at headquarters. Balloting got underway on November 1 and will continue through December 31 in all ports. On the ballot are 74 qualified candidates competing for 43 elective posts.

MTD Assaults Move:

Gov't Pressures NLRB To Rule For Runaways

WASHINGTON—Open moves by the Departments of State and the Department of Defense to block organizing of runaway-flag crews have been denounced by the Maritime Trades Department. Letters have been sent to Secretary of Defense Thomas Gates and Secretary of State Christian Herter assailing the Departments' intervention into pending National Labor Relations Board cases involving several runaway-flag companies.

The two Government departments have gotten the Attorney General of the United States to intervene in the cases as a "friend of the court." It is clear that the purpose of the intervention is to deny American unions the right to organize runaway crews and deny these crews the right of union representation.

In the letter to Herter, MTD President Paul Hall called the intervention "a naked exertion of political pressure upon a judicial agency of the Federal Government."

The pending cases all involve companies organized directly either by the SIU or the National Maritime Union. One of the cases involves the SS Florida, where the SIU has already won an NLRB election, but the company is being charged with refusal to bargain and other unfair practices. A second case involves charges against the owners of the SS Yarmouth for firing the entire West Indian crew after the men sought an SIU contract. A third case involves the West Indian Fruit and Steamship Company, operators of the Sea Level (the old Seatrain New Orleans). Here too, the SIU has charged intimidation of crewmembers to keep them from exercising a desire for SIU representation. The NMU case involves Honduran-flag vessels of the United Fruit fleet. The company has refused to accede to a collective bargaining election among the crews.

Hall's letters noted that the runaway-flag policies of the Administration are strangling the Ameri-

can merchant marine, despite the oft-proclaimed call by the Defense Department for a strong merchant fleet under the American-flag. He also called Herter's attention to the fact that in the SIU picketing of the Egyptian-flag SS Cleopatra, the Department "made a solemn promise that, if our unions would remove their picket lines, thereafter in the field of foreign relations, when the lives and safety and welfare of seamen were involved, the State Department would communicate with American maritime unions

'Effective Control' Broken By Lucrative Russian Offers

WASHINGTON—The theory of "effective control", under which runaway-flag ships are supposed to be in the US orbit at all times, has crumbled in its first international test. Runaway shipowners are now assisting the Soviet Union's

drive to bite off a large chunk of the world's oil business. Some of them are carrying Russian oil to Cuba which has become a spearhead of pro-Soviet and pro-Red Chinese policy in the Western hemisphere. As much as two million tons of Russian oil have been contracted for by one runaway ship operator alone.

Cancel Out Liberia

Evidence of State Department concern with the development was the recent announcement that the Liberian government was cancelling the registry of the 24,830-ton tanker Perseus for carrying oil to Havana. The Perseus is owned by the Kulukundis family interests, who also have many ships under the American flag.

The announcement of the cancellation was made not in Monrovia, Liberia, but in New York, where Liberia maintains an Office of Maritime Affairs. The office has been the doorway through which the State Department, the major oil companies and ship operators have established the runaway-flag fleet.

Transferred To Greek Flag

Immediately following the registry cancellation, Manuel Kulukundis, representing the American branch of the family (Cargo & Tankship Management) announced that the Perseus was being transferred to the Greek flag where, presumably, it will continue to carry Russian oil to Cuba.

US maritime unions have long argued that the theory of "effective control" was meaningless, that the United States could never control the operations of runaway-flag ships. Further, the unions pointed out, the United States exercises no control over the crews of these ships, men who are often recruited in areas where there are strong

Communist waterfront organizations.

With several key Labor Board cases coming up in which the theory of "effective control" is to be put to a legal test, the action on the Perseus was seen as evidence that the State Department is pushing the panic button.

Denial of Liberian registry is no hardship on the operators who can always find another flag of convenience.

Runaways Haul Red Oil

Even before the Perseus case broke, an article appearing in the "Washington Post" had charged that the runaways were carrying Red oil to Cuba and undertaking large-scale contracts to carry Soviet oil elsewhere in the world. The author, Bushrod Howard, former executive of the Socony Mobil Oil Company, said that the contracts have released many Russian tankers to supply the Castro government with oil.

Howard pointed out that as early as July, 41,000 tons of Liberian-flag shipping were engaged in the Cuban oil trade. He cites Lloyd's shipping index as his authority. But, he said, "the primary aid to the Communist oil offensive . . . has been to release Soviet tankers for the Cuba run. A total of 85 free world tankers, with a total tonnage of 1.4 million tons, is carrying Communist oil to the free world. This compares to a total tanker tonnage of less than 1.25 million for all the Iron Curtain countries . . ."

A major operator in the Russian oil trade, Howard said, is none other than Stavros Niarchos, who has agreed to carry two million tons of Russian oil to Europe and Japan.

"Niarchos and his United States representative, Walter Saunders, have made a great point of the fact that they are not carrying oil to Cuba. When I asked Saunders what difference it made whether

he released Soviet tankers to carry oil to Cuba or carried it himself, he replied that it was a normal and legal charter."

Howard noted that the US Government, through the Maritime Administration, has given Niarchos considerable assistance in building new supertankers under the American flag, permitting him to transfer many ships foreign and offering Government mortgage guarantees on new ships. Similarly, the Kulukundis interests have built a number of American-flag supertankers with Government aid.

SIU Defeats Hoffa Again In San Juan

SAN JUAN—For the second time in less than a year, the SIU Puerto Rican Division has defeated the International Brotherhood of Teamsters in an election at Valencia Baxt Express Inc. The firm, largest trucking operator on the San Juan waterfront, employs approximately 200 men.

The SIU victory was certified by the National Labor Relations Board on November 1, when a count of challenged ballots gave the SIU 113 votes to 103 for the Teamsters. The election had been held in July but the final count was delayed by the challenges. Every one of the 36 challenged ballots was cast for the SIU.

The SIU originally defeated the Teamsters in the company back in March after Teamster President James R. Hoffa had personally taken a hand in the campaign. Subsequently, Hoffa employed assorted provisions of the Taft-Hartley and Landrum-Griffin Acts to overturn the result and get a new vote. The Teamsters still have not accepted the defeat but have filed a motion with the NLRB calling for "reconsideration" of the certification.

The second win in Valencia Baxt is one of an unbroken series of SIU victories over Hoffa, the most recent of them being the 277 to 171 victory in the 19 ship Great Lakes fleet of Boland & Cornelius and the 255 to 8 drubbing handed the Teamsters at the National Packing Company, a Puerto Rico tuna fish cannery.

McGavin Named To MTD Post

WASHINGTON—A special meeting of the Executive Council of the Maritime Trades Department voted unanimously to select Peter M. McGavin, special assistant to AFL-CIO President George Meany, as the new executive secretary of the MTD. McGavin replaces the late Harry O'Reilly, who passed away at his Chicago home on October 2.

The meeting on November 3 also went on record to approve financial assistance for O'Reilly's wife and family, made necessary by the late executive secretary's lengthy and costly illness.

The new executive secretary has achieved an impressive record as Meany's trouble-shooter since the merger of the AFL-CIO in December, 1955. McGavin has dealt successfully with a variety of inter-union difficulties which were a natural outgrowth of the merger.

His activities in union ranks go back to the years before World War II. A native of Grand Rapids, Michigan, he started his career as an assembly line and foundry worker in Detroit auto assembly plants.

In May, 1941, he was named a general organizer of the American Federation of Labor. Subsequently, he entered the Army in World

War II, serving two years in the Southwest Pacific.



New executive secretary of MTD, Peter M. McGavin succeeds Harry E. O'Reilly.

With the conclusion of the War, he returned to his AFL organizing duties in 1945, working in Ohio, Illinois and Michigan.

In 1949, McGavin was named regional director of the AFL in Western Pennsylvania and West Virginia. In March, 1953, Meany appointed him assistant director of organization. As such, he served under O'Reilly, who was the AFL's director of organization at the time.

He became Meany's special assistant in 1955 and has continued in that capacity. In the course of his services, he has become familiar with many of the problems in the seafaring field and has dealt actively with a number of them.

McGavin's nomination was made by the delegate for Operating Engineers Local 25 and was seconded by several other delegates, including representatives of the Sheet Metal Workers, Ironworkers and other MTD affiliates.

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Seafarer's Family Gets Health OK At SIU Clinic



After all seven children had been checked out at one of the SIU's clinics, Seafarer William Schaefer, AB, grouped them for this photo. Children are in order of age, Martha, 13; William, 11; Charles 10; Mary, 9; Robert 7; Bradley, 5; Louis, 2. Schaefer, was last on the Mount Whitney. Welfare Service representative Frank Mongelli is at left.

Membership Vote Approves District Set-Up For MEBA

The Marine Engineers Beneficial Association, AFL-CIO last month voted by a wide margin to merge its 24 locals into three districts.

The union's 90-day secret mail referendum ends 83 years of local autonomy on the Atlantic and Gulf Coasts where the unions 14 locals voted a merger into the Atlantic and Gulf District.

Five West Coast locals, including Honolulu voted to consolidate into a Pacific Coast District and five other locals voted to merge into a Rivers and Great Lakes District.

The reorganization assures licensed engineers of equal rights in all ports within their district. Jesse M. Calhoun, national Secretary-Treasurer of the MEBA, hailed the move as a great step forward for the union.

He said the three districts would provide more effective administration, better service for the membership, and greater membership participation in union policy formation.

The balloting drew a total of

4,253 votes, with nearly a two to one majority in favor of the merger in each of the three districts.

Some 10,000 engineers employed on deep-sea ships, the Great Lakes and inland rivers are represented by the MEBA.

Owners Foul Up Ship; Skipper Takes The Rap

A report on an inquiry into a ship sinking in India shows some interesting parallels to the findings that are often brought in by the US Coast Guard in similar incidents. The Indian report, dealing with the floundering of the coastal steamer Margaret Rose, appeared in "Oceanite," the official publication of the maritime officers union of India. While the

owners were clearly held responsible for the accident, the skipper took the brunt of the punishment for placing his vessel in jeopardy, at the instruction of the owners.

The Margaret Rose left Bombay on June 7, 1959, with a cargo of some 400 containers of tinsplate. The ship sank two days later and the Marine Court of Inquiry which investigated the loss held that unsafe stowage of the tinsplate was responsible.

The inquiry found that two thirds of the tinsplate had been stowed in the lower hold and one-third in the tween deck, but that all of this cargo had been stowed in the square of the hatches only.

"In his evidence" the magazine related, "the captain stated that despite his protests against carrying the cargo in that manner . . . his fear of losing his job made him submit to the dictates of the owner and he put out to sea."

The investigation also discovered that the cargo was improperly lashed, there being no padeyes for such lashing.

The court of inquiry then suspended the skipper's license for six months on the ground that "no master of a vessel could place the safety of the ship and the crew under his charge. Therefore, the excuse that for fear of losing his job he put out to sea under dangerous conditions . . . could in no way absolve him from his responsibilities as a master."

The court also rapped the owners for stowing cargo in the square of the hatches in order to halve longshore costs.

However, no specific penalty was assessed by the inquiry court against the owners.

Mail Union's History

They Talk 'Contract' With President Of US

(Ed. note: Book reviews are not normally carried in the SEAFARERS LOG. But a new book, "Mailman, USA" is an exception because it is the history of a union which negotiates not in the conventional way, but with the Congress, the Postmaster General and the President of the United States and whose membership—in the course of their duties will call at almost every home in the United States).

Most union histories don't get written, or if they do, they are handled by a writer whose familiarity with the events comes second or third hand, or turn out to be a puff piece. An exception to the rule is "Mailman, USA," written by William C. Doherty, President of the National Association of Letter Carriers. The mailmen's union is a unique operation which, despite the fact that it involves civil service employees, has shown a militancy and aggressiveness not normally found in Government employ.

Further, Doherty's participation in the union's activities for the past 37 years (starting out as a substitute letter carrier at 60 cents an hour) gave him a front row seat on many of the union's most significant battles.

The letter carriers union dates all the way back to 1889. It developed out of a background of struggle against the spoils system, the arbitrary acts of local postmasters and the discrepancies in wages and conditions from one postoffice to another.

Doherty's book makes clear the extraordinary difficulties postal employees face in modifying any phase of their wages and working conditions. Unlike the average union, which can sit down and bargain directly with management, the postal employee has to fight the issues on the floor of Congress and within the administration. And, of course, being Federal employees their activity is circumscribed by the prohibition on striking.

Nevertheless, the postal service offers fascinating challenges to a Union representative in dealing with one of the largest business operations in the world, whose boss is the President of the United States.

("Mailman USA," published by David McKay Company, Inc., New York, \$3.95)

LABOR 'ROUND THE WORLD

ONE OF THE SECTIONS OF THE WORLD that has been relatively untouched by progress is Portuguese West Africa. In that part of the world, no pretense is made of giving workers—or anybody else—the right to organize and better their conditions. Angola, as Portuguese West Africa is known, has approximately 4½ million inhabitants. All but some 200,000 are labeled as "non-civilized." The 200,000 have the "right" to join two state-run "trade unions," one of them for commercial and industrial employees, the other for railwaymen, metal workers and truck drivers.

The "trade unions" do not have contracts, welfare benefits, unemployment insurance or other characteristics of free unions. Strikes are outlawed, with severe penalties imposed on anyone putting up a protest.

At that, the workers in the "trade union" are better off than the "non-civilized" who are not permitted to have an organization. The International Confederation of Free Trade Unions characterizes their condition as "forced labor." Their wages amount to 18 cents a day, one half of which is paid in food.

DEVELOPMENTS IN THE CUBAN UNION MOVEMENT have followed the classic pattern of a dictatorship, that of destroying any semblance of an autonomous and independent trade unionism. For a few months after the success of the Castro revolution in Cuba, the trade unions there successfully defeated efforts by the local Communists to take over the Cuban labor federation. Many of the leaders who fought Communist infiltration had themselves been with Castro in his days as an underground revolutionary.

Subsequently, these men were ousted. Twenty of the country's top labor officials have fled Cuba or are hiding out in embassies of Latin American countries. Those who have stayed behind are part of a uniformed "labor front" complete with paratrooper boots and army outfits.

In the factories "workers councils" have been set up which arbitrarily determine schedules, wage scales and production rates. Wage gains and other collective bargaining achievements have been cut back an estimated 50 percent. In addition, Cuban workers have had their taxes considerably increased.

THE BRITISH LABOR MOVEMENT has been shaken by a political issue as a result of the formation of a coalition of pro-Communists, Communist sympathizers, pacifists and anti-Americans. The coalition succeeded in pushing a resolution through the Labor Party conference calling for Great Britain to give up nuclear weapons on its own, even if other countries, including the Soviet Union, continue to manufacture such weapons. The group which pushed the resolution through also favors "neutrality" for Great Britain in the worldwide contest between the US and the Soviet Union, and the abolition of American bases in the British Isles.

The success of the move was widely-regarded as dooming any chance the Labor Party might have of winning a future general election in that country. It has also stimulated energetic efforts by British trade unions to organize sentiment and fight back against what is considered to be a pro-Soviet trend playing upon the anti-war sympathies of the British public. The London "Daily Worker," publication of the British Communist Party, was enthusiastic over the Labor Party decision, a tipoff as to who stood to gain by it.

IT'S OBVIOUS TO EVERYONE that the weakest link in the Soviet Empire is the opposition of Poland to communism. This has been repeatedly demonstrated in recent years in the form of various protests by Polish workers against conditions on the job. In recent months, the Polish Communist government has been cracking the whip in an effort to get more production out of underpaid and badly-fed Polish workers. The official Communist press has conceded that there has been a succession of strikes and demonstrations in widely-scattered sections of the country. It is believed that there are many more such demonstrations than are officially reported, since news of these events has been carried by word of mouth.

One such demonstration took place in the town of Goleniow, where unemployed workers demanded assistance from the municipal authorities. They had received 250 zlotys to keep them going, enough for about five days. There are no unemployment benefits in Poland, the Soviet Union, or other Communist countries on the theory that Communist countries have "abolished" unemployment. As a result, those who are without jobs get no formal assistance whatsoever from the government.

ACROSS THE BORDER IN CANADA, the Department of Labor has come up with some interesting statistics as to general employment conditions in that country. The average weekly wage of Canadian workers in industry comes to \$75.38. However, there are wide variations from one section of the country to the other. The lowest wage scales exist in the maritime provinces, with Prince Edward Island on the bottom of the list, \$55.88 a week. British Columbia has the highest average scale, \$82.78, with Ontario next.

THE PUSH FOR SHORTER HOURS is continuing in West Germany. As was reported here, steelworkers have established a 40-hour week standard in recent contract negotiations, and now the German Railwaymen's Union, an affiliate of the International Transportworkers Federation is demanding a change in regulations covering standby hours. Although the normal work week is set at 45 hours, about half of the 500,000 railwaymen work up to 56 hours a week, with the additional time being spent on standby duty. The union is asking for more time off in the form of additional days off, as well as a change in the standby regulations. Meanwhile, it has negotiated increased penalty pay for Sunday work and overtime. The increases are still modest by American standards, since the Sunday work is now paid at the rate of time and one-quarter, as against the time and one-half or double time that would be found in American contracts for such work.

Another Safe SIU Shlp



The safest vessel in the Bloomfield fleet for three years' running, the Lucile Bloomfield gets company award in Galveston. At presentation are (l to r) Ralph Ray, steward delegate; D. J. Collier, chief engineer; Captain H. H. Rose; R. F. Mercor, company safety representative; Jesse Parrish, engine delegate; Harry Smith, deck delegate.

SIU Halls Will Serve Thanksgiving Day Dinners

Seafarers ashore with their families this Thanksgiving and Christmas will be served the traditional holiday dinners in SIU cafeterias in all ports. Where there are not eating facilities in any of the hiring halls, the two meals will be set up in local restaurants.

Complete dinners—that is, everything from appetizers through after dinner mints—will be included in the bill of fare on both occasions. In many cases, SIU dining facilities will serve the dinners from sometime before noon till mid-

afternoon. (For example: Thanksgiving dinner at headquarters was served from 10 AM to 3 PM last year. This gave 800 guests a chance to fully enjoy all the trimmings.)

Big Menu

An advance look at the menu for Seafarers and their guests who will partake of the Thanksgiving dinner at headquarters indicates that a light breakfast is in order that day. Starting at the top, there will be four types of appetizers, including green onions and rose radishes. Shrimp cocktail, too, plus three varieties of soups — including French onion. Next come the meat entrees—roast tom turkey, baked virginia ham and prime ribs of beef. With that, one can choose from among seven types of vegetables. In the dessert department there will be three flavors of ice cream, three kinds of cake and pie, plum pudding or fresh fruit. To top it off (if you can make it) will be nuts and candies and after dinner mints.

Oh yes, coffee, tea and milk will also be served.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

SIU, 12 Unions Setting Up Non-Profit Drug Plan

The SIU has joined with 12 other New York unions in a program to provide union members and their families with low cost medical prescriptions. The 13 unions plan to operate their own drug store chain in the city's five boroughs to reduce the costs of prescriptions and other medicines by approximately 30 percent.

The union project, which would serve an estimated 350,000 union men and their families in the metropolitan area, has been formally incorporated as the Medstore Plan, Inc. SIUNA President Paul Hall is serving as acting chairman of the Plan's board of directors.

In announcing the new program, Hall noted that the project was an outgrowth of Senator Kefauver's investigation of the drug industry. Kefauver, as chairman of the Senate Anti-Trust and Monopoly subcommittee has been investigating excessive price mark-ups as well as rigged prices in the prescription drug field.

Since existing health and welfare plans do not, in most instances, cover the costs of prescriptions, these costs are, in many cases, more than a worker has to pay for doctor's care or other medical services.

In fact, a recent study by the Health Information Foundation revealed that New York families spend an average of 21 percent of their medical outlay on drugs.

"About two-thirds of the drug bill," Hall declared, "is for expensive prescription drugs, the cost of which has become prohibitive for the average worker's family. Unions have been under continuous pressure from their members to do something about this."

The Kefauver committee has pointed out that retired Americans, including, of course, retired union members, are in the age group which uses more prescription drugs than any other, yet they are least able to pay the costs.

A major purpose of the Medstore plan would be to set up a yardstick to determine the cost of drug insurance. The experience of the Medstore operation would enable the unions involved to negotiate such insurance in future welfare plan modifications. Dr. George Baehr, a medical administrator of many years' experience, will serve as a consultant to the Medstore program to help determine family utilization and the costs of prescription drugs, and also in establishing close controls over the quality of the drugs sold.

Existing plans call for the first of the stores to be opened in Manhattan early in 1961, and at least one store each in the other four

boroughs by June 1. All stores will be operated on a non-profit basis.

In addition to prescription drugs, the stores will handle a limited number of other standard items such as aspirin, mouth washes, and the like.

It has been emphasized that the plan is not designed to replace the neighborhood drug store, of which there are some 5,000 now serving New Yorkers.

Seafarers, of course, receive their prescriptions through the US Public Health Service, but members of their families have to purchase drugs in the retail market and pay the high prices which prevail in that industry.

Very few insurance plans in the nation provide any kind of prescription coverage. One of them is the Kaiser Foundation, which controls its own outlets.

Aside from the SIU, the unions

participating in the Medstore operation include the following:

- Region 9A United Automobile Workers Union;
- Transport Workers Union Local 100;
- International Ladies Garment Workers Union;
- District Council 37, American Federation of State, County & Municipal Employees;
- Dining Room Employees Local 1;
- District 15, International Association of Machinists;
- Lodge 1987, International Association of Machinists;
- International Union of Electrical Workers, District 4;
- Office Employees Local 153;
- Textile Workers Union of America, New York Joint Board;
- Retail Clerks Metropolitan Council Health and Welfare Plan;
- Local 89, Chefs, Cooks, Pastry Cooks and Assistants Union.

How Union Drug Plan Will Benefit Members

Direct benefit for members of Seafarers' families and for retired SIU men is a major objective of the new Medstore plan, in which the SIU is participating along with 12 other unions.

The benefits will come in two ways:

• Medstore will make available standard prescription items, such as cortisones for treating arthritis, insulin for diabetes and similar drugs as far less cost than the conventional list prices.

• It will endeavor to educate physicians to prescribe drugs by the chemical name, rather than the brand name. When drugs are prescribed by brand name, the druggist must supply the high-priced brand. He can't substitute the cheaper drug, even though it is chemically identical. Consequently, druggists are forced to stock the highest-priced brand name drugs.

An example of this practice, as revealed by the Kefauver Committee. The committee found that the three largest manufacturers of prednisone, which is used for treating arthritis, all charged identical wholesale prices to druggists \$179 per thousand. The retail price is 28 cents per pill. Some arthritics

have to take two daily, which costs them nearly \$200 a year.

These same pills are sold by smaller companies for as little as \$40 per thousand, but unless doctors prescribe them by the chemical name, the patient can't get any saving.

Incidentally, the same manufacturer who sells the pills to druggists at \$179 per thousand bid \$23.63 per thousand to get a Veterans Administration contract, or less than 2½ cents per pill for which the public pays 28 cents.

The state of Connecticut has already urged doctors prescribing for public welfare patients to use the chemical name, since the state has to pay the bills. The savings have been estimated as close to 50 percent.

Unfortunately, there are so many brand names that physicians can't keep track of the chemical names. Medstore intends to assist physicians in identifying the constant flood of brand-name prescription drugs which come on the market.

on the ball

NEWS

HEADLINES

IN REVIEW





SEAFARERS ROTARY SHIPPING BOARD



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

October 1 Through October 31, 1960

Deepsea shipping activity in SIU ports was again on the upswing in October in comparison with the previous month. There were 2,682 jobs shipped last month in contrast to 2,496 in September—or a gain of 186 jobs during the most recent month.

Shipping activity, too, was up in October, with 473 vessels either paid off, signed on or serviced in transit. During the previous month, shipping activity stood at 422 ships. Breaking down the October activity, there were 119 payoffs, 63 sign-ons and 291 ships in transit. New York serviced 97 ships, the most for any SIU port, while New Orleans and Houston were next with 82 and 65 ships, respectively.

In the payoffs department, New York again was on top with 45; New Orleans was second with 17 and Baltimore and Mobile were next with 14 apiece. All ports recorded payoffs during October.

A and B registrations on the beach stood at 3,113 men, down from the previous month when 3,284 men were on the beach.

The best shipping for the month was out of New York, where 579 men received employment. Next best was New Orleans, with 486 jobs, and Houston, with 379.

Ship Activity

Port	For Sign On			TOTAL
	Off	On	Trans.	
Boston	5	9	11	14
New York	45	9	43	97
Philadelphia	7	7	20	34
Baltimore	14	10	22	46
Norfolk	—	—	20	20
Jacksonville	2	4	22	28
Miami	—	1	7	9
Mobile	14	10	10	34
New Orleans	17	15	50	82
Houston	3	—	56	65
Wilmington	2	1	10	13
San Francisco	3	—	12	15
Seattle	—	—	8	11
TOTALS	119	63	291	473

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	13	5	21	—	3	3	6	—	2	4	6	—	—	1	1	—	1	1	2	6	1	2	9	10	22	7	39	—	8	3	11
New York	41	100	24	165	1	22	22	45	55	97	30	182	6	13	20	39	—	2	7	9	182	39	9	230	79	148	41	268	3	31	30	64
Philadelphia	9	8	7	24	—	6	2	8	6	17	7	30	1	3	3	7	1	2	3	6	30	7	6	43	16	22	6	44	—	7	5	12
Baltimore	25	74	18	117	6	12	11	29	23	47	16	86	3	8	15	26	1	—	1	2	86	26	2	114	39	86	14	139	5	15	32	52
Norfolk	7	19	4	30	1	8	11	20	5	16	5	26	2	5	4	11	2	2	1	5	26	11	5	42	12	20	5	37	2	6	12	20
Jacksonville	4	9	2	15	—	7	5	12	5	6	1	12	1	10	2	13	1	—	4	5	12	13	5	30	8	9	—	17	—	2	8	10
Miami	—	—	1	1	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1	—	—	—	—
Mobile	21	29	5	55	—	4	7	11	21	31	14	66	4	6	12	22	—	1	1	2	66	22	2	90	22	27	2	51	—	2	5	7
New Orleans	42	66	15	123	6	20	13	39	38	62	15	115	4	10	16	30	3	10	11	24	115	30	24	169	57	83	22	162	5	14	18	37
Houston	47	68	24	139	3	25	28	56	35	52	26	113	4	13	13	30	—	2	3	5	113	30	5	148	40	43	18	101	4	12	11	27
Wilmington	10	6	—	16	3	7	2	12	9	10	—	19	2	3	6	11	1	2	2	5	19	11	5	35	6	6	—	12	1	5	4	10
San Francisco	10	19	4	33	5	11	8	24	9	23	5	37	2	5	3	10	—	—	3	3	36	10	3	49	24	20	3	47	2	6	5	13
Seattle	6	13	6	25	1	2	4	7	8	10	9	27	4	7	5	16	0	1	2	3	27	16	3	46	13	12	3	28	0	4	1	5
TOTALS	225	424	115	764	26	127	116	269	214	374	132	720	33	83	100	216	9	23	39	71	719	216	71	1006	328	501	123	952	22	112	135	269

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	7	1	8	—	2	2	4	1	4	1	6	—	—	2	2	—	—	—	—	6	2	—	8	1	12	2	15	2	3	3	8
New York	20	90	9	119	5	29	27	61	19	76	15	110	1	26	28	55	—	12	5	17	110	55	17	182	47	132	20	199	7	30	27	64
Philadelphia	—	14	3	17	1	5	4	10	—	15	4	19	—	8	4	12	—	1	3	4	19	12	4	35	1	21	7	29	1	2	2	5
Baltimore	10	62	9	81	1	36	17	54	12	55	7	74	2	24	21	47	—	11	5	16	74	47	16	137	8	72	7	87	—	26	24	50
Norfolk	5	16	2	23	3	4	2	9	3	12	6	21	—	4	6	10	—	2	1	3	21	10	3	34	4	19	3	26	3	9	5	17
Jacksonville	2	5	—	7	1	7	6	14	—	4	1	5	—	6	3	9	1	2	4	7	5	9	7	21	1	3	—	4	—	—	5	5
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6	35	2	43	—	5	9	14	7	33	8	48	—	4	9	13	—	0	4	12	48	13	12	73	7	28	1	36	—	7	3	10
New Orleans	29	70	4	103	—	23	10	33	20	70	9	99	1	18	6	25	3	17	10	30	99	25	30	154	38	82	12	132	1	28	19	48
Houston	22	80	10	112	5	41	22	68	20	62	13	95	1	20	16	37	1	4	1	6	95	37	6	138	40	41	3	84	1	13	6	20
Wilmington	3	7	1	11	1	2	4	7	3	6	1	10	1	4	4	9	—	3	3	6	10	9	6	25	3	8	1	12	1	1	3	5
San Francisco	6	22	3	31	—	7	5	12	4	12	4	20	—	10	10	20	—	3	—	3	20	20	3	43	9	35	6	50	1	2	3	6
Seattle	3	18	6	27	2	5	7	14	4	19	8	31	1	8	5	14	0	1	1	2	31	14	2	47	4	18	4	26	3	10	7	20
TOTALS	106	427	50	583	19	167	115	301	93	368	77	538	7	132	114	253	5	64	37	106	538	253	106	897	163	475	68	704	20	132	107	259

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	1	5	7	—	—	—	—	—	—	2	2	—	—	3	3	—	—	1	1	2	3	1	6	5	3	7	15	3	1	3	7
New York	42	14	67	123	1	5	43	49	37	14	65	116	—	1	31	32	—	—	19	19	116	32	19	167	71	28	111	210	5	4	42	51
Philadelphia	9	5	13	27	—	—	9	9	6	6	7	19	—	—	5	5	—	—	2	2	19	5	2	26	15	5	10	30	—	1	10	11
Baltimore	15	11	36	62	3	4	29	36	23	7	37	67	1	2	18	21	—	—	7	7	67	21	7	95	41	14	27	82	3	4	34	41
Norfolk	10	5	4	19	2	5	7	14	3	—	4	7	—	3	1	4	—	—	2	2	7	11	2	20	15	6	4	25	4	7	11	22
Jacksonville	13	1	—	14	2	1	4	7	12	2	3	17	—	—	5	5	—	—	6	6	17	5	6	28	8	2	1	11	2	1	3	6
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15	7	24	46	—	1	13	14	22	8	29	59	2	2	25	29	—	—	2	2	59	29	2	90	19	9	21	49	—	1	9	10
New Orleans	40	10	88	138	—	2	35	37	31	10	69	110	1	4	30	35	4	—	23	28	100	35	28	163	44	13	96	153	—	2	37	39
Houston	27	12	19	58	7	6	14	27	17	8	38	63	—	—	23	23	—	—	7	7	63	23	7	93	13	16	14	43	3	2	15	20
Wilmington	6	2	4	12	—	—	2	2	7	—	4	11	1	1	3	5	—	—	4	4												

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

Atom Cargoes: The Big Unknown

One of the problems we're starting to run into concerns atomic and radioactive cargoes carried aboard offshore ships. This traffic is growing all the time. Nobody's been hurt or affected in any way by these cargoes and we've been advised by people at the Atomic Energy Commission that every precaution is taken so nothing can go wrong. At the same time, no one really knows when something will go bad, when a container might break or leak and cause a lot of grief.

The way things stand, nobody on the ships right now knows what to do when it comes to dealing with radioactive materials; no special equipment is put aboard to check it or as a control if something goes wrong. We can't see letting this kind of situation go on, and we've written to Admiral Richmond, commandment of the Coast Guard, to see what can be done. There are plenty of rules and procedures for handling these shipments ashore and, if you have to, you can pick up a phone and get help fast. But you can't get that kind of service on a ship at sea; we think there have to be some steps taken before it's too late.

When you digest all the known facts about an accident, you can come up with a lot of useful information. This often helps pinpoint what went wrong the last time and makes it easier to avoid the same traps in the future. We did this with the accidents reported to us by SIU companies during 1959 (LOG, Mar. 25, 1960) and now we have a similar IBM breakdown for part of 1960. The general pattern of the accidents seems about the same.

The 1960 report shows that 81.6 percent of all the accidents occurred "on duty"; 11.2 percent "off duty" (aboard ship, not working) and 4.6 percent happened ashore. In 1959, 80 percent of the accidents were "on duty" and 18 percent "off duty" (including 6.6 percent ashore). This indicates a reduction so far for 1960 in accidents during non-working hours and certainly is something to keep hammering away at.

Another part of the picture shows when accidents are reported. There's been talk that seamen don't report the accidents right away, but we can't find any evidence to back this up. Last year, 71 percent of the accidents were reported the same day and 16 percent more by the next day, a total of 87 percent. Only eight percent were reported "late." The figures for 1960 are 71.7, 15.5 and 7.0, respectively, and they match almost identically. The conclusion is that so-called "late reporting" is a myth.

The same applies to all the hollering about seamen having a lot of serious accidents and the impression this gives that seamen are a bunch of stumblebums. We found in 1959 that 63 percent of all the accidents involved no lost time; the figure this year is 62.9. The disabling (lost time) accidents last year accounted for 33.7 percent; the 1960 figure is 33.2. This backs up what we've been saying all along: Only one out of every three accidents aboard ship is serious enough to cause lost time of one day or more.

There's still time for entries in the Safety Department's Safety Poster Contest. Seafarers who are eligible for Welfare Plan benefits can submit poster suggestions in four categories: general shipboard safety and deck, engine or steward department safety. Nine prizes will be awarded, four transistor radios and four electric shavers as first and second prizes in each category, as well as a fully-equipped Polaroid camera as the grand prize. Get your entries in to the Safety Department, Seafarers Welfare Plan, 11 Broadway, New York 4, NY, before January 1.

On the subject of results, Bull Line's Edith and Frances can now be added to the list of SIU vessels reporting six-month accident-free periods since the start of 1960. We're preparing awards for these two ships as we have for 21 others so far, which were listed in the last issue of the LOG. In addition, 20 SIU crewmembers on the two Bull Line ships were aboard the full six months without an accident and are receiving individual awards. That brings the total number of Seafarers receiving these awards so far to 245. (See photo below.)



Chalking up a six-month accident-free record, the Del Sol recently received an SIU safety award at New Orleans. Capt. E. R. Seamen, Mississippi's port captain (right), did the honors, with Seafarers Claud Bankston, Jr., bosun; Ramon Irizarry, steward; Edward P. Avrard, engine utility and ship's delegate, and Theodore Phelps, electrician, plus Capt. William Rogers, master, on hand for the occasion. Irizarry and Phelps earned individual awards by being aboard the ship for the full time.

MTD Sets Up NY Council

Seamen and other maritime and allied crafts workers in the New York area are now represented by an influential port-wide union grouping, the Greater New York Port Council of the Maritime Trades Department.

At a preliminary meeting of the group, four interim officers were named to serve until December 6. At that time, a formal organizational meeting will take place to adopt a port council constitution and to elect permanent officers of the body.

Formation of a New York port council gives maritime workers in the area an effective voice on organizational and legislative matters and a clearing house for mutual support and assistance. Similar port councils operate in

virtually every port of importance on all deep sea coasts as well as on the Great Lakes and inland waterways. The port of Baltimore, Philadelphia and New Orleans, to name three, have had such councils functioning effectively for some time.

The interim officers, who will serve until the December 6 meeting are: President — Anthony Scotto, organizing director, Local 1814, International Longshoremen's Association; Vice President — Jerry Wurf, executive director, District 37, State, County and Municipal Employees Union; Executive Secretary — Joe Powell, international organizer, Office Employees International Union (Powell is also business representative of Local 153 of that union); Field Representative — Raymond J. "Chuck" Connors, ILA Local 791, who serves on the ILA headquarters staff.

The preliminary meeting attracted wide representation with approximately 100 delegates attending. Among unions represented were seamen, longshoremen, marine engineers, deck officers, operating engineers, carpenters, electricians, upholsterers, laundry workers, office employees, painters, sheet metal workers, plumbers and various other crafts.

Bosses Laud Hard Work As Unemployment Rises

Unemployment in the nation rose to 3.6 millions in October, according to the US Department of Labor, and a survey of major companies across the country indicates that the problem will get worse in the next few months, partly because of automation moves.

The seasonally-adjusted rate of unemployment climbed to 6.4 per cent last month, rising 200,000 instead of dropping seasonally. Joblessness is expected to reach 4.1 millions by the end of this month; 4.2 million in December and about 5.25 million in January and February.

The labor department report showed that employment fell by about 300,000 to a total of 67.5 millions in October, still a high for the month. The seasonally adjusted unemployment rate of 6.4 per cent is up from 5.7 per cent in September.

The unemployment rate was higher only in two of the three post-war recession years: in October of 1958 and October of 1949.

Non-farm employment failed to show its usual seasonal increase last month while the usual post-harvest reductions in agriculture took place.

A "Wall Street Journal" survey showed that leading manufacturers are stepping up efforts to cut labor costs by trimming their work forces without cutting production.

Some employers seem almost pleased by the prospect of higher unemployment. The "Journal" says, "As unemployment rises, many companies say the job per-

formance of their workers is improving . . . the workers who are laid off are the least experienced and the fear of possible additional layoffs sometimes is leading remaining employees to work harder."

Some companies are trying to avoid layoffs by cutting back on overtime and the number of working days. Some of the automation and other "efficiency" programs begun in 1957-58 are only now taking effect holding down the need of workers.

THE INQUIRING SEAFARER

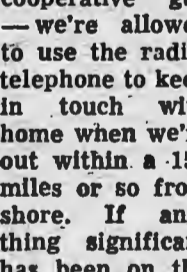
QUESTION: Do you keep up with news events on the home front when you are at sea? How?

Abele Nicolich, deck dept.: My mother sends me the major home-



town (New York) newspapers when I'm sailing offshore. Generally I have at least a dozen or so to scan when I hit port. If something of vital importance appears in the news, it's usually clipped and sent to me airmail. As added insurance, however, I carry along a short-wave radio and can always pick up English language newscasts most of the time.

William Reber, deck dept.: Sometimes—if the radio operator is a cooperative guy—we're allowed to use the radio-telephone to keep in touch with home when we're out within a 150 miles or so from shore. If anything significant has been on the news we're usually informed of it. On the other hand, some radiomen put out a daily news roundup which is typed and posted on the bulletin board.



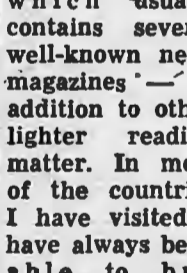
Fritz Kroyer, deck dept.: I have my own short-wave radio and make it a point to tune in several times daily to news broadcasts, most of which are transmitted by the Armed Forces Network. This, I believe, is the best source for the news. Most of the time I get good reception. Only on a few occasions has interception been too strong to permit listening to the news. Also, I pick up American papers overseas whenever I can.



William Konzounas, steward dept.: I buy several local (New York) papers and news magazines before shipping out, and read them thoroughly while en-route to a foreign port. When I get ashore, I shop around for English editions of newspapers. On the other hand, when I am at sea usually one of the men aboard will have a short wave radio which picks up American newscasts.



Elmer Kent, steward dept.: I rely heavily on the ship's library which usually contains several well-known news magazines—in addition to other lighter reading matter. In most of the countries I have visited I have always been able to buy American papers—including the "New York Times" and the "Tribune." I don't think we miss much of the news while we're under way because many of the men aboard have short wave radios which they share with the rest of the crew.



John Owen, deck dept.: I consistently buy the international edition of a well-known news magazine (Time) which offers me the best analysis and wrap-up of events the world over. I listen to the Voice of America on short wave and also other American-sponsored newscasts. I also look forward to receiving the SEAFARERS LOG when I'm overseas.



Kennedy Win Ends 8-Yr. GOP Rule

In one of the closest elections in history, Massachusetts Democratic Senator John Kennedy won election to the White House, ending an eight-year period of Republican rule in Washington.

Senator Kennedy squeaked through with the strong support of the AFL-CIO by a margin of slightly more than 200,000 votes out of 67 million in the popular vote. In the electoral vote, he got 300 to 223 for his opponent, Vice-President Richard Nixon, well over the 269 needed.

His successful electoral college majority was based on his victories in such industrial states as New York, Massachusetts, Pennsylvania, Illinois, Michigan and New Jersey.

The President-elect, coming from a seacoast state, has shown an interest in maritime problems in the past and has been critical of the runaway-flag registry practice. Consequently, it's expected that seamen's problems and those of the American-flag maritime industry may get a more sympathetic hearing than under the present Administration.



THE SIU INLA



Fact Finders' Report On Rail Tug Dispute Expected Next Month

A fact-finding board appointed by President Eisenhower has been holding hearings on the dispute between the SIU Railroad Marine division and seven major railroads operating tugs in the port of New York.

The three-man board, created late in September by the President, postponed for at least 60 days a strike by the Railway Harbor Council, of which the Railroad Marine Division is a member, against the railroads.

Named In September

Dudley Whiting, chairman, Benjamin C. Roberts and William C. Coburn were appointed to the board on September 28. Hearings have been held at the Federal Building at 641 Washington St., in Manhattan, beginning October 17.

Because of previous commitments, the fact-finders recessed the hearings after a week of testimony, and reconvened the sessions on October 31.

The railroads are represented by the Eastern Railroad Association, and include the Pennsylvania, New York Central, Baltimore and Ohio, New Haven, Brooklyn Eastern District, Bush Terminal and New York Docks Terminal.

Council Members

The New York Railway Harbor Council includes the Masters, Mates and Pilots and the Marine Engineers Beneficial Association in addition to the SIU Railroad Marine Division.

During the first hearings, the MM&P gave opening arguments, with the MEBA and the SIU following. Later hearings were marked by voluminous documents entered as exhibits by the railroads, none of which had anything to do with the marine phase of the carriers' operations.

After another recess this month, hearings will resume, and a report is expected to be issued by the end of December.

If no agreement is reached by the end of this period, the Union will be free to take any action it deems necessary to protect the

interests of its members. The Railroad Marine Division alone represents 850 deckhands employed aboard the harbor tugs.

Union and railroad representatives met for the first time last November to discuss demands for a new agreement under the Railway Labor Act.

Major gains sought for deckhands are:

- A minimum manning scale for all steam and diesel tugs and ferries to be in effect as of November 1, 1959.
- A general wage increase of 55 cents per hour.
- Four additional paid holidays.
- A pension and welfare plan similar to that covering deepsea members of the SIU.

Refused Arbitration

The Marine Division, a segment of the SIU Inland Boatmen's Union, had refused an earlier Federal offer of arbitration after many months of fruitless negotiation with the carriers, who refused to hear the Harbor Council's demands.



Receiving trophy for drill team victory, from Col. James T. Garner, is Lawrence W. Laffargue (center), SIU Inland Boatmen deckhand. George Bravo, 14, looks on.

Inland Boatman Drills 'Em Right

NEW ORLEANS—A deckhand with the SIU Inland Boatmen's Union out of New Orleans, whose part-time avocation is instructing a young drill team at a recreation center here, last month saw his partial efforts pay off as the team finished in first place over eight other units in city-wide competition.

Lawrence Laffargue, the IBU member, is volunteer coach of the Delgado recreation center team which won the event. The judges consisted of six Army and Air Force officers. Laffargue got most of his experience as a member of the Louisiana National Guard.

Laffargue, who is an honorary lieutenant, drilled the youngsters one night each week at the Delgado center.

Laffargue works mostly aboard vessels of the SIU-contracted Dixie Carriers, Gulf Canal Lines, Coyle Lines or Colle Towing Co.

IBU Dredgemen Win Elections In 4 Great Lakes Companies

The SIU-affiliated International Dredge Worker's Union has won a smashing victory in four National Labor Relations Board elections of sweepcraft men, rangemen and service truck drivers for four Great Lakes dredging companies. The men, employed by Dunbar & Sullivan, Great Lakes Dredges & Dock, Western Contractors and Aljon Kiewitt in the Sault Ste. Marie, Detroit and Port Huron areas, all voted nearly unanimously for representation by the Dredge Worker's Union.

In all but one election, the men voted unanimously for the Dredge Workers. And in that one election only two men voted against the union. On the ballot were two choices: the Dredge Worker's Union or no union.

Dredge Worker President Bob Jones called the overwhelming election results "a clear indication of what these men want" and congratulated them for their choice.

To Meet With Co.'s

Jones said that the next step is for the election of representatives from each of the companies so that a meeting can be arranged. In this meeting, he said, proposals for the working rules, to be negotiated with the companies, will be discussed.

The four election wins climaxed a year-long organizing campaign in which pledge cards from more than 95% of the sweepcraftmen, rangemen and service truck drivers were collected.

The union then presented each of the four companies with the pledge cards in an effort to obtain pledge card recognition. This

would have eliminated any need for an NLRB election. However, the companies refused to give pledge card recognition and the elections were set up under the NLRB.

The addition of these men greatly increased the number of the Dredge Workers who now have approximately 95% of the Great Lakes dredging companies under contract.



Happy are these new members of the SIU-affiliated International Dredge Worker's Union who recently voted nearly unanimously for Worker representation in four NLRB elections. Standing, from left, are: Charles Fair, Edward Dunbar, John Densan, Dredge Worker President Bob Jones and Jim Bogard, all of Great Lakes Dredge & Dock Co. Employees of Dunbar & Sullivan, Western Contractors and Aljon Kiewitt were other companies involved.

IBU Jersey Home Nears Completion

The SIU Railroad Marine Division's new building in Jersey City is getting the finishing touches applied to it and soon should be officially opened. A tentative opening ceremony has been planned but as yet no specific date has been announced.

The three-story building at 99 Montgomery Street will be identified by a large (33 in. high and 23 ft. long) plastic sign which will be displayed over the main entrance.

First Floor

The first floor of the building will be for the membership, and features a recreation room and coffee bar. Its walls have been decorated in Seafarers green; the ceiling is white and black trim has been used at the base boards. The second floor, which will house the director of the division and members of his staff, is similarly decorated. The third deck will not be occupied immediately, but will probably be reserved as a meeting hall for IBU men.

A heavy amount of rewiring has been done on the first floor in order to safely handle the necessary electrical work load.

The new phone number of the Railroad Marine Division in Jersey City is Henderson 3-0104 or 3-0105. To dial direct from New York City, the code is 201.

Members Notified

The membership of the Railroad Marine Division of the IBU has been notified officially by mail that the Union is operating out of the new hall in Jersey City, and that all matters pertaining to the Division will be handled there.

Lakes IBU Tugmen Map 1st Convention

The SIU-affiliated Tug Firemen, Linemen, Oilers & Watchmen's Association of the Great Lakes has announced that plans for its first annual convention are now being made.

Although the exact date and place have not been set, the convention is scheduled for this February in the Sault Ste. Marie, Mich., area.

Delegates will be elected by each local to attend the convention, where a full progress report of the union will be made since April 1. Full details will be announced later.

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

Error Is Noted In Constitution

All members of the SIU Inland Boatmen's Union are advised that there is a typographical error in the last sentence of Article XIV, Section 1, of the recently-adopted IBU Constitution. As distributed, that section provides that "dues payable for the period October 1, 1960 to December 1, 1960 shall be total Twenty (\$20.00) Dollars." This should read: "dues payable for the period October 1, 1960 to December 31, 1960 shall be total Twenty (\$20.00) Dollars." This inadvertent error should be noted on the copies of the Constitution which you may have in your possession, and will be corrected on any future reprintings of the IBU Constitution.

ND BOATMAN



Balto Tugs Busy Hauling Grain Ships

BALTIMORE—An upward trend in tug jobs has been noted in this area, and this is primarily due to the haulage of Liberty and Victory grain storage vessels from the James River fleet to Baltimore and back. These vessels are towed to Baltimore where they are first unloaded, then loaded again with fresh grain for the return run and subsequent layup for another year, according to IBU representative Ray Herold.

There are three IBU men currently in the local USPHS hospital. They are Joseph Kelly, engineer, and William Rollins, deckhand, both of Curtis Bay, and Albert Goodman, a captain, with Baker-Whiteley.

SIU Welfare benefits were paid to eight Inland Boatmen members or their dependents in the past month. One of these, Captain Edward L. Freburger, with Curtis Bay Towing, received the SIU special disability benefit. (See story on Page 13.) Two members—William Miller and Alexander Borawick—collected \$200 maternity benefit checks, while the other five disbursements covered hospitalization benefits. These went to the dependents of John D. Groth (\$797), Carl Jupitz (\$92), Joseph Mazurek (\$33), Otho Gigliotta (\$107) and Walter Twardowski (\$379.95).

New Orleans Tugs Tow Alcoa Corsair

NEW ORLEANS — Two tugs—manned by members of the Inland Boatmen's Union—last month were dispatched to Buras, La., to assist the disabled Alcoa Corsair back to New Orleans, some 80 miles away. The William S. Smith and the Humrick, both owned by the IBU-contracted Crescent Towing and Salvage Co., steamed up the Mississippi and took the Corsair in tow after the huge vessel had become disabled after a collision with the Italian freighter Lorenzo Marcello.

The tug Smith, rated as the most powerful in New Orleans operations, and the Humrick carried a crew of 25 between them. During the trip back to New Orleans, the tugs beached the Corsair once after it began listing badly. The huge ship was shored-up and the tugs again began towing it to New Orleans.

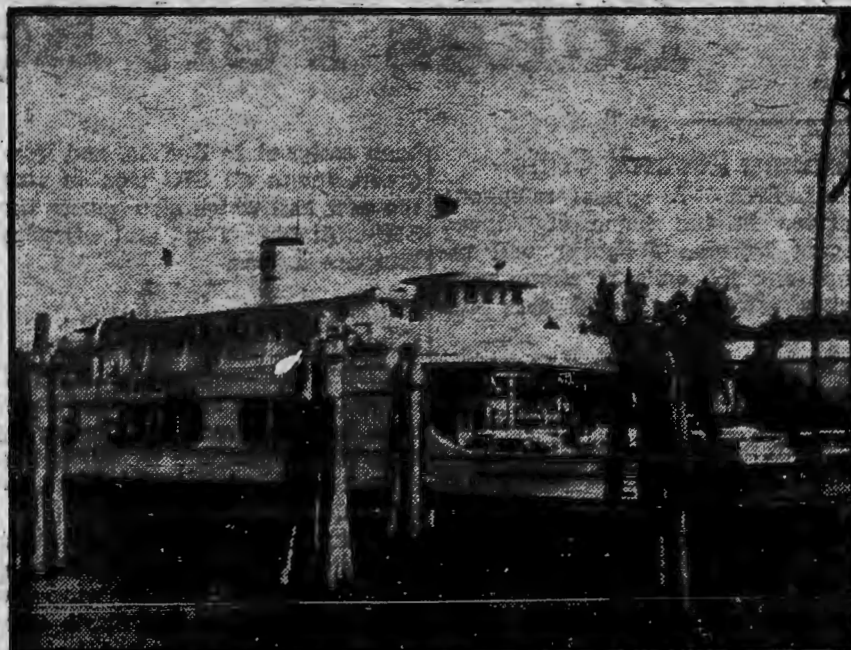
The operation was called successful and the crews of both IBU vessels received a "well done" from their employers.

Job Drop Reported For Philly Tugmen

PHILADELPHIA—Job calls for tugs under contract to the Inland Boatmen's Union in this port were very slow—in fact they were down to a six-year low. Relief work, too, was practically at a standstill, reports IBU representative Joe Trainor.

The outlook for the month of November is about the same, says Trainor, but sometimes, he added, activity can pick up at a moment's notice.

Now Under IBU Contract



The Adirondack (above) is one of the ferries operated by Lake Champlain Transportation Corp., which recently signed a contract with the Inland Boatmen's Union.

Houston Sets Pact Talks With Newly-Won Company

HOUSTON—The Inland Boatmen's Union here reports that it expects to meet very soon with representatives of National Marine Service to begin negotiations for a first-time contract.

The IBU last month scored a clear-cut victory when 70 of the company's employees chose it in a National Labor Relations Board election, while only 22 employees voted for "no union."

National Marine Service operates eight boats on the Mississippi River between St. Louis and New Orleans, as well as on the Gulf proper to Houston, Lake Charles and other ports.

The one-sided SIU victory came in the face of strong company opposition to the union. Before the NLRB voting began, in fact, there was an effort to get an "independent" union on the ballot in an attempt to divide the pro-union sentiments of the crewmembers. However, the "independent" movement failed to generate sufficient interest and the "union" was unable to get on the ballot.

The IBU also reports that it has petitioned the labor board for an election in the Olympic Towing Company and expects this election to be set shortly. Olympic tows

fuel barges on the canal between New Orleans and Houston.

The union has also petitioned for an election in the Ellis Towing and Transportation Company, which at present operates six boats. At the labor board hearing in Galveston on November 7, agreement was reached on all issues except the manner of voting. The company made a proposal to which the union could not agree, because it could have barred some 90 percent of the men from voting, and as a result the case was sent to the board in Washington.

This company, the IBU reports, has been fighting the union in every conceivable way, even to having captains cleaning bilges, in an effort to force the men to quit before the election.

Seasonal Slack Noted In Mobile

MOBILE—IBU activities in this area are at a seasonal low ebb due to the fact that most of the dredges are brought into the yards for repair at this time of the year because of the relatively small demand for sand, shell, gravel and other construction materials during the rainy winter months, reports SIU agent Louis Neira.

Also on the slow bell are shipyard activities, says Neira, adding that the Mobile yard, though it is idle at the moment, is counting on some bids it's placed for several large jobs.

As for tugboat operations, these have been on the fair side, with quite a few jobs being handled by the IBU-contracted Mobile Towing and Wrecking Co. This firm recently purchased a large tug, the Titan, which will go into service after a few minor repairs.

IBU Wins Pact Gains For Lake Champlain Ferryboat Employees

BURLINGTON, Vt.—The SIU Inland Boatmen's Union last month won wage increases, improved vacation schedules and other benefits for some 22 deckhands and oilers employed aboard ferries operated by the Lake Champlain Transportation Corp.

The new wage scale for the unlicensed jobs ranges up to \$1.50 an hour. This is a substantial increase for the men, who previously had received a much lower rate of pay. Other considerations, however, included eight paid holidays for the IBU workers, with a stipulation that they be paid double time for working on any of these days, plus 15 days of vacation a year.

There are also provisions in the new agreement which establish procedures for setting up union shop conditions, the processing of grievances, and arbitration rules.

Lake Champlain Transportation operates five ferries during the spring and summer and four after Labor Day. Service is suspended altogether when the lake freezes over, so the longest a boat is usually in operation is nine months.

The diesel-powered craft operate between Burlington and Port Kent, NY, and Essex, NY, to Grand Isle, Vt., and Plattsburgh, NY. At the peak of the season, the company employs more than 100 people both shoreside and afloat.

The licensed jobs aboard the ferries are handled through Local 101 of the Marine Engineers Beneficial Association and the Associated Maritime Officers, both of which wrapped up agreements with the company last month.

This marked Local 101's sixth victory this year on the Lakes and in the harbor field. The Union also has another ferry operator under contract in Pennsylvania.

Norfolk Members OK Strike At C&O

NORFOLK — The Railroad Marine Division of the SIU Inland Boatmen's Union here reports that a meeting was held last month at the Labor Temple in Newport News and the members present unanimously adopted a resolution empowering the negotiations committee to call a strike against the marine division of the Chesapeake and Ohio Railroad if negotiations with the railroad for a new contract prove fruitless.

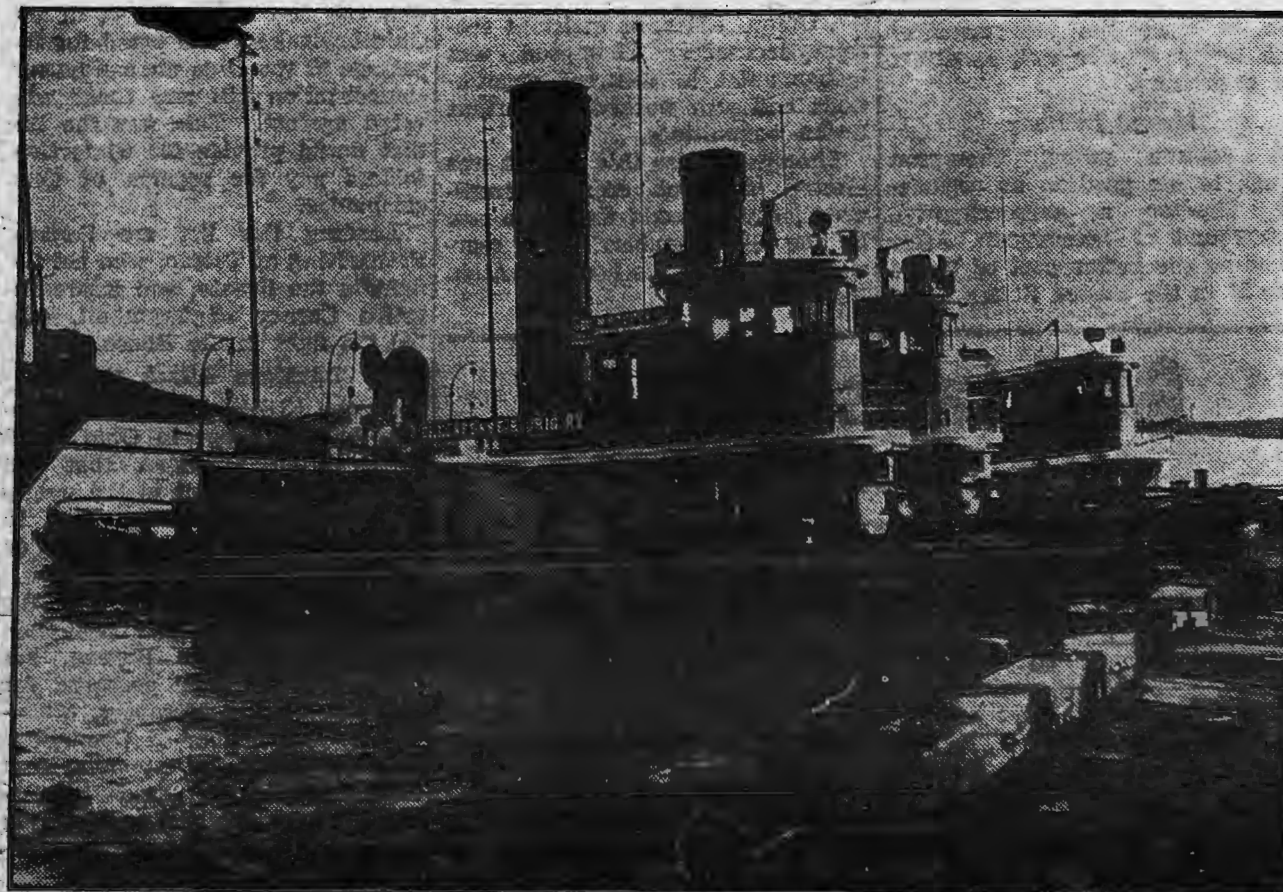
Three days after the Newport News meeting the Railroad Marine Division notified the National Mediation Board in Washington that no progress was being made in the negotiations and requested the Mediation Board's services on the grounds that a dispute existed.

The Division pointed out in its letter that its original demands were based on a 30-cents-per-hour increase in basic wages and changes in working conditions in the classifications covered by the present C&O agreement.

General Tug Activity

This port also reports that the Perry Towing Company is operating two tugs, while C. J. Willis is operating two tugs and has two laid up. The NBC Line is operating as usual.

Next month activity is expected to pick up due to a tunnel project in this area.



Tied up at the dock are some of the SIU-manned tugboats of the Chesapeake and Ohio Railroad. Norfolk members of SIU Inland Boatmen's Union have approved strike action against railroad if contract negotiations are not satisfactorily concluded.



THE GREAT LAKES

Thompson Is Named To Organizing Post



At his desk is Stanley Thompson, newly-named director of organization for the SIU Great Lakes District.

The assistant secretary-treasurer of the SIU Great Lakes District, Stanley F. Thompson, has been named director of organization for the Great Lakes District. The former SIU Lakes sailor, patrolman and port agent was appointed by GLD secretary-treasurer Fred J. Farnen.

Thompson, whose face is familiar to both SIU seamen and non-union seamen alike, has assumed full charge of the SIU Lakes organizing program. This includes the supervision of a team of SIU organizers whose hard work has helped bring the unlicensed seamen of Reiss, Pioneer, Buckeye, Steinbrenner and Boland & Cornelius into the Union this year.

As director of organization, Thompson is responsible for the contacting of every target ship on the Lakes. From each organizer he gets field reports that are systematically evaluated and acted upon. Thompson travels in his job and through constant use of the SIU teletype system, which is connected with every major port, is able to trace the movement of each target ship as well as direct the organizers.

Served In Navy

A veteran sailor, Thompson brings to his position as organizing director a comprehensive background of seamanship. After spending the better part of World War II in the United States Navy,

he became an SIU Lakes sailor in 1947.

His first SIU boat was the now extinct City of Cleveland III (D&C Line). Thus began five years of Lakes sailing on such SIU ships as the T. H. Browning (Browning), the Sanders (Midland) and the McKerchy (Kelly Island Sand Co.).

During these years, Thompson learned the ways of the Great Lakes sailor and of the SIU. On each ship that Thompson sailed he was active in Union affairs and served as SIU delegate. Because of his outstanding work, he was named an SIU representative.

Was Port Agent

Two years as a patrolman coupled with six years as Detroit port agent further increased Thompson's knowledge of the SIU. His seaman's savvy also proved helpful in organizational work for the Union. Later, as assistant secretary-treasurer, Thompson was instrumental in contract negotiations and also worked on various Union committees.

Thompson, who this August was elected assistant secretary-treasurer for the second time in a row by the SIU membership, is married and makes his home in Allen Park, Mich.

Lakes Port Reports

Alpena Records Calls

ALPENA—A special telephone service in the home of Alpena Agent Norman Jolicoeur will record any job calls or phone messages after hours and over the weekend.

Last period shipping has been good with many cement boats operating. The SIU-contracted Boardman (Huron Portland Cement) fitted out again on Nov. 7.

Membership books are being held in the Alpena hall for James Ash, Wallace Bonin, Erwin Bromund, Thomas Menter, James Andrzejewski, William Lalonde, Robert Malaski and Henry Schultz.

Buffalo Expects Rush

BUFFALO—Shipping is off slightly since the last report, says Port Agent Roy Boudreau, but the grain ship outlook is bright. Some 40 ships are expected in the port, giving Buffalo the biggest lay-up fleet in storage grain this year.

The new SIU hall here, at 735 Washington St., will be occupied this month. New hall phone number is TL 3-9259. SIU representative Edward X. Mooney, who has

been assigned to Buffalo, and Boudreau, invite all SIU men to visit the new hall which also houses the SIU-affiliated Tug and Dredge Workers unions.

Chicago Retains Jobs

CHICAGO—Some steady and relief jobs have been shipped from here, but most men are staying on their ships until the freeze, writes SIU Representative Scottie Aubusson.

Youngstown Sheet and Tube Company has announced that a 1,000-foot tract of dock property will take shape soon in South Chicago, where two fair-sized freighters will be handled at once by next season. This means that runaway-flag ships will have another berth on the Lakes.

Cleveland Aids Strike

CLEVELAND—This was a busy port last month with the SIU Canadian District strike against Paterson and Sons, Ltd. A small boat was put at the disposal of the Canadians and Great Lakes District men offered help when needed. Shipping here has been holding

its own as the majority of SIU men enjoyed full employment through the season. Wares urges all members who have applied for their SIU membership books through this hall to contact the hall at their earliest convenience.

Detroit Services Ships

DETROIT—This port reports that during the last period 60 ships were serviced in the river and at the dock. Most of these had only minor beefs which were settled by the patrolmen. The other beefs are being taken up with the companies.

All delegates are reminded that, with winter coming on, it is important that all SIU lay-up lists be filled out with the correct name and address of every crewmember.

Shipping was fair since the last period with 103 men shipped out. There were a few jobs filled on the A&G-contracted Mount Whitney, bound for the Mediterranean.

Duluth Clears Crews

DULUTH—Shipping here was very good last month as full SIU crews were cleared for the Donald B. Gillies, James E. Ferris and the John S. Manuel of Pioneer. All Hutchinson ships are taking on storage grain for lay-up in Buffalo.

Port Agent Gerald Westphal reports that the G. A. Tomlinson was also crewed up here. She was formerly the D. O. Mills of the Interlake Steamship Co. Tomlinson converted her to a self-unloader and operates her in the lower Lakes area.

Frankfort Fixing Ship

FRANKFORT—The Ann Arbor No. 5, in the Manitowac shipyard for repair, has been fitted with a new boiler head and should be seaworthy by the middle of November, Assistant Marine Superintendent Gerald Vigland told Port Agent Floyd Hamner.

Shipping has slowed, but applications for extra time off are pouring in as many members are taking advantage of the coming deer hunting season.

Norman Hubbell is back on the Wabash after 44 days in Detroit Marine Hospital. Harry Willey of the Wabash was taken to Paul Oliver Hospital here after a heart attack. His condition is improving and all wish him speedy recovery.

Toledo Invites Crews

TOLEDO—As winter lay-up begins, especially in non-union fleets, Agent Ed Doherty invites all non-union seamen to the Toledo hall to discuss the SIU program.

Many of the non-union companies are Ohio-owned and their crews cannot collect winter unemployment. By joining the SIU, Doherty says, they can help secure the right for all men sailing Ohio-owned ships to collect unemployment.

Shipping has been good with men taking jobs under the SIU Job Security Program. A few jobs had to be put on teletype so vacancies could be filled from nearby ports.

SIU Stepping Up Fight For Jobless \$ In Ohio

The SIU's fight for unemployment compensation for Great Lakes seamen who are affected by the Ohio law is hitting full force as the Ohio Legislature prepares for its opening session this January.

The SIU has based its fight for Ohio seamen on the fact that the seamen of all companies based in Michigan, New York and other states receive jobless pay during the winter and only Ohio seamen or seamen employed by Ohio-owned companies are denied their rights.

All Ohio seamen were recently notified by the SIU, prior to Election Day, on November 8, of the Ohio lawmakers who voted for the passage of the Ohio unemployment compensation bill and those who voted against. This was the bill that would provide for wintertime jobless pay for seamen of Ohio companies.

Leading this list are Senator Frank King of Toledo, who led the fight in the Senate, and Representative Carney of Trumbull, who led the fight in the House.

Michigan Attack On

As the SIU-backed measure begins to take shape in Ohio, word comes from Michigan that the SIU-won amendment to the unemployment compensation law in that state, providing benefits to seamen, is under attack.

Colin L. Smith, manager of the Michigan Employers' Unemployment Compensation Bureau, has charged in a paper prepared for the legislative conferences, Michigan State Chamber of Commerce, that the drawing of unemployment during the winter season by seamen is one of the reasons the Michigan unemployment compensation fund is depleted.

Although not proposing a specific amendment, Smith advocates that an amendment to the "so-

called seamen provisions which practically provide an annual wage for seamen" should be given serious consideration by the Legislature. Smith adds that since the wage provision for seamen was placed in the law in 1954, benefit charges for many of the shipping firms have greatly increased.

The biggest drain on the Michigan unemployment compensation fund came in 1958 when the area was hard hit by a recession. The amount drawn by the seamen proved to be an insignificant amount compared to the benefits paid to unemployed auto and steel workers.

New Site Obtained For Frankfort Hall

The port of Frankfort has joined the growing list of SIU Great Lakes District ports which have acquired new halls this year. The recently-acquired one-story structure is located at 415 Main Street and will be open to the membership shortly.

Along with the news of the new hall comes the report that the crews of the Ann Arbor carfries in Frankfort have ratified the new agreement recently negotiated to cover their operation under the Railway Labor Act.

This contract was negotiated in line with the non-operation formula of the railroads which has been through the various steps of the National Mediation Board since last November.

The crew ratification of this agreement completes the new contract for the fleet.

Great Lakes Shipping

Oct. 1 - Oct. 31, 1960

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	22	10	7	39
Buffalo	25	21	7	53
Chicago	40	27	9	76
Cleveland	19	17	4	40
Detroit	64	63	15	142
Duluth	53	41	15	109
Frankfort	22	22	17	61
Toledo	16	14	8	38
TOTAL	261	215	82	558

GREAT LAKES SEAFARER

THE GREAT LAKES SEAFARER



Steinbrenner crew representatives, who attended meeting at SIU Headquarters in River Rouge, are busy studying the SIU Job Security Program and shipping rules and making proposals for their working rules contract. Seated around table, from left, are: Richard Neel, deckhand; James Travers, wheelsman; William M. Bonesho, AB; William E. DeCamp, oiler; GLD Secretary-Treasurer Fred J. Farnen; John McGreevy, wheelsman, and Walter J. Siemaszek, fireman.

STEINBRENNER REPS MEET IN DETROIT TO PROPOSE WORK RULES

Representatives from each of the six boats of the Steinbrenner fleet (Kinsman Transit Co.) have completed a two-day meeting in SIU headquarters in River Rouge drafting proposals for working rules for their fleet and being introduced to the SIU system of representation through shipboard delegates.

The meeting, held on October 24 and 25, brings the Steinbrenner seamen closer to full SIU representation under a working rules contract. Only a short time ago, after the Steinbrenner seamen voted overwhelmingly for SIU representation, the company signed the SIU Job Security program, the interim agreement and the trust agreement for welfare.

Gave Proposals

At the meeting, the representatives worked out a full set of proposals for working rules and became familiar with the system of holding shipboard meetings, electing delegates and handling disputes. The crewmember's proposals will be submitted to the company for contract negotiations.

SIU Great Lakes District

Secretary-Treasurer Fred J. Farnen and other SIU officials said that they were very much impressed with the knowledge and understanding that the Steinbrenner representatives displayed of the SIU and the SIU's Job Security Program. Farnen added that "their knowledge was a clear-cut indication of why they voted for the SIU."

The two-day program also saw

the seamen being introduced to the SIU's organizational program, the Great Lakes District's administration, the District's newspaper, the GREAT LAKES SEAFARER and other publications, the Welfare Plan and the importance of the SIU affiliates.

Along these lines the representatives became familiar with the Maritime Trades Department, the SIU-affiliated International Dredge Worker's Union and the Tug Firemen's Association, and the SIU's Washington bureau.

Studied Teletype System

The Steinbrenner representatives also viewed the film "This is the SIU" and saw the operation of the Great Lakes District headquarters with its teletype system which is connected with every key Great Lakes port.

The representatives had their expenses, lodging and travel costs paid for and were given a complete kit of material to take back to their ships for use by the crews. Each representative is to also make a full report of the contract meeting to his brothers at a shipboard meeting.

Dates for the meetings of crew representatives of the Pioneer and Buckeye vessels (Hutchinson & Co.) and the Boland & Cornelius fleet have not been set, but it is expected that they will meet sometime shortly after lay-up.

Two SIU Seamen Save Shipmates

Two SIU seamen were credited with the saving of the lives of two of their fellow shipmates in the ports of Duluth and Toledo. In both cases, the seamen fell into the water and were pulled out wet, but unhurt.

In Duluth, SIU member Charles Corlett, AB on the SIU-contracted J. P. Wells (Nicholson), saved Brother Eugene Langlois, a fireman on the same ship. Langlois was sliding down a guide line into his small boat when the rope snapped and dropped him into the water.

After a number of futile attempts by crewmembers to save Langlois, Corlett slid down a wet line and dropped into the boat. Standing in the four inches of water in the boat and being drenched by the prop wash of

the ship, Corlett finally pulled Langlois to safety.

In Toledo, SIU member J. M. Boyd Reagan of the SIU-contracted J. L. Reiss (Reiss) was pulled from the water at the Chesapeake & Ohio dock. Reagan was pulling the cable to the dock when he fell into the water.

Langlois, although shaking from spending more than a half hour in the cold waters of Duluth harbor, was happy to be alive and did not require medical treatment.

Pulled To Safety

Through the fast thinking and quick work of SIU deckwatch Frank Wojelechoski and third mate A. B. Blalock, Reagan was rescued. Blalock pulled Reagan up twice with the winch as Reagan still had hold of the heaving line. On the second try Wojelechoski grabbed him and pulled him to safety. Reagan was wet and cold, but a very happy sailor.

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.

SIU Great Lakes Union Halls

HEADQUARTERS

10225 W. Jefferson, River Rouge 28, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.

ALPENA.....127 River St.
Norman Jolicoeur, Agent...Elmwood 4-3616
BUFFALO, NY.....735 Washington St.
Roy J. Boudreau, Agent.....TL 3-9259

CHICAGO.....9383 Ewing Ave.
South Chicago, Ill.
Saginaw 1-0733

CLEVELAND.....1420 W. 25 St.
Stanley Wares, Agent...MAIN 1-0147

DULUTH.....312 W. 2nd St.
Gerald Westphal, Agent...RANDOLPH 2-4110

FRANKFORT, Mich.....312 Main St.
Address Mail to: P.O. Box 287
Glen Beaucock, Agent...Elgin 7-2441

TOLEDO.....120 Summit St.
CHerry 8-2431

Army Asks Removal Of Sunken Vessel

The Liberian-flag freighter Monrovia, now laying on the bottom of Lake Huron, has been put up for bid by the US Army Corps of Engineers in Detroit. The Corps of Engineers wants the foreign ship removed from the lake so that a depth of not less than 40 feet below the water line will be cleared.

The Monrovia sank 11 miles southeast of Thunder Bay Island on June 25, 1959, after colliding in heavy fog with the SIU Canadian District ship, the Royalton, of Scott Misener, Lt. The 29 crewmembers of the Monrovia were picked up by the crew of the SIU-contracted Norman W. Foy (Browning) and taken to Detroit. The Royalton was later repaired and put back into service.

The Coast Guard reports that the Monrovia sank in 140 feet of water and that the tip of the wreck's mainmast is only 54 feet below the surface. When the ship went down, it was loaded with a valuable shipment of Belgian steel assigned from Antwerp, Belgium, to Chicago and Duluth.

Ship Accident Toll Heavy On Seaway

WASHINGTON—According to a report given to the International Union of Marine Insurance meeting in Washington, the first six months of 1960 proved to be a heavy accident period for vessels navigating the St. Lawrence Seaway. Although it is believed there is an increase of accidents, an estimate of damage is not yet available.

The report states that the average accident cost per transit for a Great Lakes ship was \$13,300 per vessel. For ocean ships the average accident cost just over \$8,000.

Large tonnage ships entering the Seaway for the first had time had a great incidence of accidents especially in the section from Montreal to Kingston, Ont. The report also showed that the losses got larger in proportion to the ships' tonnage. The most common cause of accident and loss was that of ships striking fixed objects such as canal banks, lock walls, and gates.

Once out of the St. Lawrence Seaway, stranding of Great Lakes ships proved to be the chief cause of loss. For all ships the leading area of loss was the Great Lakes followed by the Seaway.

The report pointed out that many groundings, collisions and

striking fixed objects, such as bridges, were the direct cause of steering gear failure. However, there was a noticeable improvement in minor casualties, which before were caused by ships making the approach to various locks and in entering the locks.

The most dangerous areas for major casualties, other than damages at approach walls, are: St. Clair River, St. Mary's River, Detroit River, Straits of Mackinac, Thousand Islands, Snell Lock and Brockville Narrows.

The group said that the loss of profits from accidents was extremely heavy and made the following suggestions:

1. That the correct gear for handling ships in the canals be considered a necessity.
2. Linesmen be supplied by the Seaway authorities to take the lines on approach walls at all locks.
3. Boatmen be stationed at all locks to run lines in the event of a vessel being carried off the approach walls by strong winds.

Lakes Seamen Asked To Report Defective Aids To Navigation

All SIU seamen are being urged to report to the Coast Guard, by radio, any defective navigation aids they may see while sailing on the Great Lakes. This request came in the form of a safety bulletin sent to all Great Lakes seamen by Rear Adm. George H. Miller, commander of the 9th Coast Guard District, which encompasses all of the Great Lakes.

Adm. Miller said that any sailor who discovers a buoy missing or damaged or any other aid to navigation defective should report it promptly by radio to any Coast Guard vessel or station. He added that it is impossible for the Coast Guard to keep the thousands of navigation aids under constant surveillance without the help of the Great Lakes sailor.



SIU SOCIAL SECURITY

SOCIAL SECURITY REPORT



Joseph Volplan, Social Security Director

The Changing Needs Of The 60's

With the presidential election now a settled matter for four more years, serious discussion is going forward regarding the potential for Federal action on new social welfare benefits. We are in the midst of a period of change, and there is a pressing need for new methods to deal with these developments in our society.

On the one hand, we have the matter of rising employment and, on the other, rising unemployment. New people are constantly entering the labor market and the labor force in industries that are expanding or just starting up. The new arrivals, specially equipped to handle new methods and machines, in many cases displace other workers. Some in this new class of "displaced persons" find employment elsewhere; others do not.

Older workers are not the only ones affected. Some are at the peak of life, but their skills are no longer needed. Machines now tended by one man can do the work that five, ten or 20 others did before. In time, these machines do create new industry and new jobs. Many, however, cannot wait for the new "industrial revolution" to take its course.

We're not speaking now of "casuals" with no special skill but, rather, of skilled people whose particular training and experience is out-moded and yet who have many more productive years ahead of them. Ironically, the unskilled can be absorbed in many ways; they can readily fit in almost anywhere and be no worse off than before.

Displaced workers 55 to 65 years of age represent a special kind of problem. Unless they have been fortunate enough to lay aside something for that "rainy day," they have no cushion to fall back on. One emergency, one serious illness, can also wipe out savings. This is the reason for the concern over medical care for the aged and, right now when we speak of the aged, we are only talking about those over 65.

Except for the totally disabled, Social Security does not fully cover anyone under 65. In addition, the present level of benefits is by no means adequate anyway. Many are not as fortunate as our own old-timers, who at least have the assurance that SIU benefits can still meet their particular needs.

All these are very real problems attracting earnest discussion in government as well as private circles. There is already considerable talk of lowering the Social Security retirement age as the means of dealing with one part of the issue. Another solution, regardless of the age question, is rebuilding the unemployment compensation system so that it truly does the job it was designed to do. Unemployment benefits today, in virtually all states, barely equal 40 percent of average earnings. When many find it difficult to make ends meet on full wages, how are they to manage on less than half?

There is still much to be done to meet the challenge of our changing times, and there will have to be some action taken to meet these issues head-on.

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

Urge Early Scholarship Application

A tight college entrance market is prompting an increasing number of inquiries about the SIU scholarship awards well in advance of the 1961 semester. Altogether, four seamen and 18 children of Seafarers have so far submitted documents in order to compete for next year's awards.

Although the impartial scholarship committee does not meet again until next May, applicants must take the standard college board examinations on or before March 18, 1961, in order to qualify for consideration. The exams are given monthly in all parts of the country; the next one on December 3. In 1961, the key dates are January 14, February 4 and March 18.

Six Complete File

Complete files have been submitted by only six of the candidates, indicating much paper work yet to be completed by the others applying.

Applicants are judged on the basis of their scholastic records, general ability and scores on the college entrance examination. The basic qualifications also include three years' SIU seetime, either by a Seafarer-parent on behalf of a child or by a seaman applying on his own.

Five \$6,000 awards, one reserved for an active Seafarer, are given each year. They are good for four years of study in any field. The 38 scholarships awarded since 1953 are so far evenly split among seamen and youngsters fresh out of school. Four children of SIU men and one active Seafarer received the awards this year.

Further information on the SIU scholarship program can be obtained from the Seafarers Welfare Plan, 11 Broadway, New York 4, NY.

FINAL DISPATCH



The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$32,000 in benefits was paid.

John E. Nordstrom, 48: Brother Nordstrom passed away of cancer at the Public Health Service Hospital, Baltimore, Md., on April 12, 1960. He had sailed in the deck department since 1944. His widow, Marie Nordstrom of Port Washington, NY, survives him. Burial was at the Loudon Park Cemetery, Baltimore. Total benefit: \$4,000.



Charles L. Terry, 31: Brother Terry passed away on July 22, 1960 as the result of injuries from an accident aboard the SS Allee Brown. He had sailed in the deck department since 1958. Surviving is his widow, Jean C. Terry of Kosciusko, Miss. Burial was at City Cemetery, Kosciusko, Miss. Total benefit: \$4,000.



James Narsaya, 72: Brother Narsaya died on September 18, 1960 in New York City from injuries in a fall. He began sailing in 1939 in the steward department, and had been receiving special disability benefits since November, 1959. Surviving is his widow, Inez Narsaya, of New York City. Burial was at Calvary Cemetery, Woodside, NY. Total benefit: \$4,000.



Deward Robinson, 34: Brother Robinson died of drowning while fishing at Bexar, Ala., on July 5, 1960. He began sailing in the engine department in 1946, and had been receiving special disability benefits since 1955. H. E. Lindsey was appointed administrator of his estate. Burial was at Shottsville, Ala. Total benefit: \$4,000.



Joseph N. Fuselier, 33: Brother Fuselier died of injuries in an auto accident, at the Miosa Memorial Hospital, Eunice, La., on July 3, 1960. He had been sailing since 1952 in the deck department. Mary B. J. Fuselier and Vernice LaFleur were appointed joint administratrix of his estate. Burial was at St. Ann Catholic Cemetery, Mamou, La. Total benefit: \$4,000.



Guy C. Langley, 51: Brother Langley died of heart disease on August 19, 1960 at the Lee Hospital, Norfolk, Va. He had been sailing in the steward department since 1951. Surviving is a brother, Frank Langley, of Hertford, NC. Highland Park Cemetery, Elizabeth City, NC, was the place of burial. Total benefit: \$4,000.



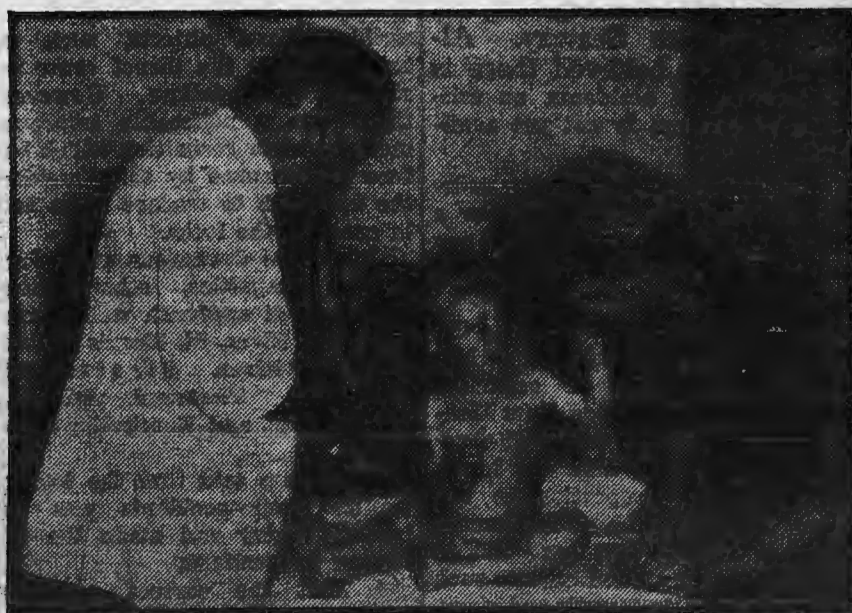
Bendt R. Nielsen, 31: Brother Nielsen passed away at sea on January 21, 1960 while serving aboard the SS Cities Service Miami. He had been sailing since 1949 in the deck department. Frank L. Wilder was appointed administrator of his estate. Burial was at Key West Cemetery, Key West, Fla. Total benefit: \$4,000.



George H. Reynolds, 31: Brother Reynolds died on August 19, 1960 at Houston, Tex., as a result of injuries sustained in an auto accident. He had sailed as a tugboat deckhand since 1958. Surviving is his widow, Sylvia Reynolds, of Houston. Place of burial was Rest Haven Cemetery, Houston. Total benefit: \$4,000.



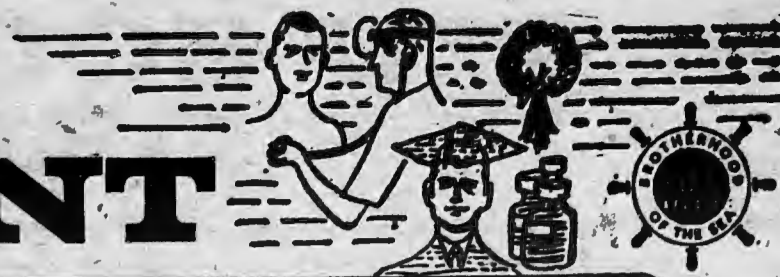
Family Service At Clinic



Taking advantage of many no-cost facilities available through SIU clinics, Mrs. Jimmie Pederssen (above) has young son Glenn, 1 1/2, in for a complete physical examination at one of five SIU medical centers. Glenn's dad sails as an electrician. At right, Mrs. Angelo Strails gets eye check-up as part of her exam. The occasion was "family day" which SIU clinics set aside each week for servicing of SIU men's dependents.



CITY DEPARTMENT



Brother Act



One of the latest SIU men to qualify for the disability pension, Edward L. Freburger, 65 (left), is pictured with his brother Bernard F. Freburger, another SIU tugboatman receiving the \$35 weekly benefit since last February. Both live in Baltimore.

Puerto Rico Mercy Call

Jet Speeds Blood Bank Service

The 79-year-old father of veteran Seafarer Mario Arroyo is well on his way to recovery today, thanks to the fast response of the SIU Blood Bank to a mercy call for blood. Jet air transport to Puerto Rico from New York helped turn the trick.

Arroyo's father, Bernabe Arroyo Martinez, recently underwent surgery for the second time since August at the District General Hospital in Ponce, and is reported doing fine. The operation involved a tumor on the prostate gland.

Expressing gratitude over the existence of the blood bank, Arroyo said in New York that the required amount of blood would have cost in the neighborhood of \$580. Hospitalized since August, the elder Arroyo had one-operation last summer, had already used 12 pints of blood and needed 10 more. The SIU Blood Bank met the need

in a hurry as soon as the Union was advised.

The emergency shipment was flown to San Juan by jet and then

to Ponce by a second plane. It reportedly arrived right on time for the second operation.

An SIU man for the last 21 years, Arroyo sails in the deck department. He pointed out the many changes he had seen in Union benefits since he began sailing and called the blood bank "one of the best." He also offered special thanks to Seafarers who previously donated to the bank and to those who offered to give their blood if more was needed for his father.

Arroyo added that he hoped to see an SIU clinic in Puerto Rico soon so that SIU men and their families there could utilize its services. The clinic program now covers five ports (Baltimore, Houston, Mobile, New Orleans, New York) and a brand-new facility is currently under construction at the hall in San Juan.

Assure Benefit - File New Card

Postage-free, self-addressed cards are now being put aboard SIU vessels and in all Union halls in a new effort to expedite distribution of SIU death benefits to survivors. (See feature on Page 24).

The latest move is sparked by efforts on the part of some attorneys to cash in on benefits paid to widows, children and others named as beneficiaries. As noted many times in the SEAFARERS LOG, no attorney is needed to collect SIU death benefits once a beneficiary card has been properly filed with the Welfare Plan.

In a number of recent instances, however, attorneys came into the picture because a card was improperly filed. Seafarers who haven't done so are therefore urged to file all necessary information so that no delays or red tape are encountered later on.

Major points to remember, when filing, are: (1) The beneficiary's name and address must be clearly stated; (2) The card must be signed and witnessed (no notary public needed); (3) It must be dated. In the event several cards are on file, the most recent valid one is used to process a claim.

Get Polio Shots, PHS Urges

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

PENSION LIST NEARS 200-MARK

The SIU disability-pension list is again inching up to the 200-mark despite the death of several veteran Seafarers already receiving this benefit. Two more additions were approved on October 26 at the latest SIU Welfare Plan joint trustees' meeting.

New men now receiving the \$35 weekly disability-pension

are oldtimers James Mitchell, 68, and Edward L. Freburger, 65. Both men have been medically certified "not fit for duty permanently" and are no longer able to work. Benefit payments will continue for life.



Mitchell

Eligibility for the disability-pension is based on 12 years of qualifying seetime regardless of age, providing the seaman is permanently unable to work.

A sea veteran for many years prior to the time he began sailing with the SIU, Mitchell last sailed in February, 1960, aboard Isthmian Line's Steel Apprentice, as a chief electrician. He's a native of Scotland and served as a cavalryman in

World War I. He currently resides with his wife, Mary, at Ossining, NY.

Mitchell joined the Union early in 1946 at the Port of New York after serving on the old SS Marina for Bull Line. According to his medical abstract, he's no longer able to work because of an asthmatic condition and arteriosclerotic heart disease.

Also laid low by heart disease, Freburger has been a tugboatman and tug skipper since 1931 in Baltimore. His brother, Bernard F. Freburger, is another tugboatman who's been on the disability-pension list since last February (see large photo—above, left). A member of the SIU's Inland Boatmen's Union since March, 1957, Freburger last shipped in June as skipper of the Curtis Bay tug Carolyn. He and his wife Wilhemina live at Glen Burnie, Md.

Oldtimer's 'Oldtimer'

It was just eight short years ago that Seafarer Edward K. Hansen signed off his last ship, a Robin Line vessel, in Baltimore. This was no ordinary event; Hansen happened to be 79 years old at the time.

Today, just over his 87th birthday, he's still going strong and is a frequent visitor at SIU headquarters. Even with an American Coal beef, which brought out many oldtimers a few years ago, Hansen probably established some kind of a record by serving as an active seaman at the age of "four score minus one."



Hansen

He'd "go back tomorrow if they'd let me," he adds with a twinkle in his eye. The "they" are the medics who beached him, halting a seagoing stint of 65 years on Scandinavian and American ships.

Hansen began in his native Norway on fishing boats at the age of 14, then went on to coasters and deep-sea craft that paid all of \$13 per month. He began sailing American ships in 1925 and threw in with the SIU at the time of its founding in 1938, generally shipping as a carpenter.

A resident of Brooklyn, Hansen is reckoned as the oldest man, in longevity, on the SIU disability-pension list. He was also one of the first Seafarers to qualify for the disability pension benefit in 1953.

SIU BLOOD BANK



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families with blood anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. (See Blood Bank Inventory on Page 14.)

SEAFARERS IN DRYDOCK



A lot closer to home now, A. Mitchke at the Staten Island drydock just got back from a three-month lay-up at a Calcutta hospital. He's in with a back and hip condition off the Seagarden. Jorge Rodriguez, an OS-on the Elizabeth, just had his appendix out and is reported doing okay. T. J. Gray, AB off the Hurricane, is in for an intestinal ailment and is also reported coming along fairly well.

Boston has only two men drydocked at the present time and hopes the list won't get any longer. One of the brothers recently idled there



Gray



Devries



Gherman

is Peter Devries who's progressed very well. He's expected to be discharged by the time this is in print after being treated for bronchial trouble. He had some bad pains in his chest and shoulder, and came off the Cities Service Norfolk. A recurring asthma condition is still tripping up Charles A. McCarthy. The Royal Oak was his last ship.

In the Baltimore area, Eusebio Gherman has been in and out of the marine hospital for the past year. He had a bad auto accident some time back and broke a leg and arm. He'll be an outpatient for a few more months but is feeling pretty good now. Gherman was on the Emilia the last time out and expects to be back at sea the early part of '61. Lloyd Rea has been in drydock the past few weeks with a bad ankle and is due out soon. His last vessel was the Venore.

Laid up due to a stroke, Okal Jones has been in since July and hasn't made much noticeable improvement yet. He's still losing weight and hasn't been able to talk to anyone since he arrived.

All the brothers in the hospitals appreciate mail and visits, and Seafarers are urged to remember them the next time they're in port. (See the latest hospital list on Page 14.)

SIU SOCIAL SECURITY DEPARTMENT

He's Ready To Go



Waiting out the shipping list with his dad, Nelson Blaha, son of Seafarer Edward Blaha, of Jackson Heights, NY, is pictured on visit to SIU headquarters. Dad sails as a messman. Nelson was an SIU benefit baby back in May, 1959.

SEAFARERS IN DRYDOCK

The following is the latest available listing of men in the hospital.

- USPHS HOSPITAL BALTIMORE, MARYLAND**
 Edwin Ainsworth Lester Long
 George Balaskos John McLaughlin
 Glendyn Brooks Anthony Maiello
 Richard Brown Jose Martinez
 James Curry Edgar Marquardt
 George Fuciu Avis Meadows
 Eusebie Gherman David Nelson
 Gorman Glaze Adam Quevedo
 Albert Goodman Loyd Rea
 Edgar Goulet Wade Sexton
 Johnnie Green Ray Schrum
 Loyd Griffin Harold Spicer
 George Gussman Wiley Strickline
 Richard Harp Clyde Ward
 Okai Jones Eugene Ward
 William Krassas William Wilcher
 Alfonse Loguidis Neut Williams
- USPHS HOSPITAL BOSTON, MASS.**
 Peter DeVries Chas. A. McCarthy
- USPHS HOSPITAL GALVESTON, TEXAS**
 Wm. M. Barnett Ben G. Ladd
 Elmer Barnhill M. P. Martinovich
 Alfred W. Booth Archie Milne
 John F. Dixon Charles M. Silcox
 John Gregory Adam E. Slowik
 William Hall Bobby Stalsworth
 John Hudgins
- USPHS HOSPITAL SAVANNAH, GEORGIA**
 George E. Kitchens Palmer Smith
 Sheppard G. Morris Ernest L. Tatro
 Charles L. Shirah Ernest H. Webb
- USPHS HOSPITAL STATEN ISLAND, NY**
 Oscar J. Adams Robert Avmiller

- Clarence Ayers Dan S. Munro
 Ernest P. Bailey R. S. Nandkeshwar
 James Barnes N. J. Oppedisano
 Winford Powell Salvador Rivera
 Dimitri Bartel Jorge Rodriguez
 Henning Bjork Joseph Scully
 Joseph R. Brasch Collisto Slaran
 John W. Clark Stefan Sorczyk
 Harold Clyatt Frank Soriano
 Richard Garcia Hobert L. Gardner
 Thomas R. Gonzales J. F. Stokes
 Thomas J. Gray John Thompson
 Michael Kennedy James F. Thomson
 Thomas Lauer Clement Vidrine
 Ioannis Loukas Jessie Volva
 Mal McAllister T. M. White
 E. E. Martinez Arthur A. Wilfert
 A. Mitchke Jose W. Wiscovich
- USPHS HOSPITAL NEW ORLEANS, LA.**
 W. J. Barrilleaux James T. Moore
 Harry M. Burris Joseph Munin
 James Campfield Dewey A. Penton
 Thomas Dailey Eugene Plahn
 Donald Dambrino Veikko Pollanen
 Bertram Eckert Cecil V. Ramos
 Sigifredo B. Ferrer Irvin Renew, Jr.
 Domingo Gonzales Arnold F. Rehm
 James Grantham Henry M. Robinson
 John J. Hazel Calvin A. Rome
 Paul M. Hebert Julian B. Royston
 Alvin Henderson Ernest Smallwood
 B. R. Huggins Toelb Smielski
 Sidney S. Irby Roy T. Smith
 Frank James Thomas L. Souza
 Antrey L. Johnson P. O. Thompson
 Anderson Jordan William Thornton
 Andrew Kennedy Alvin J. Verdon
 Edward Knapp Erwin Vial
 Leo H. Lang Ernest C. Vitou
 Theodore Lee Philip Wolf
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 Cecil R. Batts Herbert Fentress
 Howard Bradshaw Thomas M. Gower

- Henri J. Robin, Jr. G. A. Underdown
 George R. Trimyer Luby Wheeler
 Hamilton L. Hadley
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 Gideon A. Allen Andrew P. Mazurek
 James Barrett Carlos L. Sy
 Matthew Bruno Steve Thayer, Jr.
 Andrew A. Franklin Robert J. Wiseman
 Samuel E. Joseph

- VA HOSPITAL SAN FRANCISCO, CALIF.**
 Howard J. Watts
- USPHS HOSPITAL SEATTLE, WASHINGTON**
 Leslie Dean Jesse W. Puckett
 Albert Jarrell Chis Seroczynski
 Jonas Heidt Slew T. Zetterman
- VA HOSPITAL BILOXI, MISSISSIPPI**
 Woodrow Davis
- US SOLDIERS' HOME WASHINGTON, DC**
 Wm. H. Thomson
- USPHS HOSPITAL FORT WORTH, TEXAS**
 Benjamin Deibler Woodrow Meyers
 Thomas R. Lehay
- SAILORS' SNUG HARBOR STATEN ISLAND, NY**
 Alberto Gutierrez Thomas Isakson
 Bart E. Guranick
- USPHS HOSPITAL CHICAGO, ILL.**
 Thomas Hanson

SIU Blood Bank Inventory

Period: September, 1960

Pints Contributed	76
Pints Rejected-I	
Pints Credited*	37 1/2
Pints On Hand September 1	115
	152 1/2
Credits Returned	6
Pints Used	66
Pints On Hand October 1, 1960	92 1/2
* * *	
Summary	
Total Contributed To Date:	1,209 Pints
Total Rejected To Date:	48 Pints
Total Credited To Date:	580 1/2 Pints
Total Used To Date:	488 Pints

* This is a standard arrangement allotting 50% for service, processing and storage to Brooklyn Donor Center Inc.

BANK NEEDS 407 1/2 PINTS TO MEET GOAL OF 500

PHS Hospital Visiting Hours

Seafarers and friends of SIU men are urged to visit their buddies in the PHS hospitals whenever the opportunity arises. The visiting hours at the various hospitals are as follows:

Boston (Brighton PHS)	11 AM to 8 PM
Staten Island	2 PM to 8 PM
Baltimore	1 PM to 3 PM
Norfolk	7 PM to 8 PM
	2 PM to 4 PM
Savannah	6 PM to 4 PM
	9 AM to 11 AM
	1 PM to 5 PM
New Orleans	7 PM to 9 PM
	2 PM to 3 PM
Galveston	7 PM to 3 PM
	2 PM to 3 PM
San Francisco	7 PM to 8 PM
	12 Noon to 8:30 PM
(TB wards 3 PM to 8:30 PM)	
Seattle	2 PM to 7 PM

SIU BABY ARRIVALS



All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$5,000 in maternity benefits and a maturity value of \$625 in bonds:

- Thad Wade Hinson, born August 14, 1960, to Seafarer and Mrs. Thad W. Hinson, Houston, Tex.
- Venus Kouzounas, born August 3, 1960, to Seafarer and Mrs. William B. Kouzounas, Saco, Me.
- John Duncan Nicholas, born August 9, 1960, to Seafarer and Mrs. Leroy M. Nicholas, New Orleans, La.
- Kurt Hayward Utz, born June 14, 1960, to Seafarer and Mrs. Jack R. Utz, San Francisco, Calif.
- Lillian Aguilar, born August 20, 1960, to Seafarer and Mrs. Raul M. Aguilar, Brooklyn, NY.
- Margaret L. Auger, born July 21, 1960, to Seafarer and Mrs. Jean J. Auger, Bellmawr, NJ.
- Patricia Diangson, born September 6, 1960, to Seafarer and Mrs. Teodoro M. Diangson, Brooklyn, NY.
- Ralph J. Broadus, born September 4, 1960, to Seafarer and Mrs. Byron C. Broadus, Springhill, Ala.
- Thomas Joseph Cox, Jr., born August 25, 1960, to Seafarer and Mrs. Thomas J. Cox, Sr., Brooklyn, NY.
- Kimberly Danzey, born September 6, 1960, to Seafarer and Mrs. Tom R. Danzey, Whistler, Ala.
- Karen Lee Doherty, born September 14, 1960, to Seafarer and Mrs. George D. Doherty, Houston, Texas.
- Dan Joseph Koval, born September 20, 1960, to Seafarer and Mrs. John T. Koval, Brooklyn, NY.
- Charles Lucas Krawczynski, born August 6, 1960, to Seafarer and Mrs. Stanley Krawczynski, Heidelberg, Pa.
- Dennis Lonergan, born August 30, 1960, to Seafarer and Mrs. Michael P. Lonergan, New Orleans, La.
- Doniel T. McNeil, born July 25, 1960, to Seafarer and Mrs. Robert T. McNeil, Texas City, Tex.
- Barbara Ilona Mossi, born August 11, 1960, to Seafarer and Mrs. Ernst Mossi, Kingston, NY.
- Vivian Elizabeth Ortiz, born September 20, 1960, to Seafarer and Mrs. Guillermo Ortiz, Santurce, PR.
- Pamela Pedraza, born August 16, 1960, to Seafarer and Mrs. Ygnacio Pedraza, Texas City, Tex.
- Michael Bryan Stanley, born September 10, 1960, to Seafarer and Mrs. George R. Stanley, Harington, Me.
- Shannon Gayle Tracy, born July 4, 1960, to Seafarer and Mrs. Wesley J. Tracy, Anacortes, Wash.
- Daniel Alvarez, born August 17, 1960, to Seafarer and Mrs. Manuel Alvarez, Baltimore, Md.
- Mark Jeffrey Berg, born August 19, 1960, to Seafarer and Mrs. George Berg, Minneapolis, Minn.
- Edna Lucille Billo, born September 8, 1960, to Seafarer and Mrs. Carlo Billo, New Orleans, La.
- Padrale Carlin, born September 18, 1960, to Seafarer and Mrs. Michael J. Carlin, New York, NY.
- Linda Darcel Hall, born July 23, 1960, to Seafarer and Mrs. Joseph Hall, Mobile, Ala.

Physical Exams - All SIU Clinics

Month Of September, 1960

Port	Seamen	Wives	Children	TOTAL
Baltimore	100	6	3	109
Houston	78	6	1	85
Mobile	64	8	15	87
New Orleans	192	3	4	199
New York	347	27	29	403
TOTAL	781	50	52	883

Physical Exams - All Clinics - Since Inception

27,144 Seamen	} TOTAL 30,484
1,766 Wives	
1,574 Children	

SIU Welfare, Vacation Plans

Cash Benefits Paid

September 26 - October 23, 1960

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)	5,880	\$16,202.00
Death Benefits (Welfare)	12	36,054.16
Disability Benefits (Welfare)	745	26,075.00
Maternity Benefits (Welfare)	40	8,000.00
Dependents Benefits (Welfare)	193	41,907.81
Optical Benefits (Welfare)	157	1,559.03

Summary (Welfare)	7,027	\$129,798.00
Vacation Benefits	1,404	\$237,982.32

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	8,431	\$367,780.32
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Summary Of Cash Benefits Paid

Hospital Benefits (Welfare)	\$1,806,186.35
Death Benefits (Welfare)	3,205,523.22
Disability Benefits (Welfare)	1,165,055.00
Maternity Benefits (Welfare)	825,000.00
Dependents Benefits (Welfare)	1,298,178.40
Optical Benefits (Welfare)	40,141.18

Summary (Welfare)	\$8,340,084.15
Vacation Benefits	\$14,967,895.17

TOTAL WELFARE, VACATION BENEFITS PAID	\$23,307,979.32
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None of the figures in the above summaries indicate the amounts paid for various other Welfare Benefits for SIU men and their dependents, such as scholarship payments, meal books, training facilities, medical examinations, and similar items.

"You and Your Effective Control!"



Most myths live to a ripe old age, but the fairy tale of "effective control" was so transparent that it evaporated with the first whiff of truth. "Effective control," the US State Department said, was some mysterious power which the United States wielded over ships registered under the flag of Liberia, Panama or Honduras. Through this unspecified umbilical cord—which, according to the State Department, could never be severed—these ships would always be tied to the United States in an emergency. The Department insisted that the runaways would never, never go near any nasty Communist country—but would be married to our side for life.

When US seamen's unions argued that the runaway flags are a totally uncalled-for gamble with the nation's security, they were told in solemn tones that the runaways were "just like American ships" for practical purposes. The consequence was that the United States became dependent on the runaways for virtually all of its basic raw materials imports—among them oil, iron ore and bauxite. To add to the danger, it became fashionable among the major oil and metals companies to get independents to build runaway ships for them for long-term charters.

Now it turns out that the mysterious "control" on which the State Department relied consisted solely of these lucrative charters in American dollars. As long as US oil companies dangled dollars under the noses of the runaways, the US had "effective control." But when the charter market got an attack of anemia, and the Russians started offering fatter rewards, the runaways suddenly forgot their "loyalty" to the US, to Standard Oil and to Royal Dutch-Shell. The Soviet Union is now able to hire plenty of runaway tonnage to increase its total tanker pool. In doing so, it is able to release Soviet tankers to strengthen its anti-American spearhead in Cuba, as well as to start a worldwide price war against American oil companies.

Nobody need weep over the giant international oil companies which spawned the runaway device to escape paying decent

wages to their crews. But, as the ancient Romans discovered about 1,500 years ago, when you hire mercenaries to do your work for you, they may go over to the opposition some day—and everybody knows what happened to Rome.

Low Cost Medicine

The formation of the Medstore Plan by a group of 13 New York unions will have benefits far beyond providing lower-cost medicine for union members and their families. Medstore will have another equally-important function. That will be a program of educating doctors as to the actual content and official US pharmaceutical designation of all of the brand-name drugs which deluge the market.

For example, meproamate is the official designation for a well-known tranquilizer. It is usually sold commercially under the trade names Miltown and Equanil. If a doctor makes out a prescription calling for Miltown, the pharmacist is obligated to fill the prescription with the brand name product—usually the most expensive. However, if he uses the "generic" designation, meproamate, the pharmacist can issue the product as put out by a lower-cost manufacturer. Chemically the product is identical, and the consumer saves accordingly.

Unfortunately, because of the hundreds of brand-name products coming on the market, doctors find it difficult to keep track of the generic terms. Doctors constantly receive barrages of promotional material from the drug industry which describe their products through their brand names only. They take the path of least resistance and write the trade name—and the patient pays through the nose.

Up until now, the professional organizations in the medical field have largely ignored this problem. It remains to be seen if Medstore's activity in this area will be matched by equal activity on the part of the professional societies. For they, too, have a stake in assuring the public the best in medicine at the lowest possible cost.

SIU Legislative Department



RAY MURDOCK, Director

BALANCE OF PAYMENTS DEFICITS.—Representatives of maritime labor and management met with Commerce Department officials on November 3, 1960, to discuss steps that could be taken to reduce the balance of payments deficit. The Government noted that in 1958 there was a deficit of \$3.5 billion in balance of payments, \$3.8 billion deficit in 1959, and an estimated \$2.5 billion deficit in 1960. The Government spokesmen discussed what courses of action could be taken to reduce the balance in payments deficits. They discussed a reduction in foreign military aid; a reduction in foreign economic aid; a restriction on imports; ask the Western European nations to assume greater responsibility in foreign economic aid, and an expansion of our exports. They said that they are trying to encourage a larger export volume and to educate American shippers in the advantages of using American-flag transportation. In line with these suggestions 32 meetings have been held throughout the country in an attempt to educate shippers on the need for greater exports and the necessity for shipping on American ships.

Vice-Admiral Ralph Wilson, Maritime Administrator, pointed out that only 9.7 percent of our foreign trade is presently being carried on American-flag ships. Spokesmen for the AMMI said that steps could be taken in Washington to reduce the balance of payments deficit. It was suggested that a clarification of the cargo preference acts be made and that the Department of Agriculture be required to live up to the requirements that the division of cargoes should be made on a cargo-by-cargo basis, rather than on an over-all total. Maritime industry spokesmen also suggested that the United States Government should require that a reasonable percentage of ore and oil be carried on American-flag ships.

Maritime labor representatives suggested that representatives of the maritime industry should be called in for foreign policy briefings by the State Department. They said that it is the duty of FMB to set reasonable freight rates for Government-aid cargoes. It was pointed out that the Department of Agriculture ignores these set rates; and because FMB does not enforce them, the aid-program subsidizes foreign-flag operations. It was also suggested by labor spokesmen that Government-aid cargoes should not be shipped on American-flag lines that have foreign-flag operations. The Government representatives made a brief closing statement saying that they would carefully consider the statements made by the maritime industry spokesmen, that the attempts to close the gap in the balance of payments is a long-term program, and that the Government would carefully consider what steps should be taken.

MARITIME OUTLOOK.—There were 944 vessels of 1,000 gross tons or over in the active oceangoing US merchant fleet on October 1, 1960, nine less than the number active on September 1, according to the Merchant Marine Data Sheet released by MA. There were 37 Government-owned and 907 privately-owned ships in active service. There was a decrease of 12 active vessels and 3 inactive vessels in the privately-owned fleet. One cargo ship, the SS Export Ambassador was delivered from construction. Two passenger-cargo ships and seven freighters were traded in to the Government for credits on new construction. One tanker was sold foreign. The privately-owned fleet decreased by nine to 1003. Of the 96 privately-owned inactive vessels, 34 dry cargo, two combination passenger-cargo ships, and 48 tankers were laid up for lack of employment, nine more than on September 1, 1960.

According to Lloyd's Register of Shipping, the United States has dropped to eighth place ranking during the third quarter of this year in ship-building volume.

SHIPS vs. RAILS.—Despite protests by Seatrain and Pan-Atlantic, the ICC has again permitted railroads to reduce trailer-on-flatcar rates on brass, bronze, or copper articles from certain origins in New England to destinations in the Southwest. Previous reductions of rates occurred in February, March, and April of 1959. In April the reduction included a new rate of \$2.64 cwt. on brass, bronze, or copper articles (30,000 lb. minimum) moving from New Milford, Connecticut to Shreveport, Louisiana. Although the reduced rates were investigated and unfavorably reported on in the Examiner's report of July 11, they were not suspended. Meanwhile, the railroads filed further reduced rates which became effective October 16, 1960, including a new rate of \$2.28 at the 30,000 lb. minimum on the above materials being transported to Shreveport from New Milford. Seatrain and Pan-Atlantic have protested these further reductions, but the Board of Suspension and, on appeal Division II of ICC, voted not to suspend the rates, but to investigate them. Thus the Commission will have to assign an examiner, the parties will have to submit evidence, and the lawyers will have to submit briefs all over again in circumstances where it has already been decided on the basis of evidence and briefs that reduction to a higher level of rates was unlawful. Mr. John Weller, President of Seatrain, has pointed out that if the findings of a Commission Examiner after full investigation are disregarded, it is difficult to see what possible evidence a petitioner for suspension could present which would be persuasive enough to win suspension. The rate war which now exists threatens the financial stability of several modes of transportation regulated by the ICC. It is imperative, therefore, that the Commission establish standards and procedures which will serve as a guide to practitioners.

SHIPPING INVESTIGATION.—FMB has won a seven-month old legal battle against the steamship conferences. The Second Circuit Court unanimously upheld the right of the Agency to demand all the records it is seeking in its sweeping investigation of shipping. The investigation is an upshot of Congressional hearings into the practices and agreements of steamship lines that suggested the Board had been lax in its enforcement of the law. The Board ordered 120 domestic and foreign steamship companies engaged in United States foreign trade to search their files, here and abroad, and to produce copies of all their contracts for examination.

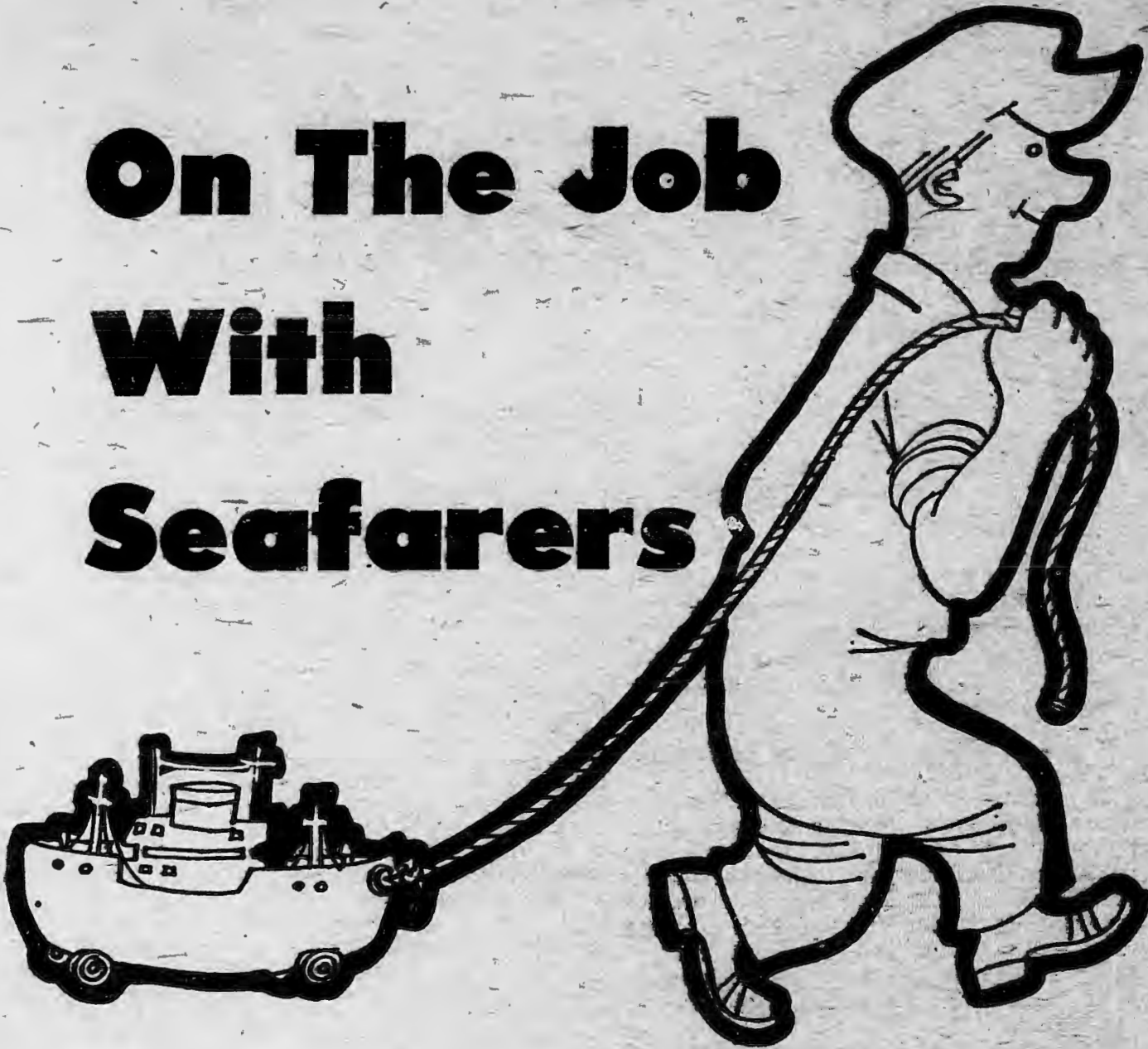


Ocean Ulla's crew pantry is a busy spot during the mealkime rush. Keeping things going at the noon hour are (rear to front) Lum Ortego, crew MM; Sword Granger, pantryman; Martin Lynch, utility; Jim Woods, saloon MM. Ulla is one of the newer supertankers under SIU contract.



Inventory control sheet is filled out by chief steward Oswald Ergle, keeping track of Ocean Ulla's shipboard supplies.

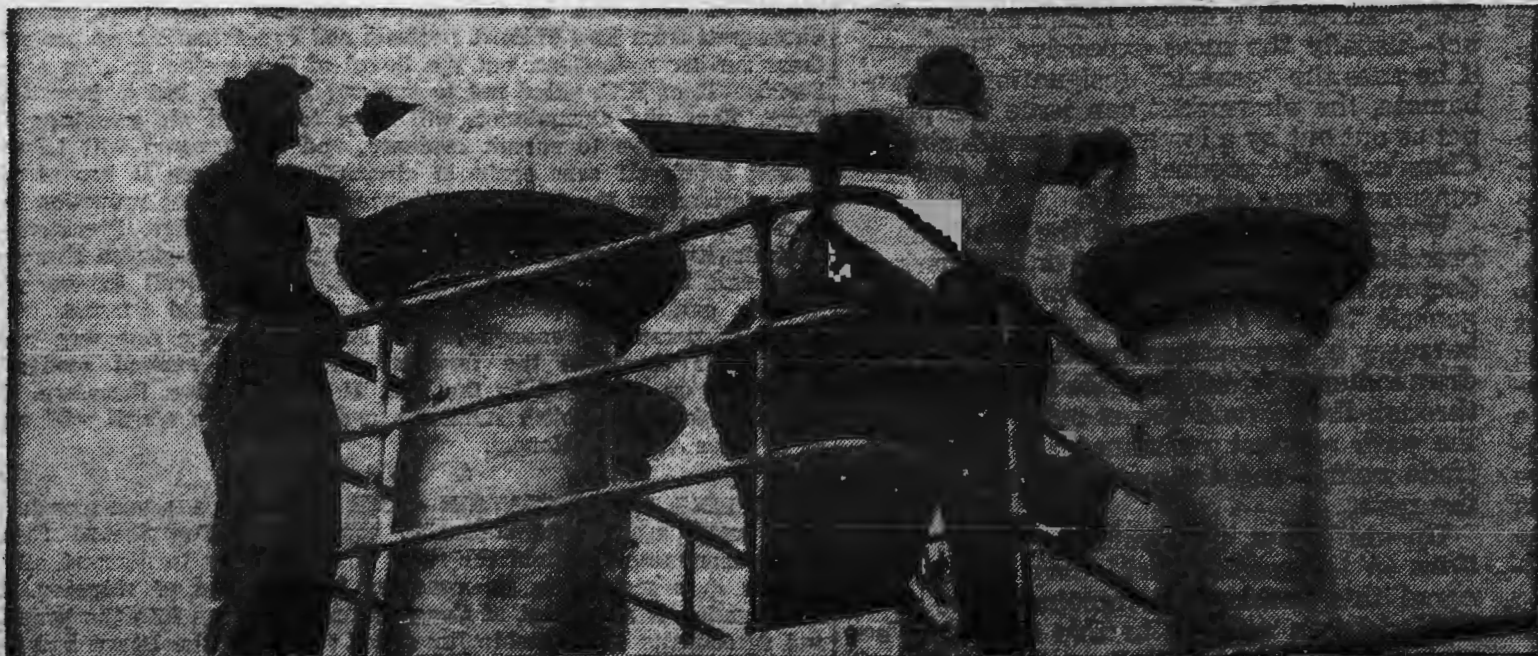
On The Job With Seafarers



Neil Napolitano and Bob Murphy, both ordinaries, pour oil leftovers into one of the ship's cargo tanks aboard the Ulla.



Wielding stilson wrench on ratchet is AB Tom Curry. He was opening cargo tank top aboard Ocean Ulla at the time.



Robin Locksley bosun Emil Gretsky (left) and George Lampuse, AB, were perched on the emergency steering platform when photographer passed by. They were preparing to put up a new binnacle at the time. Both Seafarers are following the time-tested rule, "one hand for the ship, one hand for yourself."



Bartolo Cruz, crew messman on the Robin Locksley, tidies up in the galley after crew has finished noontime chew.



Bosun Cecil Wiggins, Alcoa Ranger, demonstrates use of Lyle gun. Luke Myrex, AB, is the interested observer.

Ship line writhes in snake-like pattern as Cecil Wiggins, bosun (left) and DM LeRoy Jones rig a boom on the Ranger. Below, chief mate Flowers (2nd, left) conducts a shipboard safety demonstration on the proper use of oxygen masks.

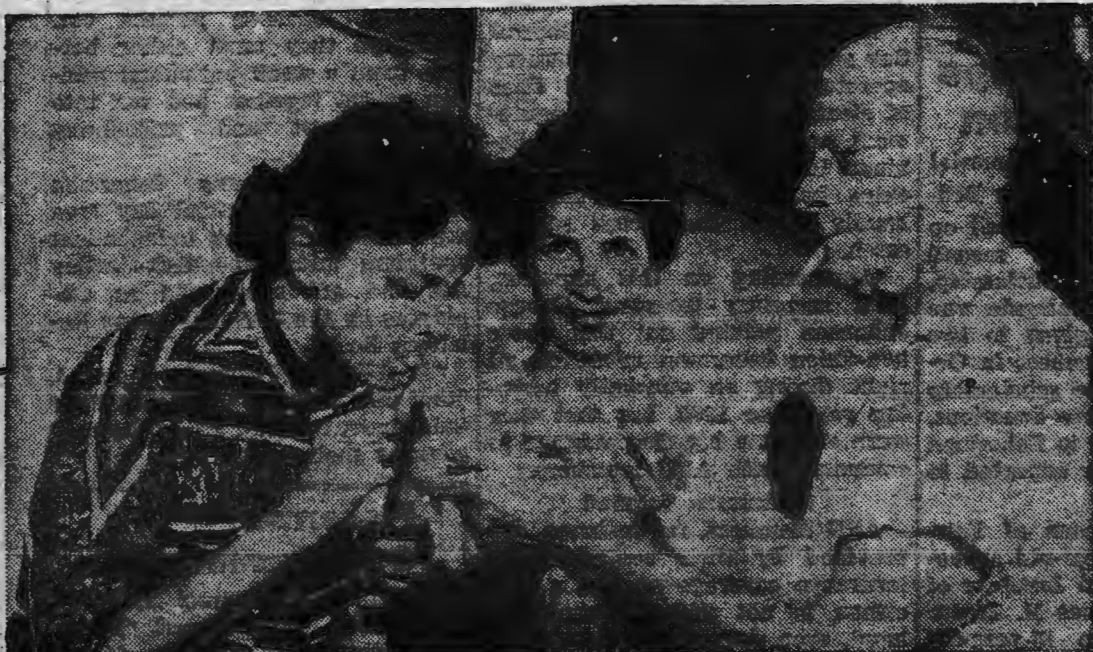
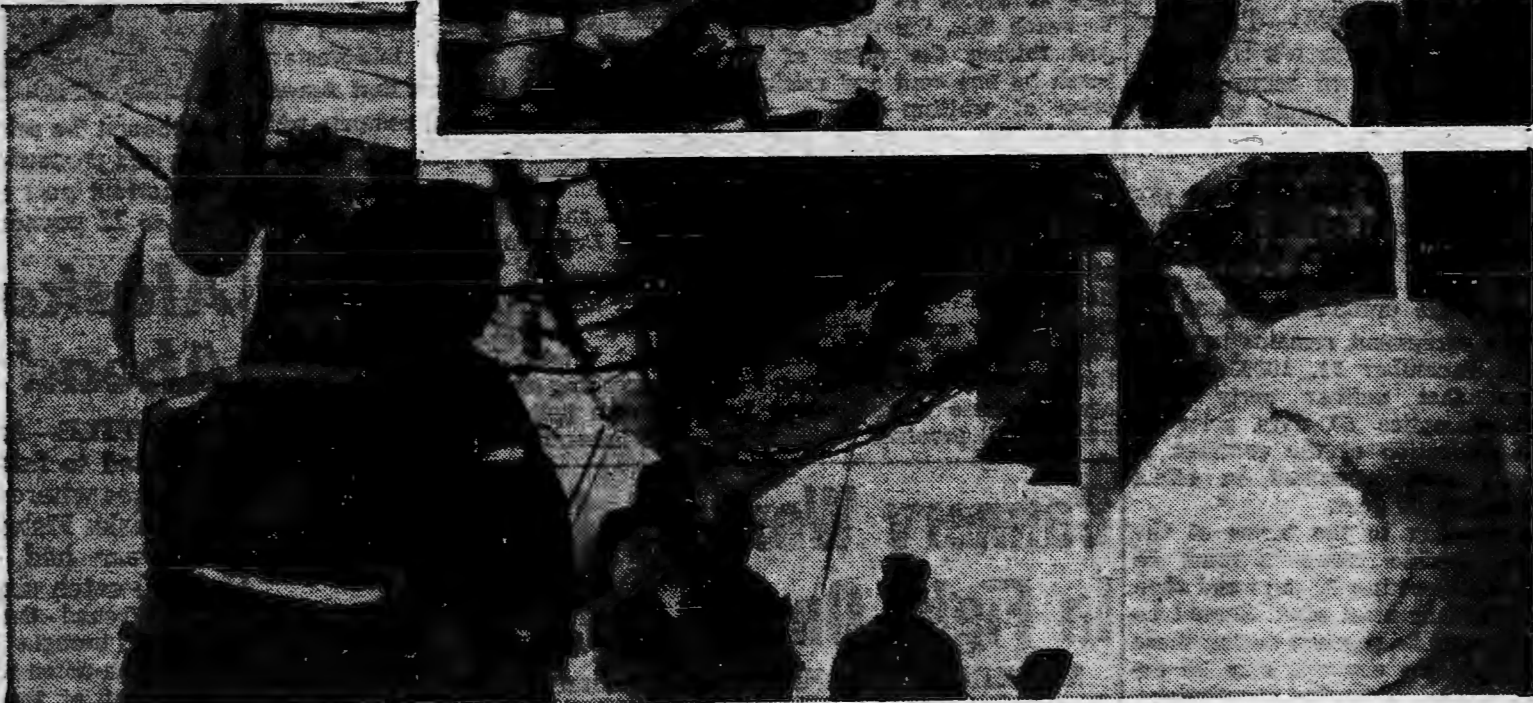


A. G. Kruthoff, chief engineer (left) and oiler Mortimer T. Morris, ship's delegate, discuss a shipboard problem on the Ranger.

Ralph Guito, 2nd cook (right) has all burners going in the Ranger's galley. James Faircloth is keeping an eye on the proceedings. In photo below, Guito and other crewmembers don lifejackets for fire and boat drill at sea.



The humble, but essential job of peeling potatoes is performed by Ranger messman James Birdsell out in the sunshine.



Seafarer William J. (Professor) McKay, AB, presents cigarette holders he designed and made to two women passengers on the Ranger. Holders keep fingers from becoming tobacco-stained.



Captain Tom Miller had his 37th birthday in the course of the Ranger's voyage. That called for a party and a birthday cake by baker Jim Faircloth, which the skipper is slicing in the saloon messroom.

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



Atlantic Fishermen Now Kicking Off New Programs For Union, Industry

BOSTON—The Atlantic Fisherman's Union, which recently voted overwhelmingly to renew its affiliation with the SIU, is planning a program to revive the domestic fishing industry and bolster the union's strength.

The union voted in October to re-join the SIU as an international affiliate with full autonomy when fishermen in Boston, Gloucester and New York indicated their desire to re-affiliate in a secret referendum.

The Atlantic Fishermen's Union has about 1,600 members in the north Atlantic ports. There are about 800 members in Boston, some 600 members in Gloucester and about 200 members in New York.

Captain Thomas O'Brien, the new roving business agent of the union, this month outlined a program to build up the fishing industry and aggressively advance the union's programs with the help of SIUNA's 75,000 members.

A new and strong organizing drive is getting underway, O'Brien said. There are 1,600 potential un-

ion members in Gloucester alone, and the union hopes to organize all of the men who fish commercially from the port. Also, organizing will be stepped up in both Boston and New York.

In addition to the main ports, the union has started organizing fishermen in Portland and Rockland, Me. It is also embarking on a program to encourage present members to take a more active part in union and industry affairs.

Industry-wide cooperation in raising the US per capita consumption of fish is another part of the union's program, and the union intends to help vessel owners in the promotion of fish consumption.

Standards of quality, set up by the union and vessel owners, are important in getting Americans to eat more fish. The quality control program would designate a final authority to decide whether any particular catch should be condemned.

O'Brien feels that fishermen can earn a good living from the sea, and he envisions fishermen's earnings at \$7,000 to \$8,000 a year. To reach this, the union will suggest raising the price of ocean perch by one cent and raising the price of whiting half a cent a pound. The success of price raising of scallops in New Bedford was cited as an example.

Although nearly two-thirds of the domestic market is being supplied by imported fish, the Atlantic Fishermen's Union believes that with quality control and increased consumption of fish by Americans, the Atlantic fishing industry can again become a well-paying business for all involved.

Among unions in the SIU are a number of groups of commercial fishermen on all coasts, as well as shoreside fish canneries and processors. They are involved in such widely-diversified fishing operations as scalloping, tuna fishing, salmon fisheries, cod, halibut and many others. Groups involved include the New Bedford Fishermen's Union, Alaska Fishermen's Union, tuna fish and cannery unions operating out of California ports and groups in Bristol Bay, Kodiak, and elsewhere in the far northwest Pacific.

Trawler Study On

SEATTLE—The trawlers of the Northern Pacific, manned by members of the Alaskan Fishermen's Union, have been successful in marketing their catch in their home ports only.

George Johansen, secretary-treasurer of AFU, attributes this inability to reach mid-western markets with the fact that American fishermen cannot compete with such countries as Norway, Iceland and Canada due to the concessions, direct and indirect, made by our State Department.

"Flounder, sole, and all the other fillets are running real good, but we cannot get our foot into the market," Johansen claims. He is working on a study to show how foreign policy puts the hook into US fishermen.

Cannery Workers Gaining In Fight On 'Runaways'

TERMINAL ISLAND, Calif.—Cannery workers in the Los Angeles area, who are represented by the Cannery Workers Union of the Pacific, are continuing to make progress in their fight against "runaway" fish packing plants, reports SIUNA vice president Andrea Gomez.

The union's recent election victory at the National Packing plant in Puerto Rico, in particular, has substantially raised the morale of Southern California's workers, Mrs. Gomez says, and they are now hopeful that in the future, the packing industry will open new plants only for the purpose of legitimate expansion, and not to obtain "coolie" wages by fleeing from union contracts.

Under the present contract, minimum wages for women will be \$2.09½ cents an hour, while the minimum wages for men will be \$2.15 an hour by the time the contract expires in September, 1962.

Also, Mr. Gomez reports, the contract is being enforced to the hilt and the employers are being made to live up to it.

More Scholarships Planned By Union

The Robert J. Swain Memorial Scholarship Fund of the New Bedford Fishermen's Union is well on its way to making its second awards next year. The scholarship, named after a union delegate who died last year, was given to two children of union members in October. Since then, the scholarship fund has received more donations, and two more grants to fishermen or their children are expected to be made in May.

Miss Sylvia Aanensen of Fairhaven, Mass., a 20-year-old sophomore at New Bedford Institute of Technology, and James P. Taylor of New Bedford, an 18-year-old freshman at Worcester Academy, were awarded \$250 each in October to help them continue their education.

Everything's Big In Alaska



Although the salmon was the "big fish" in Alaska this year, catching and processing the giant king crab is becoming an increasingly important part of the state's fishing industry. These crabs weigh up to 22 pounds and often reach a spread of five feet.

Alaska Fishermen Seen Ahead Of Independents

SEATTLE—After a long period during which they were restricted to fishing only one day a week, so that the rivers and lakes where salmon spawn could be reseeded, members of the Alaska Fishermen's Union this year had their biggest salmon catch since 1948.

The 'round-the-clock season, however, brought into the scene many non-union fishermen, who came "out of the bushes," as it were, intent on cashing in on the booming salmon run.

The salmon run in the Bristol Bay area was so good that cannery operators set up additional lines of cleaning and processing equipment, and flew in hundreds of Eskimos to man the lines. Even with extra help, canneries could not handle all of the record salmon catch.

Commenting on this situation, AFU secretary-treasurer George Johansen pointed out that these non-union fishermen might do all right during an unusually booming year like 1960, but that they were still at a big disadvantage as compared with AFU members.

Fishermen Insured
AFU members, for instance, are provided by their contract with insurance coverage so that a fisherman is not without money in hand, even during poor seasons.

Moreover, AFU contracts protect union members with health, welfare and pension plans, and call for fishermen who are sick or in-

jured to receive average fishermen's pay.

Those fishermen who are classified by the Federal Trade Commission as independent businessmen, because they assume the risk and management of their own businesses, cannot be represented by a union, Johansen pointed out. Therefore they must either bargain from a weak individual position or get together and run into the anti-trust and price-fixing laws.

However, company fishermen employed in the Bristol Bay area are not classified as independent operators under the Taft-Hartley Act and are recognized as employees by the National Labor Relations Board.

"It follows," Johansen declared, "that only through unions, and not independent status, can fishermen advance their interests."

Fishermen On TV On November 27

WABC-TV, Channel 7, New York, NY, will telecast "Fishery" as part of its "Americans at Work" program on Sunday, November 27, 1960, from noon to 12:30 p.m.

NBFU Winds Up Existing Pacts

NEW BEDFORD—The New Bedford Fishermen's Union is in the process of terminating all existing agreements with the New Bedford producers and independent vessel operators.

In line with the terms of the present contract, NBFU secretary-treasurer Howard Nickerson has given notice to the operators concerning the union's intentions.

The agreement remains in force until December 31, 1960. In the event that neither party gave written notice 60 days prior to the expiration of the contract, it would have remained in effect from year to year.

According to the terms of the pact, specific proposals must be submitted within 10 days and then negotiations must start. Should no agreement be reached during these 60 days, the contract may be extended for continuing negotiations.

The membership has given Nickerson its unanimous support in ending the agreement and the negotiation of a new NBFU contract.

Voting Under Way In New Bedford

NEW BEDFORD — Voting is under way for the election of Secretary-Treasurer and Union Delegate of the New Bedford Fishermen's Union.

The election is being held at the Union Hall under the supervision of the Credentials and Balloting Committee between 9 A.M. and 4 P.M., Monday through Friday. Balloting started November 1 and will end November 30.

Elected candidates will begin their term of office on January 1, 1961. They will serve for two years. The last elections called for a term from June, 1959, to December 31, 1960.

SIU MEDICAL DEPARTMENT

JOSEPH B. LOGUE, MD, Medical Director

Diabetes' Check-Up Can Help You

A recent National Health Survey estimated 1,500,000 cases of diabetes in the United States. There are probably as many undiagnosed or pre-diabetes cases. Diabetes Mellitus is one of our commonest diseases and, as the population of middle and older groups increases, the number of cases of diabetes will increase. Diabetes Mellitus is a disease of disordered carbohydrate metabolism producing hyperglycemia and glycosuria. This condition is due to the disturbance of insulin mechanism. The pancreas is believed to be the main offender although other glands are possible factors.

Diabetes, with the classic symptoms of thirst, increased urination; increase in appetite; loss of weight; loss of strength; fatigue and other well-known symptoms are usually recognized by the examining physician, and a check of the urine and blood usually makes the diagnosis very simple. It is the thousands of early cases, or cases which do not present the classical symptoms that it is essential to diagnose before irreparable damage to the body is done.

If cases of diabetes are undiagnosed and untreated, various complications may develop. It is known that certain disorders are more prevalent in diabetics, such as arteriosclerosis, retinitis, neurological changes, tuberculosis and certain skin conditions and, in severe cases, even acidosis coma and death. Although anyone may develop diabetes, there are certain groups that are more susceptible, and these groups should be specially alerted.

- (1) Anyone with a diabetic parent or ancestry.
- (2) Those who are overweight.
- (3) Those who are over forty and especially women over forty.

Any person in the above groups should be suspect and, although the urine and blood test may be only borderline, they should be observed frequently. Diabetes may be diagnosed easily by classical symptoms and blood and urine test. Those cases without symptoms, and early cases, may be diagnosed by testing the urine and blood.

Blood Sugar Testing

In some of these cases, due to glomerulosclerosis, the urine may be negative, even though the blood shows a high hyperglycemia. Therefore, in persons over forty, a blood sugar test is essential. Anyone with blood sugar, after a high carbohydrate meal after one hour and with a reading of 150 mg.% should be suspect and followed up.

Although there is no known cure for diabetes, the condition can be controlled so that the routine of normal life may not be seriously interfered with. There are many well-known athletes who continue their active participation in athletic events under proper care. Children who have diabetes may be controlled with little interference in their recreation and school activities. The condition should be explained to them so that there is no traumatic psychological reaction.

Diabetes may be controlled by diet, exercise and insulin or oral Tolbutamide medication. Many cases appearing in midlife, involving patients who are overweight, may be controlled by diet alone. Others in this category may be controlled by oral medication and diet, and proper exercise.

Unfortunately, in children and certain cases who don't respond to diet or oral medication, they will require daily injections of insulin. All cases should be familiarized in regard to diabetes, including hygiene, diet, medication; the difference between insulin reaction and hyperglycemia reaction.

The Diabetic Detection Drive is a year-round campaign conducted by the American Diabetic Association to encourage the detection of unknown diabetics. Of course, as a matter of routine, Seafarers and their families get a urinalysis and blood test as part of the regular physical examination at any SIU clinic.

To be tested:

- (1) Visit your doctor.
- (2) During Diabetic Week, which is the week before Thanksgiving, call your local Medical Society for a free test for diabetes.

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



Fit for a Seafarer!

THE FOOD AND PRICES AT OUR OWN BALTIMORE AND NEW YORK SIU CAFETERIAS

ARE GEARED FOR SEAFARERS - THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

Should SIU Change Vacation Plan?

(The following exchange of correspondence between crewmembers of the SS Monarch of the Seas and SIU President Paul Hall deals with proposed changes in vacation system on SIU ships. The letter from the crewmembers suggests a compulsory vacation system, with a crewmember having the right to return to his original job. President Hall's letter reviews some of the pros and cons raised on this issue in the past and suggests further membership examination and discussion on this issue.)

October 6, 1960

Dear Brother Hall:

In our last regular joint meeting a wide discussion on the vacation system prevailing in our Union took place. This subject seemed to be uppermost in the minds of the vast majority of our membership, particularly those who have heavy domestic responsibilities.

The recent issues of the LOG attest to this.

We are wholly in favor of our members taking a vacation after being on the ship so long, say one year. This is one of the fundamental issues the trade union movement fought for, and which every worker looks forward to. We feel that this is a part of the progress modern civilization has attained, and therefore, as progressive unionists, we are entitled to this cherished gain.

We know of many of our members who stay on the ship, year after year, without taking vacations. We talked to those brothers, who, may we assure you, are good, sober Union men, and a credit to our organization. We found, without exception, that these brothers are willing to take a vacation even after ten months on the ship, if they could be assured of having another job without pay reduction after taking their vacation. This position, we firmly believe, is consistent not only with our inherent legal rights, but also with the basic principles of the trade union movement.

Considering our present system of hiring and the static condition of the maritime industry, we feel that vacations, as it now stands, cannot be taken by our members with a sacrifice, either in prolonged idleness after taking a vacation, or taking a lower-paying job.

We feel therefore, that some adjustment should be made in our present Union shipping rules to enable our members to truly enjoy a real vacation, which means sojourn from one's labors in peace and joy. One cannot enjoy a vacation peacefully if he has to worry about spending his savings, when not knowing when he will be employed again.

We suggest that, when any member has been on the ship a certain time, say a year or shorter, he must take a vacation and be allowed to assume his job upon the return of his ship. This system has worked successfully in other maritime unions, and to a certain extent, alleviated the slow shipping periods. We feel confident this system will also work in our Union.

We are writing you this in order to ask your opinion and guidance on this subject. We trust that you, who has always fought for our rights, welfare and well-being, will give this matter serious consideration, and that if our suggestion is workable and would not injure our organization, you will institute the proper steps to make it a reality. Reaffirming our confidence and loyalty to you and the rest of our leadership,

Fraternally yours,
Victor D. Brunell
Ship's delegate

October 31, 1960

Mr. Victor D. Brunell,
Ship's delegate,
SS Monarch of the Seas
Dear Sir and Brother:

I would have written to you sooner, but several important

meetings required that I be out of town.

I received your letter of October 6, suggesting that the SIU adopt a system of compulsory vacations after a specified period of shipboard time. As you know, we in the SIU have never had any such limitation on employment of Seafarers with top seniority, for vacations or any other reason.

The question you raise has been raised many times in the past and there has been active discussion pro and con as well as formal consideration by the membership. Back in 1949, there was a prolonged discussion on the subject lasting approximately a year. Both sides of the issue were thoroughly aired in shipboard meetings and ashore, and the pros and cons fully reported by the SEAFARERS LOG at the time. As a result of these discussions, a membership committee was elected to review the issues and submit recommendations.

The committee then looked into the operations of the other unions, which had adopted a compulsory one-year rule in 1949. It found that some of these unions had difficulties arising out of the Taft-Hartley Act. Consequently, at the regular membership meetings of June 21, 1950, the committee brought in a recommendation to defer action on any compulsory vacation until legal barriers could be removed. This recommendation was adopted by the membership in all ports, and a report of the membership's action was published on page 1 of the SEAFARERS LOG of June 30, 1950.

In 1951, the headquarters negotiating committee made a thorough study of the vacation clause of existing contracts. Among the vacation provisions was one which required a seaman to serve continuously for at least 12 months with one company in order to get a week's vacation for which the man had to leave the vessel. For practical purposes, this provision deprived the vast majority of seamen from receiving any vacation benefit.

It was in order to correct this and other inequities, to give every SIU member equal treatment, that the Union negotiated the present Vacation Plan in that year—the first industry-wide vacation plan for Atlantic and Gulf Coast seamen, whereby every seaman would enjoy vacation benefits by pooling his employment time, with all companies.

In regard to your comment that the maritime industry is in a "static condition" and that the members feel they can't take a vacation without facing a period on the beach or taking a lower-paying job, examination of the shipping figures for the year 1960, as published regularly in the SEAFARERS LOG, indicate that a very large percentage of jobs are being filled by Seafarers with class B and C seniority. In some months as many as 800 to 900 jobs, or approximately 33½ percent, go to men in these classifications. All of these jobs were available to class A men if they wished to throw in for them. This indicates a very favorable shipping picture for the class A men.

On the other hand, those who are opposed to the type of compulsory vacation arrangement you have suggested, have raised a number of significant objections. Under any circumstances, they point out,

some ships and some runs will always be deemed more desirable than others and, of course, this would be especially true of the key ratings on such ships. Consequently, they argue, should the membership pass the kind of rule you advocate—namely, that a man would have the right to take off a trip and then go back aboard the same ship in the same rating—it would set up a class system in the Union. Those members who happened to be on the so-called "good" ships, holding the more desirable jobs, would be frozen into their jobs. Seafarers who happened to be on ships in less popular runs, or on the beach at the time, would have their choice of job opportunities greatly restricted, even though they would be equally-qualified.

For the sake of argument, they say in the case of a key rating like chief steward, bosun or electrician, such a rating on the beach or on a less-desirable run, would find it virtually impossible to obtain employment in that rating other than as a temporary vacation relief. They claim that where such vacation systems exist, the memberships of the unions involved find it more difficult to get regular employment in a key rating.

In citing the shipping data and the arguments on this issue, headquarters does not make any specific recommendation to the membership, for or against, of a compulsory vacation rule. The final decision, of course, is one to be made by the membership. For that reason, the full text of your letter, together with the full text of this reply, will be printed in the November SEAFARERS LOG.

It is hoped that publication of this exchange will stimulate discussion of this issue by the Union's membership, and encourage them to express their views on the subject.

Fraternally,
Paul Hall
President

Crooks Wins MMP Vote

The Masters, Mates and Pilots union elected Charles Crooks as its international president in the union's first mail referendum ballot.

Prior to this year, officers of the union were chosen at convention.

Crooks, of Local 90, a West Coast local, was elected over the opposition of five other candidates. Former president Robert E. Durkin was not a candidate for reelection.

Elected vice president of the international was Patrick J. King, of Local 11 in Boston. King won over five other candidates.

John M. Bishop, of Local 28 in St. Louis, was reelected secretary-treasurer of the union over three other candidates.

The posts of president and secretary-treasurer are full-time, paid jobs. The newly created post of international vice president is not a paid job.

Balloting in the 90-day mail referendum was conducted by the Election Institute and was supervised by George Moskowitz of New York. Votes were counted in Washington on October 29.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Balanced Diet Is Health Tool

Just eight years ago, back in 1952, "frozen food" got its first mention in an SIU contract. Still intact as part of the Union agreement, the clause states: "Frozen foods shall be considered the equivalent of and serve the same purpose as fresh foods." During the same '52 negotiations, the contract clause regarding fresh milk was also amended to provide that milk would be served three times instead of only twice daily while in port.

Another part of the same contract provision, long taken for granted, is this: "An adequate supply of fruit juices shall be provided for the unlicensed personnel. Fresh milk, fruit and vegetables will be furnished at every port touched where available and, if supply is possible, a sufficient amount to last until the next port or to last until the food would ordinarily, with good care, spoil . . ."

This kind of protection, built right into the Union contract, takes into account the many items that must be clearly spelled out in order to establish and maintain proper working and living conditions aboard ship. A sailor's union contract has to cover these items because, unlike other workers, the seaman doesn't quit his place of employment after an 8-5 or 9-5 day. He's "married to the ship, as the old saying goes.

The Scurvy Days

Concern over milk, fresh or frozen foods, fresh bread and the like has developed over the years because food and health go hand in hand, and a good day's work depends on the other two. We've all read a book or seen movies about "the good old days" when the disease known as "scurvy" was a real killer among seamen. It wasn't unusual in those days to have a third of the crew die off at the end of a single long voyage. Others suffered from fatigue, bleeding, pains in the muscles and joints, bad teeth and gums and from a lot of other ailments all labelled "scurvy".

It was discovered later that this resulted from the poor, unbalanced diet served to the foci. It came as a revolutionary idea that the diseases which seemed to afflict seamen were caused by a lack of something in the diet. It developed then that drinking lime or lemon juice could prevent disease and, eventually, science proved that the presence of vitamin C in citrus fruits saved many lives.

In later years it was discovered that there are many other nutrients which were important in the prevention of disease and in maintaining good health, so many in fact that provision of a well-balanced diet with a wide variety of foods is considered an essential to good health.

All of this is a roundabout way of saying that proper diet is a must for health's sake aboard ship, and basic nutrition is an important tool to be used by the steward and cooks in planning out menus and meals. It's not important to understand everything about vitamins, minerals and other nutrients; that's for a specialist. It's enough to know that a balanced menu is a must, since no single food provides all the nutrients that the body needs.

We all have to eat many types of food to obtain the essentials for health. This covers a wide range of cooked and raw vegetables, salad makings, fruits, milk and dairy products, eggs, meat, fish, fowl and grains. All of these contribute in some manner to our general health and well-being and you can bet that the guy who's feeling "run down" or is "just not himself" is usually cheating on himself by passing up certain foods.

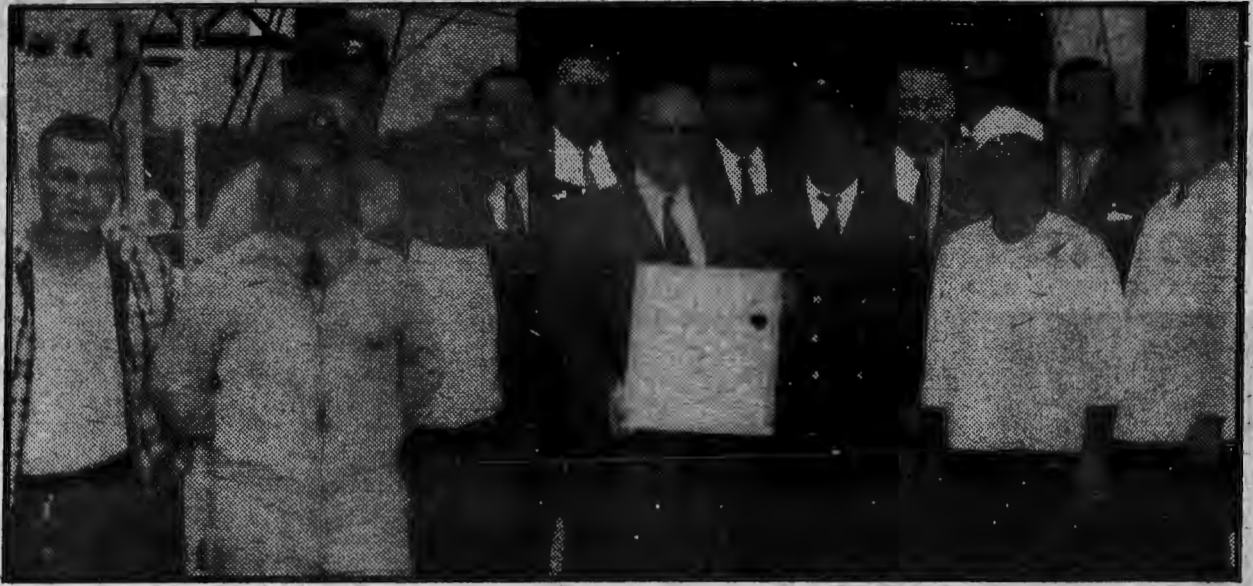
Cooks and stewards who have the general responsibility for these matters aboard ship therefore have the job of planning out menus with enough variety to appeal to all tastes. Menus have to be planned for contrast in the flavor, texture, color and form of the food served together in a meal so that they are appetizing and appealing. With no regard for the health factor, a dislike for certain foods sometimes develops because they seem unappetizing or uninteresting. But a steaming, good-looking platter is the best answer to this end, once tasted, can melt away the dislike in the best interests of all concerned.

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



Preparing noon meal for crew aboard SIU-manned New Yorker, Charles Bedell, cook-baker (right), works under watchful eyes of Eric Klingvall and Pete Loleas (center), visiting galley as consultants in various ports check out an average of 150 ships per month.

Bull Line Gets Sanitation Award



The SIU-contracted Bull Line late last month received the US Public Health Service special citation for excellence in shipboard sanitation aboard the SS Kathryn at the line's Brooklyn terminal.

The award was earned by both the crew and officers of Bull's 15 ships, each of which earned a rating of 95 or better in an official USPHS inspection involving 166 separate items of sanitary construction, operation and maintenance.

Citation Presented

The citation was presented to Bull Lines president Frank M. McCarthy by Joseph B. O'Connor, regional director of the Department of Health, Education and Welfare. Afterwards, a tasty lunch was served up by SIU steward department members.

This marked the first time Bull Line has received the award. Another SIU-contracted company—Bloomfield—holds the record for winning the award two years in a row.



Bull Line head Frank McCarthy (top) holds PHS sanitation award on SS Kathryn. Above, Neva West (Bloomfield) men get certificate from Tom Beatty, SIU Ship Sanitation Dept. They are (l to r) Bob Creel, engine; W. R. Geis, steward; Sal Candela,

US Ships Barred From Cuba Charter

As part of a general policy of embargoing the pro-Communist Government of Cuba, the United States has banned US citizens from transferring, selling or chartering merchant ships to Cuban nationals or placing such vessels under Cuban registry. The new policy, as announced by the Maritime

Administration, covers all craft regardless of size, type or form of propulsion.

The government of Premier Fidel Castro has taken a rabid anti-American position in recent months, seizing all American property and enterprises in Cuba while accusing the United States in the United Nations of preparing an "invasion" of Cuba. The US ambassador to Cuba, Robert Bonsal, has been recalled to Washington, and is not expected to return to Havana.

Tide Had Ebbcd

Even before the embargo had been declared, trade between the US and Cuba had dropped to a low ebb and US-flag ships were inactive on this run. Runaway-flag passenger ships such as the Florida, the Yarmouth and the Evangeline, which formerly operated on the Miami to Havana run, have all discontinued their Cuban services. They are continuing to operate out of the Florida port to other West Indian resorts.

In addition, the runaway-flag City of Havana, which operated as an overnight ferry between Key West and Havana, has discontinued operations.

On the other hand, the SS Sea Level, Liberian-flag carrier which operated under the American flag as the old Seatrain New Orleans, is still running between Belle Chasse, Louisiana, and Havana. The Sea Level is American-owned, with a Cuban crew.

The Navy has received reports that the Cuban government plans to seize any American-flag vessel

which calls at a Cuban port, in line with his policy of confiscating American property. Chances that Castro will get this kind of an opportunity look very slim at the moment.

It has also been reported that

Soviet tankers carrying oil to Cuba carry more than seamen aboard. These ships apparently carry Soviet military crews and "technicians." It is feared that the "technicians" are exploring sites for military installations on the island.

No Port Like Home, Greek Ships Find

As a result of a policy of encouraging transfers from the Liberian flag, the Greek government now boasts a merchant fleet of over 1,000 vessels. The most recent vessel to switch

from runaway to Greek registry is the tanker Atlantic Queen, owned by the Livanos interests. A total of 74 ships have applied for such registry in the last month alone.

Trend Follows Boycott

The trend toward Greek registry developed following the worldwide boycott of runaway-flag shipping by the International Transportworkers Federation in December, 1958. The Greek government denounced the action as being aimed at Greek-owned shipping, and subsequently offered ship operators liberal tax relief and other inducements. The Greek seamen's union also opposed subsequent proposals to strengthen and follow up ITF action against runaway shipping.

Since many major Greek ship-owners operate out of London or

New York, the Greek government has concentrated its efforts on having them set up branches in Piraeus for at least part of their operation.

It is estimated that the Greek-flag fleet employs close to 29,000 seamen. Another 13,000 Greek nationals are employed aboard Greek-owned ships operating under runaway flags.

Insurance Payments OK

One of the original reasons for the Greek shipowners' preference for runaway flags was the fact that payments had to be made into the seamen's insurance and pension fund. However, the Greek shipowners now find that payments to the seamen's insurance fund offers insurance for the operators as well—against organizing by US unions or other ITF affiliates.



THE CANADIAN SEAFARER

Win Vacation Pay Plan Newly Organized Co. Signs Up



In photo above, rank-and-file negotiating committee of SIU Canadian District is shown discussing shipowners' proposals in meeting at headquarters hall during last Lakes contract negotiations. Canadian District won significant first-time gain for Canadian seamen when operators agreed to set up central fund into which all companies will place a crewmember's vacation pay. Every crewmember will be paid vacation money for each day worked on a ship, no matter for what reason he might leave a ship.

Use Of British Flag Hit

Canadian District members of the SIU are calling for a revision of the Canada Shipping Act, under which, they say, shipowners such as K.C. Irving of New Brunswick have been using the British flag as a flag of convenience.

Irving, who owns the two 13,000-ton tankers, MV Irvingglen and MV Irving Brook, until recently ran the two ships under the Panamanian flag and hired German crews in order to avoid paying Canadian wages.

However, the shipowner subsequently built a new oil refinery at St. John and registered the two vessels in Nassau, the Bahamas, in order to operate between Canadian ports.

Irving then paid off the German crews and hired Canadians, but wages were so low that he was faced with work stoppages. A newly-purchased ship, the MV Irvingdale, was also registered in Nassau and hired Canadians at substandard wages.

Irving then fired his Canadian crews and remanned the ships with Germans, including German deck officers. Some of the Canadian deck officers protested the move to the Minister of Transport.

The SIU also protested to the Minister of Transport, and has pledged unceasing efforts to end the practice.

The Union has called for a law restricting Canadian inland waters and coastal trade to Canadian ships in the same manner that other governments have protected their people.

SIU Canadian District Halls

- FORT WILLIAM.....408 Simpson St. Ontario Phone: 3-3221
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-3911
- MONTREAL.....634 St. James St. West Victor 2-8161
- QUEBEC.....44 Sault-au-Matelot Quebec Lafontaine 3-1869
- THOROLD, Ontario.....52 St. David St. Canal 7-8812
- TORONTO, Ontario.....272 King St. E. Empire 4-8712
- VANCOUVER, B.C.....268 Main St. 268 Main St.
- ST. JOHN, N.B.....177 Prince William St. DX 2-8431

40-56% Wage Increases, Fringe Benefit Gains Won

MONTREAL—SIU Canadian District Secretary-Treasurer Hal Banks has announced that the SIU Canadian District negotiated the first contract ever signed by Miron & Freres, Ltd., of Montreal, when the Oka Sand & Gravel Division of that company came to an agreement with the union.

In Canadian Ports

Montreal Starts Layups

MONTREAL — Three CSL passenger ships were laid up last month when the SS Richelieu, SS St. Lawrence and SS Tadoussac made their last trips of the season to Sorel to take up winter quarters. The Lake Shore Line passenger ship SS Island King was laid up in Lachine for the winter, as the fall lay-up season got underway.

October shipping was good. Four ships took on replacements or full crews.

Ex chief cook Svend Johnson has opened a restaurant in Kensington, Prince Edward Island.

Ft. William Tugs Idled

FORT WILLIAM — The tugs Kam and Peninsula have been laid up for the winter, and their crews report that the vessels enjoyed a good season.

Grain at the Lakehead is moving faster than before, with an average of 10 ships per day. Shipping is still slow, however. The Westmount, in drydock, has paid off and is expected to re-crew the middle of this month.

All the licensed engineers aboard the Abitibi Power and Paper tugs have been welcomed into the SIU Licensed Division. The crew of the Lachinedoc thanks the ILA in Milwaukee for help in the recent strike.

Vancouver Notes Drop

VANCOUVER — Shipping has gone into its seasonal slump as all cruise boats have laid up. A Black Ball Ferries vessel has laid up while other craft in the fleet are going on winter schedules.

Towboat members report that tugs have been weather-bound up the coast. The Superior Straits is making good time towing the hulk of the Ontario to Japan.

The trans-Pacific towing business is becoming very competitive as Japanese and Dutch tugs are entering the field here.

The crew of the Kahloke has started a bowling team in Nanaimo and they are doing rather well.

Owen Sound Hotel Due

OWEN SOUND — The shipping season is drawing to a close here with only a few weeks of sailing left. Most of the smaller ships are taking on storage loads.

Early this month there was one ship laid up on the waterfront here and others were expected to lay up soon.

The old SS Cayuga has been

granted a reprieve from the scrap heap. She was purchased by Charles Santos of Toronto and Joe McCarthy of Collingwood, who plan to operate her as a luxury floating hotel and restaurant next year after a \$100,000 facelift.

Toronto Shipping Good

TORONTO — Several fit-outs perked up the shipping situation here recently. The tanker Island Transport and the Brown Beaver of Upper Lakes Shipping crewed up here. The barge Glenbogie also took on a full crew and the tug Peel crewed up but it operated less than a week.

Eight dredging projects worth \$1,545,000 are expected to be continued during the winter by the Federal Works Ministry. In addition, the department hopes to continue work on 56 large harbor and river projects worth more than \$20,000,000.

Thorold Shipping Tops

THOROLD—Shipping here was at its peak two months before the close of the season.

Great Lakes Dredge and Dock is going full blast on its drill scow with three full shifts working around the clock. The Canadian Dredge operation at Wallaceburg is also active and the 1961 season looks like a good one.

Halifax Beef Continues

HALIFAX — The CNS strike, which began in 1957, is still going on, and the company has been placed under arrest again in the wake of a suit which resulted from an unsuccessful attempt to break the strike.

Shipping picked up here last month when several ships called for replacements.

Quebec Pulp Run Ends

QUEBEC — The Anticosti ships are finishing their season on pulp. The Castor Consul was the first of the fleet laid up with others following soon after.

The Federal Voyager had more than its share of woe. She suffered heavy damage to her rudder and propeller on her last trip to the Arctic. While moving the propeller from Collingwood by rail, it got stuck in a tunnel and had to be repaired again. She has been put back in shape recently.

The dredge Fundy is expected to work in Port Cartier all winter, with jobs shipping out of the hall here.

The new SIU contract, which was signed late last month after two weeks of non-stop bargaining, calls for a 56 percent increase in the wages of cooks and ranges down to 40 percent increases for other classifications.

Taking all fringe benefits, cash increases and a shortening of the work week, the total increase is about 100 percent, and in some cases better.

The SIU negotiating committee, elected from the five tugs and one dredge of the sand and gravel division, included Brothers Gerald Lambert, Raymond Lambert, Lionel Therrien, Jean Boudreault, Jean Dorie, and Captains Berchmans Desbiens and Andre Riel, with Canadian District Secretary-Treasurer Hal Banks as spokesman and chief negotiator.

The terms of the new contract were ratified unanimously by Oka Sand employees and the Canadian District headquarters meeting of October 19. Cooks received a raise of \$97 per month; deckhands received \$57 more per month and other classifications received comparable increases.

Overtime rates were boosted 77 cents per hour over the previous 80 cents. Hours have been shortened from 60 hours per week to an initial 48 per week the first year of the contract; 44 hours for the second year and possibly a 40-hour week also in the second year.

In addition to pay raises and a shorter work week, crewmembers on the six vessels receive company-contributed welfare provisions plus 14 days of vacation per year. The company also will pay \$82 per month board money where it does not provide free room and board for its employees. Oka employees also get all fringe benefits presently in effect in the standard Canadian District dredging contract on the Lakes.

The settlement between the union and company calls for 100 percent parity with whatever the Marine Industries contract calls for in 1962, and also calls for 95 percent of all Marine Industries fringe benefits, except wages and overtime, in 1961.

The company, which had for many years strenuously fought organization of its employees, was hit with a successful seven-day recognition strike in September. The SIU began organizing the company about six years ago. Recently the firm changed hands and the new management signed an agreement in principle with the SIU.

From now on, all jobs will be shipped from the union hall. Negotiating committee members noted that the talks were held in a friendly and constructive atmosphere.

MARINE FIREMEN
STEWARDS NEWS

West Coast Sailors

THE PACIFIC CO

MFOW, MCS Elections On; SUP Voting Starts Dec. 1

A total of 78 candidates are competing for the 15 elective offices in the election of the Marine Cooks and Stewards Union, which got under way November 1 and will continue through the end of December.

Meanwhile, voting got under way on November 7 in the election of the Marine Firemen's Union and will continue through the end of January.

The election of the Sailors Union of the Pacific will start December 1 and will also continue through the end of January.

The 78 candidates in the MCS election were approved by the credentials committee whose report was adopted by the membership at the regular meeting on October 20.

Acceptance of the report meant that there is now a contest for every elective office. Thirteen candidates are competing for one patrolman's job in Wilmington and 11 are shooting for a similar post in Portland.

Constitution Changes

Also on this year's ballot will be six constitutional changes proposed by the constitutional committee. These deal with seniority, election safeguards, charges, and a proposed branch in Honolulu.

In the Marine Firemen's election, the MFOW credentials committee has certified 45 candidates for the 16 union-wide and port positions on the ballot. In addition, the Firemen have nominated six members for positions on the Board of Trustees and nine members have been certified to run as delegates to the SIUNA convention in Puerto Rico in 1961.

Incumbent MFOW President Sam Bennett is not a candidate

for reelection and W. W. Jordan is unopposed for that post.

The SUP opened nominations October 17 and the acceptance of candidates was due by November 15, just before the LOG went to press.

Vote On Constitution

In addition to voting for officers, the SUP members will also be voting on an amended constitution and on a proposed change in one of their shipping rules.

Placing on the ballot the constitutional proposal and the proposed shipping rule change was recommended by the Committee on Constitution elected at the headquarters meeting of October 17. The committee's report was unanimously concurred in by the membership at the headquarters meeting of October 31.

On the constitutional proposition, the SUP members will be voting "yes" or "no" on adoption of the proposed amended constitution as a whole.

On the shipping rule change, the members will be voting "yes" or "no" on a proposed rule which states that "men on a laid-up ship shall have the privilege of returning to their ship provided the ship has not been laid up more than twenty-one (21) days, inclusive."

The present shipping rule states that "men on a laid-up ship shall have the privilege of returning to their ship provided the ship has not been laid up more than ten (10) days, inclusive."

British Subsidy For Cunard May Revive WC Liner Plans

News that the British government is going to give the Cunard Line a hefty subsidy to construct a new passenger liner for the Atlantic trade may revive dormant plans for US aid to build the President Washington.

The British announced this month that the government would give Cunard a direct grant of some \$9,100,000, plus a government loan of over \$41 million, to cover the construction costs. The aid was described as an "outright subsidy" in the House of Commons.

Authorization Not Valid

The President Washington project involved construction of a new superliner for the Pacific trade by American President Lines. It was authorized by Congress, but no funds were provided for it in the 1960-1961 budget. The authorization is no longer valid, among other reasons, because the low construction bid of \$97 million was far above what Congress had authorized.

The Congressional authorization was part of a package, involving a new ship for Atlantic service as well as the new President Washington. Consequently, the British decision to subsidize Cunard is likely to revive the package project in the next Congress.

Since the dropping of plans for the new superliners, APL purchased the SS Lellani and is now revamping the vessel for use along with the Presidents Cleveland,

Wilson and Hoover.

The reason given for the British subsidy to Cunard was that all other countries having passenger ships in Atlantic service subsidize their operation. It was held that without such a subsidy, Cunard would be forced to abandon its passenger services on that run when its present ships become over-age.

The new liner would replace the Queen Mary which will be 30 years old in 1965, when the new ship would be completed. It will gross an estimated 75,000 tons, be about 990 feet long and 114 feet in the beam. The Queen Mary is 1,020 feet long, 118 feet in the beam and tips the scales at 81,237 gross tons.

Boycott Continues

The San Francisco labor movement has pledged that it will continue its boycott against Sears, Roebuck & Co. The action was taken at an emergency meeting of more than 300 San Francisco union members. Sears recently rehired 262 employees fired for respecting a Machinists' picket line. But the San Francisco Labor Council said that "in the very act of recalling these employees, the company committed new transgressions against decency and morality."

Indonesian Medical Exam On SIU Pacific District Ship



Aboard the SS Hope, in Djakarta, Indonesia, eye examination is given to major in Indonesian army by one of American volunteer medical men staffing vessel. Ship is manned by members of SIU Pacific District unions.

Bridges Raids Bldg Trades In Hawaii

Harry Bridges is raiding again, this time in the Hawaiian Islands. His target is some 7,000 construction workers who would normally come under the jurisdiction of AFL-CIO building trades craft unions.

The new Bridges' raid follows upon his attempt last summer to raid the Operating Engineers Union's unloading of bulk carriers. On several occasions, the ILWU picketed Kaiser bulk carriers, including the SS Harry Lundeberg, in an attempt to take over operation of the hoppers. These attempts all were defeated by the combined action of SIU Pacific District members along with shoreside unions in Hawaii.

Now Bridges has gained a foothold among some 700 carpenters on Oahu and is looking to use the group as a wedge to invade the building trades field. Representation election contests are coming up in 12 construction companies.

The reason for Bridges' entry into the field is attributed to the coming decline in longshore jobs, following the signing of the "automation" pact with the Pacific Maritime Association. The use of container vessels in the Hawaiian trade is sure to affect the membership totals of the ILWU. Also, Hawaii is in the midst of a giant building boom, particularly where hotels and resort facilities are concerned.

AFL-CIO building trade unions, which have an industry-wide agreement with Honolulu's General Contractors Association, are set to battle Bridges' latest moves. The building trades have the full support of the SIU Pacific District unions here.

SS Hope Scores A Hit In Indonesia—Even Local Commies Are Impressed

The hospital training ship SS Hope, manned by members of the SIU Pacific District, received a welcome "unprecedented in its warmth" when it arrived in Djakarta, Indonesia,

late last month. Not only did the ship receive a terrific response from the Indonesian Government, its medical profession and the people themselves—but even the ambassadors of Iron Curtain countries were impressed to the extent that they made appointments for physical examinations aboard the floating medical center.

According to Hope official Dr.

SUP Crew Praised For Rescue At Sea

The Marine Safety Award of the National Safety Council was presented last month to the SUP-contracted freighter Western Pioneer, operated by Kimbrell-Lawrence Transportation, Inc.

The award was for the Western Pioneer's rescue of eight Canadian halibut fishermen stranded on the shore near Unimak Pass after their boat, the Queen Kathleen, ran onto the rocks in an Aleutian fog and broke up. The rescue took place August 26, 1959.

In accepting the award, the Western Pioneer's skipper, Captain Ed Kimbrell, praised the 14-man crew in his ship, especially the eight men who took a lifeboat through the heavy surf to rescue the fishermen.

"When the heat is on," Kimbrell said, "you can rely on the American seaman."

William B. Walsh, the Indonesians began making preparations for the Hope's arrival some three months in advance. They carefully selected the initial groups of patients for clinical and training work and 22 nurses and 35 attendants moved aboard the ship the first day it was in port.

Teaching Aid Asked

Dr. Walsh also reported that the Indonesian medical profession had requested Hope staff assistance in setting up a teaching and training center at a new hospital outside of Djakarta.

The Hope, now in Macassar, Indonesia, is due in Kupan the fifth of next month. The Hope carries a crew of 135, of which 114 are members of the three SIU Pacific District unions—the SUP, MC&S and MFOW. Both licensed and unlicensed members signed articles for one year, at the end of which time they will be paid off.

Hope crewmen will be able to get liberal amounts of shore leave because of the unusually long periods of time the vessel will be in each port.

Because of the hospital-like atmosphere aboard the vessel, the members of all three departments—especially these handling food—must be scrupulously clean. Members of the black gang who frequent public areas aboard the ship must wear white coveralls when in such areas.



WEST COAST SEAFARER

With SIU Pacific District Support



Striking printer Douglas Malcolm sorts type faces as strikers' publication, the "Portland Reporter" gets set to publish as a daily. Paper was begun by strikers on two Portland dailies.

Strike Paper Goes Daily In Portland

PORTLAND, Ore.—A new daily newspaper, the "Portland Reporter," as started publication this month, marking a milestone in the fight of Portland printing unions against strikebreaking operations on the city's daily newspapers.

The "Reporter" has been published on a twice-weekly basis since last March, set up in competition with the city's strikebound dailies. With new equipment leased from the International Typographical Union, and with \$130,000 worth of capital invested by trade unions, including member unions of the SIU Pacific District, the "Reporter" is now able to publish up to 96 tabloid pages a day.

Publication of the "Reporter" as a daily marks the completion of one year of the newspaper unions' strike against the Portland "Oregonian" and the "Oregon Journal." Soon after the strike began, in November 10, 1959, both papers started publishing with the aid of imported strikebreakers. The strikebreakers were supplied by an Indiana agency headed by Bloor Schleppey, who has made a lucrative business out of scabbing for strikebound newspapers in all sections of the country.

When it became apparent that the strike would be a long draw-out affair, Paul Sorbets, an apprentice machinist, conceived the idea of having the "Oregon Labor

Press," official publication of the state's AFL-CIO unions, put out a special strike issue. More than 300,000 copies of the strike issue were distributed, and aroused widespread support for the strikers.

Subsequently, the "Reporter" went into business as an eight-page weekly to provide an outlet for local stores who didn't want to advertise in the struck papers and to provide residents of the city with a paper published by union men. It quickly grew in size, publishing as many as 44 pages twice a week, and attaining a circulation of 120,000.

Because of lack of facilities, the paper was unable to expand into a daily. Consequently, the Rose City Development Company was formed with the backing of West Coast unions. The company purchased the former headquarters of the Wells Fargo Company and leased the necessary equipment.

Newspaper shop craftsmen from the struck papers went to work reconditioning and installing the equipment. The publication went to press with a staff of over 200, almost all of them strikers who have been without a regular weekly paycheck for a full year.

WAGE PARLEY NETS 7% HIKE FOR MFOW, MCS, SUP MEMBERS

SAN FRANCISCO—Negotiations between West Coast shipowners and the three unions of the SIU Pacific District late last month resulted in a 7 percent wage increase for members of the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards Union.

The wage scale is based on a 40-hour week in port, after which overtime starts. At sea, the scale for sailors and and cooks is based on the 56-hour week negotiated in 1955, which includes overtime and penalty pay. The firemen's scale is still based on a 40-hour week at sea, with overtime after that.

The increase was unanimously accepted by SUP members while MCS members accepted it with only one dissenting vote. MFOW members were voting as the LOG went to press on November 17.

The negotiations, conducted by the unions with the Pacific Maritime Association, were carried on under the terms of a wage reopening clause in the three-year contract which expires next September 30. The last raise on the coast was in 1958.

The wage increases, which will not affect tanker crews, mean a base pay increase for able-bodied seamen from \$475 a month to \$511.50. A fireman's base pay, now \$370, will rise to about \$396, and that of a chief cook on a freighter will go up from \$534 to \$571.50. Overtime rates are being increased from \$2.98 an hour to \$3.19.

The shipowners agreed to contribute 5 cents a day more—making a total of 10 cents per day per man—for the establishment of medical examination centers. The first of these centers is expected to be set up in San Francisco, followed by others in Wilmington, Portland and Seattle.

Five cents a day will also be contributed to an eye care program to provide free eye examinations and eyeglasses for union members.

Container Ship Talks

The negotiators agreed that mechanization was "a proper area for bargaining" but that it was not a part of the wage review. However, the shipowners promised that some adjustment would be made in the case of Matson's all-container ship, the Hawaiian Citizen. The ship began operations in May, after being delayed by a dispute over manning, but has since been the subject of controversy regarding the number of crewmen to be carried and their wages.

"We are asking that the wages be increased on this ship because the men earn less than on others," said SUP secretary-treasurer Morris Welsberger. "Some relief crews should also be provided because of the short port time. Instead of 15 days at sea and 15 days in port a month, this ship spends 26 days at sea and 4 days in port."

Agreement Reached On MCS 1-Year Rule

The Marine Cooks and Stewards Union reports that during the recent wage negotiations just concluded with the Pacific Maritime Association, agreement was reached on incorporating the one-year rule into the shipping rules in accordance with the MCS referendum vote.

The referendum results were announced by the ballot counting committee at the MCS headquarters meeting of August 11. They showed that the members approved a one-year time limit on ships, for full book members, by a margin of almost 20-1.

MTD Unions Score MSTs For Hiring Of Foreign Crews

SAN FRANCISCO—The Military Sea Transportation Service may be the target of a Congressional investigation because of its practice of hiring foreign crews. The San Francisco Bay Area Maritime Trades Port Council has called for such an investigation because at least 17 US-flag ships are manned by Japanese nationals.

The ships involved are all LSTs, owned and operated by the US Government and flying the American flag. They have been running in the Far East since 1952 under a contract with a Japanese shipping corporation, called the American Ship Operating Company.

These ships carry military cargo exclusively to bases in Korea, Okinawa, Formosa, the Philippines and Vietnam. It is estimated that the total manning involves some 750 jobs.

Issue Raised By MM&P

The issue was raised at the port council meeting by the Masters, Mates and Pilots, following which the council went on record unanimously to make an issue of this practice. The unions' position is that these ships should be operated by a recognized American shipping company using American seamen.

It was pointed out that MSTs' practice is in violation of two American maritime laws. One is the Merchant Marine Act of 1936 calling for Government promotion of, and assistance for, an American-flag fleet manned by US citizens. The second, and more direct violation, involves the "50-50" act, which specifically requires that at least half of Government-owned cargoes be moved on American-flag vessels.

Among MSTs excuses for this operation are that it was considered important to bolster the Japanese economy. The West Coast maritime unions hold that since the Japanese economy is booming, there is no longer any justification, if there ever was one, for manning US ships with foreign nationals.

The unions also raised the question of security clearances for foreign nationals aboard ships which carry classified cargoes. American seamen, they point out, have to get security clearances.

SIU Pacific District Unions—the Sailors Union, Marine Cooks and Marine Firemen—are all members of the port council.

SIU Pacific District Halls

SUP

HONOLULU..... Pier 8, Room 206
Phone 502-777
NEW ORLEANS..... 523 Bienville St.
Jackson 7-428
NEW YORK..... 675 4th Ave., Brooklyn
HYacinth 9-6605
PORTLAND..... 211 SW Clay St.
CAPitol 3-4336
SAN FRANCISCO..... 450 Harrison St.
Douglas 2-8363
SEATTLE..... 2505 1st Ave.
Main 2-0290
WILMINGTON..... 505 Marine Ave.
Terminal 5-6617

MC&S

HONOLULU..... Room 206, Pier 8
Phone 5-1714
NEW ORLEANS..... 523 Bienville St.
RAMond 7-428
NEW YORK..... 675 4th Ave., Brooklyn
HYacinth 9-6600
PORTLAND..... 211 SW Clay St.
CAPitol 3-7322
SAN FRANCISCO..... 350 Fremont St.
EXbrook 7-5600
SEATTLE..... 2505 1st Ave.
MAIN 3-0088
WILMINGTON..... 602 Broad Ave.
Terminal 4-8538

MFOW

HONOLULU..... 56 North Nimitz Highway
Phone 5-6077
NEW ORLEANS..... 523 Bienville St.
MAGnolia 0404
NEW YORK..... 130 Greenwich St.
CORtland 7-0924
PORTLAND..... 522 NW Everett St.
CAPitol 3-7297-8
SAN FRANCISCO..... 240 Second St.
Douglas 2-4592
SAN PEDRO..... 296 West 7th St.
Terminal 3-4485
SEATTLE..... 2333 Western Ave.
MAIN 2-6326

On these pages is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs. The SIU Pacific District Unions are a key group in the SIUNA, representing as they do the entire maritime industry on the West Coast.

Pacific District Shipping

Port	SUP	MFOW	MC&S	Total
	9/20 to 10/17	10/1 to 10/31	10/1 to 10/31	
San Fran.	635	164	394	1,193
Seattle	142	52	55	249
Portland	90	41	24	155
Wilmington	451	(no hall)	89	540
New York	100	39	26	165
New Orleans	23	(no hall)	3	26
Honolulu	23	30	14	67
San Pedro	(no hall)	96	(no hall)	96
Total	1,464	422	605	2,491

Corsair Crash Takes 10 Lives

(Continued from page 2)
danger signal and the Corsair responded moments before the collision.

At the time of the accident the ships had experienced Mississippi River pilots on the bridges. John P. Vogt was pilot of the Italian ship. His nephew, Stanton Vogt, was aboard the Corsair. The skippers also were veteran seamen. Captain Castro, 52, has 34 years on American ships, 5½ years as the Corsair's skipper. The Marcello's master, Captain Carlo Liannaza, has been a skipper for ten years.

In his testimony Captain Castro said he was in the head immediately behind the wheelhouse when he heard the passing signal and the later warning signal. He said he rushed into the wheelhouse which he reached just at the moment of the collision.

Both pilots testified they thought there was no danger until moments before the impact. Both also said they were "favoring" the bank on the port side of their respective vessels as they approached each other. The Marcello pilot estimated that his ship was about 600

feet from the west bank (which would be at his port side), while the Corsair man said he was about 400 to 500 feet from the east bank (also to port). The river is about 4/5ths of a mile wide, some 4,000 feet, at the collision site.

The Marcello pilot then testified he was getting close to the bank and ordered a starboard turn, then hard starboard, which would swing him back toward midstream, and toward the Corsair. Shortly after, he ordered the Marcello's rudder put midship and then hard left. Seconds later, he saw possible collision and ordered full astern. The crash followed almost immediately.

He said that the Corsair's port light was visible when he sounded the signal for starboard passing. When he gave the hard right order to get away from the west bank, he expected the Corsair to go left, which it did, but not quick enough, he said. The danger signal followed his hard right order by about five or ten seconds, he said.

On his part, the Corsair pilot testified he went hard left to clear the Marcello. However, Seafarer Joseph A. Barone, quartermaster at the time, said the pilot ordered 10 degrees left rudder just before answering the two blast signal, followed immediately by a 20 degree left rudder. Hard left is 30 to 35 degrees, and the Corsair pilot declared "I was swinging hard left and I thought I could get away from him." He observed that the Marcello was "very near dead ahead."

On the other hand, Seafarer John W. McNellage, AB on lookout, testified that the Marcello was "heading right at us," which tended to contradict the Marcello pilot's testimony that he had gone hard left.

Rear Admiral Carl B. Olsen, chairman of the three-man board, said he expects the Coast Guard to come to a conclusion within a year. There were also reports that the FBI was investigating erasures in the log of the Marcello.

Line-Handlers On The SS New Yorker



R. Sigwart, AB and ship's delegate (front) and Chester Makuch, AB, wrestle with a mooring line on forepeak of the new SIU-contracted container ship, the New Yorker (Erie & St. Lawrence).

AMMI Long-Range Goal: Cut Shipboard Manning

HOUSTON, Texas—A trial balloon was set afloat by Ralph Casey, president of the American Merchant Marine Institute here, calling upon the maritime unions to cooperate in reducing shipboard manning scales—on ships of the future, at any rate. Speaking to an audience of ship operators, Casey called automation the solution to the problems of the merchant marine—implying, of course, that an automated ship would be able to get by with fewer seamen and pay less wages accordingly.

The AMMI president characterized as essential to the merchant marine "improved ship design and machinery, standardization and automation in ship construction, unitized cargo operations and automation of shipboard operations." Such developments, he noted, would "reduce manpower requirements substantially."

Dangles Carrot

He dangled the prospect of "higher wages and further liberalization of fringe benefits" for those maritime workers who would still be needed in an automated merchant fleet saying that the problems of displaced workers would be met by "retaining" and by the "introduction of new technology in appropriate stages."

Up until now, automation in the maritime field has been largely in the area of cargo-handling.

The Maritime Administration has authorized a "study" of the prospects of a fully-automated merchant vessel whose navigation would be controlled electronically by shore stations. The MA, in announcing the study, signed a \$122,000 contract with the Norden Division of United Aircraft. The study is covering such areas as development of computer equipment for automatic decisions and reliability of operation and the "sociological aspects" of an automatic ship.

For Your Protection...

Room 1040, 11 Broadway, New York 4, N. Y.

SEAFARERS WELFARE PLAN
ENROLLMENT-BENEFICIARY CARD

Name: Last Name First Name Middle Initial
Address: Number and Street City State Zip No. County State
Social Security No. Z No.
Date of Birth: Relationship to YOU
I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.
Name of Beneficiary: Relationship to YOU
Address of Beneficiary: Number and Street City State Zip No. County State
Date: Signed: Witness: Address: Number and Street City State Zip No. County State
IMPORTANT - Beneficiaries must be listed on Reverse Side

A new combination enrollment-beneficiary card is now being distributed to Seafarers aboard SIU-contracted vessels and in all SIU halls. When filled out by the Seafarer, the card assures him and his family the fullest-possible protection under the SIU Welfare Plan.

Further, for the convenience of Seafarers, the entire card is a self-addressed postcard which can be mailed postage-free to the Seafarers Welfare Plan from anywhere in the United States.

This new card will replace all previous forms used by the Welfare Plan. Be sure to fill it out—and also, send the Welfare Plan photostats of both your marriage certificate and birth certificates for all children listed on the card.

YOUR DOLLAR'S WORTH

By SIDNEY MARGOLIUS

That Dance Tune May Be Costly

Want to dance the hotcha? Do you look better in an overcoat than a bathing suit? Want to develop a stunning figure? Or even better, reduce without exercising?

Many moderate-income people have been led into signing contracts to pay startling amounts of money as the result of "free" lessons, "contests," and high-pressure salesmanship used to sell dance lessons and reducing treatments.

Just because you win a contest entitling you to a set of "free" dance lessons, don't think you're really a brain, or even lucky. You're really being set up as a target for some high-pressure salesmanship which could end in financial disaster. You could wind up being the best dancer in the poorhouse.

One Midwest worker even got into debt to the tune of several thousand dollars for dance lessons, and had to go into bankruptcy, reports the Credit Union Bridge. In Washington, DC, three girls Government workers who earned \$3500-\$4000 a year, signed dance lessons agreeing to take courses costing them \$750 to \$1000.

The girls claimed they had been high-pressured into signing the contracts. But the contracts were held to be legal, and the studio got a court order in each case compelling payment.

In St. Louis, a woman signed a contract to pay \$150 for just a series of facial "treatments" at one of the chain "health salons" that have sprung up in recent years.

From a number of areas, complaints are rolling in from people who signed up for dance courses and health-club memberships. Public authorities have taken action in several cases to bar high-pressure practices.

In Denver, a grand jury has been investigating to see if the malls are being used improperly for dance-lesson promotions.

In California, the State Consumer Counsel reports it is investigating complaints about health salons that go out of business. In St. Louis, the Better Business Bureau reports that when two suburban Sienderella salons closed, women who had signed contracts for treatments could not get refunds, but were told to go to a downtown branch for their treatments. The downtown branch, as has happened in other instances, is inconveniently distant from their homes.

In New York, the Attorney General obtained an agreement from the Vic Tanny gyms to discontinue certain practices concerning installment contracts and statements of salespeople. One of the main problems was that contracts could not be cancelled. The operators now have agreed that contracts may be cancelled within 48 hours; that they will supply facilities nearby for completion of contracts if one of their places closes; that the word "free" will not be used in ads unless something of value actually is given free; that they will stop misleading statements by salesmen.

For example, the Attorney General said, one of the complaints was that people who signed installment contracts weren't informed of the full extent of their financial obligations.

The Attorney General also secured an agreement from the Arthur Murray, Fred Astaire and Dale dance studios to discontinue selling practices about which people had complained.

The New York Attorney General even found that some dance studios got prospects to sign contracts on the basis that they were receipts for the free lesson.

The Federal Trade Commission also has issued a consent order prohibiting Arthur Murray, Inc., licensor of "Arthur Murray Studios," from using what FTC called "deceptive promotional schemes" to attract customers, and from selling lessons "through deception and coercion."

The FTC's complaint challenged various Arthur Murray promotion schemes used in radio, TV and newspaper ads, such as zodiac puzzles, and crossword, dizzy dance and "lucky buck" contests. If you win, you purportedly get a gift certificate for a number of lessons.

But, says FTC, these contests are really "bait" to get your name as a prospect. The so-called contests, of course, are so simple that almost anyone can "win." These practices also are forbidden:

—The use, in any single day, of "relay salesmanship," with or without the use of hidden listening devices.

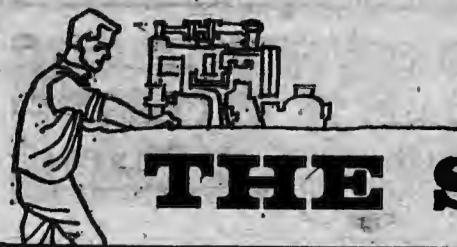
—The use of so-called "analyses," "studio competitions," "dance derbies" and similar contests which are actually intended to get the winner to buy lessons.

—The use of partly-blank contracts, and evading or refusing to answer questions about the amount owed so that buyers are misled about their financial obligations.

Right now some dance studios are sending out plain postcards with this message: "You have been chosen to receive without obligation a free gift. You must call (phone number) to receive this gift." There is no signature, no company name, nothing to indicate who is sending out the cards.

You can forward such cards to your local Better Business Bureau or the postal authorities. They're making a collection of them. But don't sign any contracts for lessons. If you want to learn to dance or use a gym, call your local Board of Education's adult education department. For a nominal fee of five bucks or so you can join a dancing class or enroll in the adult gym class, or take any number of other educational and recreational courses.





THE SIU INDUSTRIAL WORKER

Name Hussmann Safety Committee



The newly-appointed five-man safety committee at MAWD-contracted Hussmann Refrigeration, Woodcrest, NJ., poses for picture. From left: Joseph Girola, George Cupp, 'Doc' Holliday, George Bromley and Bill Painter.

Jay Kay Employees Choose Stewards Following SIU's Election Victory

Better than 300 Jay Kay Corporation employees who voted for the SIU in an NLRB election last month elected a chief shop steward and 13 departmental stewards at their first official meeting since voting for SIU representation. The chief steward will air grievances with departmental representatives and in addition will act as steward in six of the firm's departments.

The new head steward is Enoch Lloyd. He and Charles Hinds were nominated for the position by their co-workers and the voting was close—73 to 71 in favor of Lloyd. It was agreed by those present, however, that in view of such a close margin, Hinds would serve as co-chairman with Lloyd.

The other departmental stewards elected by Jay Kay employees, who work at the company's two plants, were:

Departmental Stewards
 Esther Campbell mezzanine; Clifford Charles, second floor; Mary Smallwood, third floor; Jerry Schaeffer, tool and die department; Meleado Rivera, basement 3408; Raymond Hunter, basement 3300; Joe Moya, barbecue division. Joe Smith, polishing; Enoch Merryweather, plating. (The latter two men were vying for the position of plating and polishing steward. Inasmuch as they received an identical number of votes, it was agreed that each represent one of these departments.)

Also: Andrew Lancaster, Bronx plating department; J. C. Watson, fed shed; A. D. McMath, elevator and porters, and Roberts De Leon, platform 3300.

Lloyd was elected as steward for the employees on the fifth and sixth floors of the plant; in the format, service and calrod departments, and at platform 3408.

Jay-Kay, which usually employs about 600 workers during its busy seasons, manufactures electric grills and rotisseries.

SIU Awaits Jay Kay Certification

Despite the filing of charges by defeated Amalgamated Local 355, employees of the Jay Kay Corporation, who overwhelmingly chose the SIU in a National Labor Relations

Board election last month, are now awaiting the labor board's certification of the SIU as their bargaining agent and the negotiation of a genuine trade union contract.

Amalgamated Local 355, a so-called "independent" outfit whose dealings have long caused it to be a target of the legitimate AFL-CIO trade unions in the metropolitan New York area, was decisively rejected, 183-98, by the employees at two Jay Kay plants in the NLRB voting last month.

The voting was the climax to a year-long organizing campaign, by the SIU's Marine Allied Workers Division, during which Local 355 attempted, at every turn of the way, to forestall the SIU's selection as bargaining agent by the Jay Kay employees.

The Local's latest attempt to forestall SIU certification came despite a stipulation by a Local 355 observer that the election last month had been conducted in a fair manner.

Among other things, Local 355 alleged that the NLRB had unfairly allowed the balloting to be conducted a half hour beyond the deadline, although both Local 355 and the SIU had previously agreed to extend the deadline.

MAWD representatives called Local 355's action "a last desperate attempt to forestall certification of the SIU and the negotiation of a genuine trade union contract for Jay Kay employees."

They charged also that Local 355 was motivated in making its NLRB charges by the desire to keep collecting dues from the Jay Kay employees as long as possible.

Meet Your Shop Steward

Hector Maisonave Of Allied Gummed

Hector Maisonave is the shop steward representing his fellow MAWD members who work at Allied Gummed Products, Inc., of 102 Imlay St., Brooklyn, NY.

Enjoying the benefits of a union contract is nothing new to the 30-

year-old MAWD member because he formerly was with an ILA-contracted firm in New York, as a cargo handler, and also was a member of a Carpenters Union in New York for three years.



Maisonave

Brother Maisonave began working for Allied in March of this year. His first assignment was as a general helper. Since then he has taken on new duties as a braker on a slitting machine. The company employing Maisonave makes and distributes assorted sizes of gummed paper used by department stores, factories and paper box manufacturers.

Lives In Brooklyn

The MAWD shop steward is married and lives in Brooklyn with his wife Pura and two daughters, Anna, 9, and Mildred, 8.

Allied has been under contract to the Marine Allied Workers Division of the SIU since the summer of 1959.

OBITUARIES

Louis Lachine, 58; Worked At American Casting 37 Years

Brother Louis Lachine, a long-time employee at American Casting Mfg. Co., in Brooklyn, died late in September of a heart disease. Lachine, who had turned 58 just prior to his death, was a caster at the MAWD-contracted firm. He had been employed there for 37 years.



Lachine

Hospitalized

Earlier this year, Brother Lachine began receiving MAWD disability benefits due to his illness. He was last in the hospital during the first part of September.

The MAWD member leaves behind him a wife, Helen, and a married daughter, Ann Piceatto. His widow received the \$2,500 MAWD death benefit last month. Lachine's residence was in Glendale, Long Island.

The death benefit paid to Mrs. Lachine was the first of such payments disbursed since the Welfare Plan has been on a self-insured basis.

Welfare Benefits \$221,934

The Marine Allied Workers Division Welfare Plan paid 96 benefit claims during October to MAWD members or their dependents. This number was almost twice as many as during the previous month, when 52 claims were paid. The October benefits received by MAWD members amounted to \$11,951.36, bringing the grand total of benefits paid out to \$221,934.86 since the inception of the Welfare Plan.

The largest benefit paid out went to the widow of a deceased MAWD member, Louis Lachine, of the American Casting Co. She received the \$2,500 MAWD death benefit.

Other MAWD members who collected large benefits were: Ruth Sandler of Schaevitz Engineering, \$686.45 for disability, hospital and surgical claims; Christian Jansen, Brama Weber, \$612 for hospital care, and Inocencio Gomez, Nilsen & Mills, \$603.98 for dependent's hospitalization.

Maternity benefits for the month were paid to the following:

MR. AND MRS. JUAN GALARZA, \$177.50 for the birth of a child at Pennsylvania Hospital, Philadelphia, on August 31, 1960. Galarza is employed at Alumacraft Mfg., Philadelphia.

MR. AND MRS. W. PROCTOR, \$120 for the birth of a child at University of Pennsylvania Hospital, September 14, 1960. Proctor is with Air Master Corp., Philadelphia.

MR. AND MRS. R. EMERSON, \$220 for the birth of a child at Jefferson Medical College, Philadelphia, on August 23, 1960. Emerson is an employee of the Philadelphia Transit Co.

MR. AND MRS. B. FORD, \$120 for the birth of a child at Women's Hospital, Philadelphia, on September 19, 1960. Ford is with Alumacraft Mfg. Co., Philadelphia.

These Are Your Union Meetings —Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every MAWD member and his family.

What's more, these meetings provide every MAWD member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

BALTIMORE — Friday, December 4, at 8 PM, SIU Hall, 1216 E. Baltimore St.

NEW YORK — Tuesday, December 6, at 7 PM, SIU Hall, 675 Fourth Ave., B'klyn.

SUNBURY — Sunday, December 11, at 2 PM, Friendship Fire Company.

PHILADELPHIA — Tuesday, December 13, at 7:30 PM, SIU Hall, 2604 S. 4th Street.

The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.

With SIU Industrial Workers

This is one in a series of features which the SEAFARERS LOG will publish regarding members of SIU-affiliated unions working in maritime production and allied fields.

BROTHER ALBERT FRAZIER

is employed at Hussmann Refrigerator Co. in Woodcrest, NJ. He is a machine operator at the MAWD-contracted plant and has been employed there since August, 1959. The MAWD employee is a former awning



maker and has also worked as a spot welder. Brother Frazier is married and has a sizeable family—a son, Albert Jr., age 4, and two daughters, Karen, 2, and Kathleen, two months. The Fraziers reside in Pennsauken, NJ.

BROTHER PETER FERRAIS

is a long-time employee of Hill Chase Steel Co., in Baltimore. He has been employed at the MAWD-contracted plant since March of 1946. Presently, MAWD member Ferrais is a sheerman with the firm. He and



his wife Josephine and their four daughters—Linda, Nancy, Susan and Tina—live at 4108 Moravia Road in the port city of Baltimore. Brother Ferrais is a World War II veteran, having served with the U. S. Army from 1942-45.

Seafarer Speed Champ Sets Sights On French Auto Race

Now traveling along aboard the SS Madaket at a modest 15 knots, Seafarer Robert A. Kongelbak expects to do a little faster stepping at Le Mans, France, next June. Kongelbak, who drives fast racing cars when not handling his deck maintenance duties aboard ship, is planning to enter the famed 24-hour endurance contest, driving a special competition-model Chevrolet Corvette. Last year, the Le Mans race was one by a Belgian team, Oliver Gendebain and P. Frere, while in previous years it's been taken by such famed drivers as Britain's Sterling Moss and Argentina's Juan Manuel Fangio.

Kongelbak, a member of the SIU for the past five years, has prepped for the Le Mans contest by winning a number of endurance races, hill climbs and other road contests in the US and Canada. Among them were the 1959 hill climb at Westbank, Canada, which is open to entries from all over the world.

For the past three years, Kongelbak has won the Canadian racing title, and holds a world record for production cars, having been clocked at 157.6 miles per hour in a Vancouver, Canada, test. He also was clocked at a 149 miles-per-hour average in a six-hour endurance race in 1959 held at Westbank. The test was conducted on a 3 1/8-mile closed course with nine corners.

The Corvette model he drives is one of a handful turned out each year for racing purposes. It can be bought by anybody who likes a lot of speed and has \$14,000 cash to prove it.

Actually, Kongelbak is a member of one of a number of racing teams sponsored by Corvette. Most manufacturers of racing cars, such as Ferrari, Mercedes Benz, Aston-Martin, Cooper and others have a "stable" of top drivers who represent the companies in international competition.

If Kongelbak does carry off the Le Mans coup, it will mark the first win there by an American driver and, in fact, the first win for an American sports car model.



In top photo, Seafarer Robert A. Kongelbak relaxes behind wheel of his competition Corvette before start of hill climb at Westbank, Canada. In photo below, he's being waved across the finish line as the winner. Kongelbak's companion was not identified.

MA Plans For Second Atomic Ship

WASHINGTON — The long talked-about atom-powered tanker may become a reality by 1963, as the Maritime Administration indicated it would seek appropriations for a second atom-powered merchant vessel.

The first such ship, the combination passenger-cargo vessel Savannah, is now being outfitted for sea trials which will get under way shortly. However, it has been generally agreed that atomic power is most suitable for a tanker, because the space saved by discarding bunkers can be used to carry that much more cargo.

Talks are now proceeding between the Maritime Administration and the Atomic Energy Commission on the type of power plant to install in this second vessel as well as what type of vessel should be constructed.

At the time, Maritime Administrator Ralph E. Wilson expressed doubt that atom-powered vessels would become commercially-useful before 1970 at the earliest.

Atom ship projects have been proposed in other nations, such as Japan, West Germany and Great Britain, but none of them have gotten out of the talking stage as yet.

Maritime Roundup

An engine room explosion caused three deaths and 17 injuries aboard the 27,000-ton British passenger liner Capetown Castle, of the Union Castle Line. The ship, with 280 passengers aboard, was in the

harbor of Las Palmas, Canary Islands, at the time and was enroute to Capetown.

The Cunard Line announced that its stockholders would have to do without an interim dividend this year. The British passenger and freight operator blamed the action on the British seamen's strike this past summer which held up the sailing of a number of Cunard ships.

At a time when most ship operators are getting down on their hands and knees to get cargo for their bottoms, a Federal Maritime Board examiner has recommended a \$259,812.26 fine be assessed against a ship operator for refusing cargo. The company involved, Flota Mercante Grancolombiana, is accused of refusing to carry bananas for a shipper, telling him that the space was already allocated. The FMB decision held that refrigerated space should be allocated on a quota basis to all comers, because the company is a common carrier.

Burial ceremonies for the Liberty ships of World War II are now taking place in various corners of the US. The first such ceremony consisted of presentation of the name plate of the Liberty ship William H. Seward to the Seward Institute, Florida, NY.

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

FELTONE (Marven), Sept. 14—Chairman, George Glennon; Secretary, J. J. Foley. No beefs reported. \$10 in ship's fund. Requested that men leaving ship turn in linen to steward.

ALCOA PIONEER (Alcoa), Sept. 1—Chairman, Leroy Eckhoff; Secretary, C. L. Shirah. Ship's delegate reports some disputed OT re delayed sailing Gulfport. M/S/C to keep cots off deck when not in use. Suggestion to start movie fund. Wilbert Miles elected director.

MONTEGO SKY (Standard Marine), Sept. 4—Chairman, C. E. "Chuck" James; Secretary, W. "Woody" Perkins. No major beefs reported. Every-

thing running smoothly. Beef re fans to be taken up with boarding patrolman upon arrival in States. M/S/C that a vote of thanks be extended to Brother Thomas V. Beatty, food advisor in the Gulf district, for staying with the ship in Galveston until proper food was stored and also Houston agent's orders to paint galley and pantry were filled.

SEAFARER (Orion), Aug. 27—Chairman, Frank Baren; Secretary, Ray Barker. Richard McConnell elected ship's delegate. Everything running smoothly. Few hours disputed OT. Discussion re noise in passageways during night and early morning. Suggestion made to have ship fumigated for roaches. Need new washing machine as present one is ruining clothes. Too much fat on meats being served.

OCEAN EVELYN (Maritime Overseas), Sept. 11—Chairman, L. Zwering; Secretary, William R. Carroll. Ship's delegate reports records sent to Records Dept. Repair lists turned in M/S/C to have chief steward continue operating slop chest. Beef regarding purser to be taken up with patrolman. Vote of thanks to steward department for job well done.

ALCOA CAVALIER (Alcoa), Sept. 11—Chairman, I. W. Morgavi; Secretary, E. J. Linch. J. Mullis elected ship's delegate. 24 hours disputed OT in deck department. Steward delegate reports letter sent to Mobile and New Orleans port agents in reference to overtime cut.

VIVIAN (Maritime Overseas), Aug. 26—Chairman and Secretary, Ed Kownsky. Ship's delegate reports everything running smoothly. No beefs reported.

COE VICTORY (Victory Carrier), Sept. 3—Chairman, F. R. Oves; Secretary, J. V. Neisen. Ship's delegate reports most of the repairs from last voyage have been taken care of. TV repair bill \$29.81. Donations to ship's fund will be accepted by ship's treasurer. Need new linen. Discussion re no shore leave or launch service on previous voyage.

STEEL SEAFARER (Isthmian), Sept. 11—Chairman, Joseph Wehe; Secretary, Dick Grant. Ship's delegate reports everything in good shape. All necessary repairs turned in. \$27.83 in ship's fund. Some disputed OT in deck department. M/S to issue draws in US currency instead of traveler's checks. Motion seconded and carried to have all repairs taken care of and painting done before sign-on. Steward department commended very highly for very good service and fine food. Special thanks to Sidney Segree, baker, for showing his movies to crew.

ATLAS (Cargo & Tankship), Sept. 3—Chairman, A. Johansson; Secretary, C. Lindberg. Ship's delegate reports wiper injured and unable to perform his duties. Sailing shorthanded four men. One man left behind in Okinawa; replaced by NMU man. Departments to make up repair lists.

MAXTON (Marine Carriers), Sept. 3—Chairman, E. J. Riviere; Secretary, M. F. Kramer. Ship's delegate reports new icebox was supposed to be picked up in Italy. Orders have been changed. Will try and get one in Spain. No cooperation from engineers regarding repairs on water coolers and fans. Cots haven't been taken care of properly. Ladder on port side leading to well deck needs repairs. Deck delegate reports one man missed ship in Galveston. Black gang trying to get rooms and passageway cleaned and painted; short of paint. Few beefs to be taken up with patrolman. Four to eight watch to wait till others have ordered breakfast before putting in their order.

THETIS (Rye Marine), Aug. 22—Chairman, P. Gacic; Secretary, J. Nelson. Ship's delegate reports pump-room cleaned out. Get hospital slips through ship's delegate. \$40 to be handed over to ship's delegate who will act as treasurer. No beefs reported.

EAGLE VOYAGER (Sea Transport), Aug. 28—Chairman, J. Doyle; Secretary, S. Johnson. All departments reported running smoothly. Two men in engine department and one in deck signed off by mutual consent and replaced. Still waiting to hear from hq. re cold water shower. Installed temporary shower amidship in dispensary. One man logged for missing watches and being drunk on watch. M/S that second page of headquarter report on reverse side of letterhead be printed upside down so when posted on board it can be read by merely lifting page. Windshutes and screens ordered.

COUNCIL GROVE (Cities Service), Sept. 4—Chairman, Henry W. Roberts; Secretary, R. E. Kiedinger. Discussion re men throwing cigarette butts on passageway decks—dirty and unsafe. Pumproom doors to be kept closed to eliminate gas fumes. Don't come to messhall in underwear. Repair lists to be made up.

DEL SOL (Mississippi), Aug. 27—Chairman, Peter Hume; Secretary, Ramon Irtzary. No beefs or disputed OT. Various suggestions on how to keep natives out of passageways and crew's living quarters; all hands cooperate in keeping them out. Keep screen doors locked if possible.

COASTAL CRUZADER (Savannah), Aug. 11—Chairman, Ivy Pascock; Secretary, Bill Parrish. New washing machine installed. Fan in bosun's room not installed. Ship's treasurer bought stamps for crew in Puerto Rico; paid for two telegrams; balance in ship's fund \$12.05.

INDEX OF SIU SHIP MEETINGS

thing running smoothly. Beef re fans to be taken up with boarding patrolman upon arrival in States. M/S/C that a vote of thanks be extended to Brother Thomas V. Beatty, food advisor in the Gulf district, for staying with the ship in Galveston until proper food was stored and also Houston agent's orders to paint galley and pantry were filled.

SEAMAR (Calmar), Sept. 10—Chairman, Victor D'Indie; Secretary, Joseph P. Brennan. Trip running smoothly. Some disputed OT to be taken up with patrolman. Vote of thanks to ship's delegate. Voluntary collections at payoff for fishing lines.

MOUNT SHASTA (Cargo Tankship), Sept. 12—Chairman, Jack Bates; Secretary, H. Smith. General discussion on working conditions and safety. OT sheets requested. All departments running smoothly. Due to trouble caused by monkeys aboard ship last trip, ship's delegate informed crewmembers that no monkeys are allowed on board.

CLAIBORNE (Waterman), Aug. 28—Chairman, Marion D. Green; Secretary, A. Kennedy. Ship's delegate reports agent comes aboard in San Juan, Puerto Rico to check beefs each trip. Crew to put \$1.50 in fund for bar-b-q.

ALCOA PARTNER (Alcoa), Sept. 2—Chairman, James A. Hollen; Secretary, John Bowman. Ship's delegate reports all beefs to be carried topside through channels. Captain warns that if anyone comes aboard with liquor he will shake ship down. He also wants repair list. Steward declares willingness to listen to anything that could improve his department. Crew says 70 percent improvement over last trip.

BIENVILLE (Sea Land Service), Sept. 18—Chairman, P. Cathcart; Secretary, A. Romero. Everything going smoothly. No beefs reported. \$143 in ship's fund. Communications read and posted. Vote of thanks to steward department.

SEATRAN TEXAS (Seatrains), Sept. 18—Chairman, P. Patrick; Secretary, D. Nasy. New ship's delegate elected by acclamation. \$197.82 in ship's fund. Beefs to be referred to boarding patrolman. Some disputed OT. Requested loan of \$100 for emergency to brother Dammyer granted. 4 1/2 cases cokes reported missing. Cars with hides placed on top deck. Odor blows into crew's quarters.

SEATRAN LOUISIANA (Seatrains), Sept. 19—Chairman, N. Norwood; Secretary, F. C. Frederiksen. One man missed ship at New Orleans. \$69.70 in ship's fund. Some disputed OT in deck department. Motion that all portholes be checked and wind breaker on bow erected.

REBECCA (Maritime Overseas), Sept. 12—Chairman, Paul J. Franco; Secretary, C. H. Coker. Delegate reports posted. \$5 in ship's fund. Discussion re noise in messroom and passageways at night and early morning. Not enough ice at mealtimes. See food representative about getting variety in menus.

ALCOA RUNNER (Alcoa), Sept. 15—Chairman, James J. Kelly; Secretary, Joseph L. Springer. Delayed sailing disputed; to be taken up with patrolman at payoff. Letter sent to hq. re sick man taken off in Colombo, Ceylon. Ship's treasury \$12.59. Discussion re ship's fund and repair lists.

WILD RANGER (Waterman), Sept. 4—Chairman, J. Kelly; Secretary, A. Aaron. Ship's delegate reports one member taken sick; sent stateside. No one will be paid off in California. Delegates to turn in repair lists ahead of time. \$25 in ship's fund. Deck delegate reports new deckhand acquired in Yokohama to replace sick member. Few beefs to be taken up with patrolman. Discussion to keep ship clean.

ALCOA PURITAN (Alcoa), Sept. 4—Chairman, W. N. Bruton; Secretary, A. Foyers. All departments running smoothly. \$16.60 in treasury. Discussion re getting variation in menus. Salads before dinner-time requested.

SEAFARER (Orion), Sept. 11—Chairman, J. LuJani; Secretary, R. Barker. Ship to pay off in Wilmington. Ship's delegate will call at New York hall

Seafarer Remembers Mr. K In Calm Mood

Remember the fist-pounding, shoe-swinging visitor to the United Nations in New York about a month ago? Premier Nikita Khrushchev of the Soviet Union was in a high state of excitement when he visited the UN here. But, according to Seafarer Jack Thayer, T-260, Mr. K is not always so worked up. Here is Thayer's report, from the SS Alcoa Pegasus, on a Khrushchev visit to Indonesia early this year:

I am a little tardy sending this bit of news to the LOG, and maybe it's at a most inopportune time after the recent fist-pounding at the UN involving my main subject matter, Khrushchev.

In the middle of February, 1960, I spent 12 days in Djakarta, Indonesia, aboard the SS Inter Ocean (formerly the Wang Pioneer) unloading 10,000 tons of Texas rice.

I spent the weekend of February 24-25-26 at Bandung, up in the mountains about 60 miles from Djakarta. I stayed at the Hotel Savoy-Homann. Just by coincidence, Sukarno (president of the Indonesian Republic) was throwing a big party and a show for Khrushchev in the main ballroom that Saturday night, February 25.

Through a little drag, I was able to attend this gala affair, and I sat about 75 feet away from the big

muscle bulger himself, Khrushchev was quite bored with all the best talent in Indonesia, and he didn't crack a smile all night during the show, or any other time.

I realize this was not a world-shaking event, but I thought you would agree with me that no matter what happens on this big globe of ours, we of the SIU are there!

Married



Seafarer William Roesch, Jr., who sails in the SIU engine department, drinks a toast to his bride, Frances. They were married quite recently. Roesch, who has been with the SIU for 17 years and traveled around the world many times, came home to get married. He is a Brooklyn man, and his wife, Frances, is from Brooklyn also.

LOG-A-RHYTHM:

A Union

M. E. Ben-Ami

An organization
That workers erect
To give them guidance
Their jobs to protect,
Is ever alert
To the worker's need
And makes no distinction
Of anyone's faith or creed.

A union would always
Continue to strive
For higher wages
So one can survive.
A union would provide
A much better life
And help the worker
In his daily strife

Fact Or Fiction?

Imaginary Coast Guard Probe Reveals 'Goof' In Wheelhouse

This "transcript" of a fictitious Coast Guard examiner's inquiry into a sea collision is the product of the imagination of Seafarer Donald Wagner, W-104. Wagner dreamed up the idea while on a long voyage to India aboard the Ocean Joyce. Although Wagner claims that the incident is pure fiction, we have a suspicion that the events related here have happened often on many vessels:

Any resemblance to steamship or tankship companies, operating or bankrupt, is purely coincidental. Please note, Lloyds of London and all insurance agents and underwriters: this was written with no malicious forethought, or afterthought either.

This fictitious scene takes place in the office of the Coast Guard examiner:

Examiner Q—Your name please, quartermaster?

Seaman's Answer—D. Wagner, sir.

Q—How was visibility at the time of the accident?

A—Very poor, sir.

Q—What was your heading?

A—I was head and shoulders inside a ventilator, painting it out.

Q—No, no, quartermaster, I mean what was the ship's heading?

A—I think it was due South, sir.

Q—Don't you know?

A—Well, sir, the preceding quartermaster told me it was 180 degrees when I relieved him on the flying bridge.

Q—Could the course have been changed?

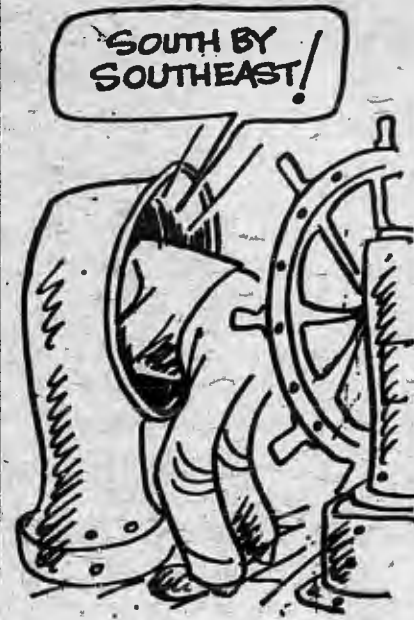
A—I don't know sir, unless the mate changed it when I was mixing paint up forward in the paint locker.

Q—Isn't this unusual for the quartermaster to be away from the wheelhouse like this?

A—No sir. It's the accepted practice for the mate on watch to relieve us this way.

Q—Are you supposed to leave the navigation deck at any time?

A—Well, no sir. But I need this job to support my wife and chil-



dren, and since I am not campaigning for anything, it's easier to go along with the crowd.

Q—Could you tell me why it is necessary to do these jobs away from the wheelhouse?

A—Yes, sir. The company port officials want these bridge decks looking their best at all times. (Shame about those 30 fathoms of water now.)

Q—Then I am to understand when you are on wheel watch, the mate on watch assumes your duty as well as his own?

A—Yes sir.

Q—He has time for this?

A—Oh, yes sir. Any mate worth his grits and redeye can keep his eye on the compass, keep lookout while he is taking his azimuth, sights, fixes, bearings and working out problems, etc.

Q—Then the mate was in the wheelhouse at the time of collision?

A—Well, no sir. He was looking over my shoulder supervising the paint job.

Q—That will be all, thank you, er—er—quartermaster? ? ? ?

Coast Guard Summary Findings and Report:

It was clearly the other fellow's fault. As he was close enough for a collision, he should have been able to see there was no one on the navigation deck, and therefore should have altered his course and headed the other way.

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

SIU Blood Aids Seaman's Mother

To the Editor:

I wish at this time to extend to you all, on behalf of my brother, Albert Estrada (SS Alcoa Cavalier) and myself (SS Alcoa Clipper), our sincere thanks and appreciation for the wonderful cooperation and assistance of the SIU Blood Bank in connection with the illness of our mother, Mrs. Helen Estrada.

It was necessary for her to be given blood frequently during the past year and a half. Knowing that she could call upon the SIU blood reserve at the USPHS hospital has been a great relief to my brother and myself, particularly when we were at sea.

During a recent emergency in her illness, an unusual number of brothers donated blood. Our thanks to you and all others who answered the call. My mother has since passed away, but the blood she was able to get eased her a great deal during her last illness. Fraternally yours,

Louis "Buck" Estrada

Norfolk Men Donate Blood

To the Editor:

I would like to thank the brothers who gave blood to the American Red Cross here in

Norfolk to replenish the supply used by my wife, Mrs. Rosa Leigh Frango.

W. Wallace; E. D. Winslow; T. A. Hurdle; H. Strickland; E. C. Bowles; J. E. Germain, and Roscoe N. Light contributed the blood. My wife was quite ill, and when I told Paul Gonsorchik at the SIU hall that she was given seven pints of blood, he issued a call for volunteers. The seven men immediately went to the Red Cross office here and donated the blood in the name of my wife. Thanks to them for a very generous and brotherly gesture.

Patsy Frango
SS Alcoa Polaris

Pegasus Crew Likes Tall Tales

To the Editor:

All aboard here (SS Alcoa Pegasus) have been enjoying very much some of the tall tales appearing in the LOG recently. The one of July 20, 1960, about "Paradise Lost—Potluck with Potlicker" was especially good, and original.

With all of the BS artists and jokers shouting each other down during coffee time trying to get their favorite stories out and across to all present, my wish is that more of them would take pen in hand and send them in to be published—or else put in "file 13." Sincerely yours,
Jack Thayer

Welfare Plan Pays For Illness

To the Editor:

I wish to extend my thanks to the Seafarers Welfare Plan for paying all my hospital bill and most of my doctor bills, during my serious operation in May of this year.

It was such a relief to know all of this was being taken care of in a time of much need, while my husband was on the



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

beach and not working. So our sincere thanks to all seafarers who help make the welfare plan a great success.

Mr. and Mrs. Paul LaCoste

Passenger Likes Del Oro Service

To the Editor:

This is to speak a word of appreciation to you, on behalf of the men on the Delta Line freighter, SS Del Oro. We boarded in Freeport, Tex., and

about 21 days later disembarked in Santos, Brazil.

This is the third trip by sea for my family, and the service was truly splendid. Especially did we appreciate William "Bill" Todd, who served our table and kept our cabins up.

We appreciated the many kindnesses of the purser, Mr. Goff, and of the steward, Mr. McFall (the BIG one), but of course it was Bill who was constantly looking after our needs, and he did an exceptional job. Very truly yours,

Rev. Noble Crawford

Michael Crew Thanks Del Oro

To the Editor:

The crew of the Michael (Carras) would like to call to the attention of all our Union brothers the courtesies that were shown us by the crew of the Del Oro (Mississippi) during our long stay in the port of Montevideo.

We ran short of almost everything, and most often replacements were not to be had in the city. The Del Oro crew generously pitched in and helped us out on cigarettes, soap and other items. We wish to express our sincerest thanks and comment them for their brotherly attitude. Fraternally yours,

John D. McLemore, M-485
Ship's reporter

Ex-Seafarer Seeks Shipmates

To the Editor:

To all my former shipmates, just to inform them of my new situation. Since leaving the Santa Venetia in New Orleans April 22 and after a short vacation, I have been working at DeLaval Steam Turbine Company in Trenton, NJ., in the testing department. I have since become a member of the United Steel Workers of America, Local 3355, Joe Decinque, Elmer "Ted" Wheeler, please contact me at home, 85 Jewel Lane, Levittown, Pa., phone WI 6-3561.

Al Pietrowski

Widow Thanks Penn Explorer

To the Editor:

To the master, officers and crew aboard the Penn Explorer at the time of the death of my husband, Harry F. Clark, of 522 23rd St., Galveston, Tex., I wish to express my sincere thanks for wires of condolence, flowers and cash donations.

It was a comfort to know his last trip was with such thoughtful and generous shipmates.

You each deserve a special note, but may this publication help to convey the many grateful thoughts that go to all of you.

Mrs. Helen Clark

Japanese 'Social Club' Uses 'Soft Sell' Approach On Ads

There's just no escaping the age of advertising. Here is a sample of the direct mail approach from a "night club" in Kobe, Japan. It puts our own Madison Avenue ad agency "soft sell" to shame. The policy of the LOG prohibits printing an out-and-out advertisement for the club, so we have deleted the name. At any rate, chief steward Whitey Johnson thought enough of the place—or its advertising techniques—to send us their material.

"Dear Friend on Sea,
Introducing myself in advance, I am a hostess who works at CLUB—within a few minutes' taxi drive of the main piers. I'm so sorry to disturb you your time.

"Well, dear, I wonder if you sniff at me if I boast on my own spot as you are a Pilgrim from port to port and you know well what bar is like. Hundreds of bars compete each others in Kobe, however its accommodation is accommodation: its drinks are drinks: its prices are prices. Makes no difference you will be known in conclusion.

"On just one point, my Friend, CLUB—is different from the others. I hope you will find it out by your eyes. I'm sure you like it and I'm afraid of you fail, to catch your ship in the end.

"My Dear, I wonder how you choose your resting spot when you ashored on. If you were, a clientele for some other bar, well... I can say nothing more. If not, will you fix your destination on CLUB—first? Worrying is loss of time and Time is Money as they say, don't they?

"The enclosed photo doesn't mean CLUB—full members: Luckily I'm there too and expect for being appointed by you. If I was not your likable I never hesitate to introduce you at once your preferable, CLUB—is the Bar for you Seamen, of you Seamen, by you Seamen.

"Before I close for now, I wish you, call us and see me first, and let me have a chance to make a real good company with you together.

Just awaiting you,

Nancy
CLUB—

"PS Your first drink is ON THE HOUSE, please bear in your mind, my dear."

LET 'EM KNOW!
Write TO THE LOG



Here is the calling card from CLUB—which shows part of the club's staff. As the letter from hostess Nancy states, "the enclosed photo doesn't mean CLUB—full members."

LOG-A-RHYTHM:

Off Hatteras

By Charlie Wiggin

I brace myself against roll, pitch and lurch
With each gyration wish myself in church—
But the fat AB sleeps as tho' in cribs
Whilst the hummock-like stomach sloughs slidewise;
Port first, then starboard; soft as tide-rise:
List enough to show long forgotten ribs.

I shake myself of morbid fascination,
Bounce myself along the passage-way,
Like a jai alai ball's declination,
From bulkhead to bulkhead in ricochet.

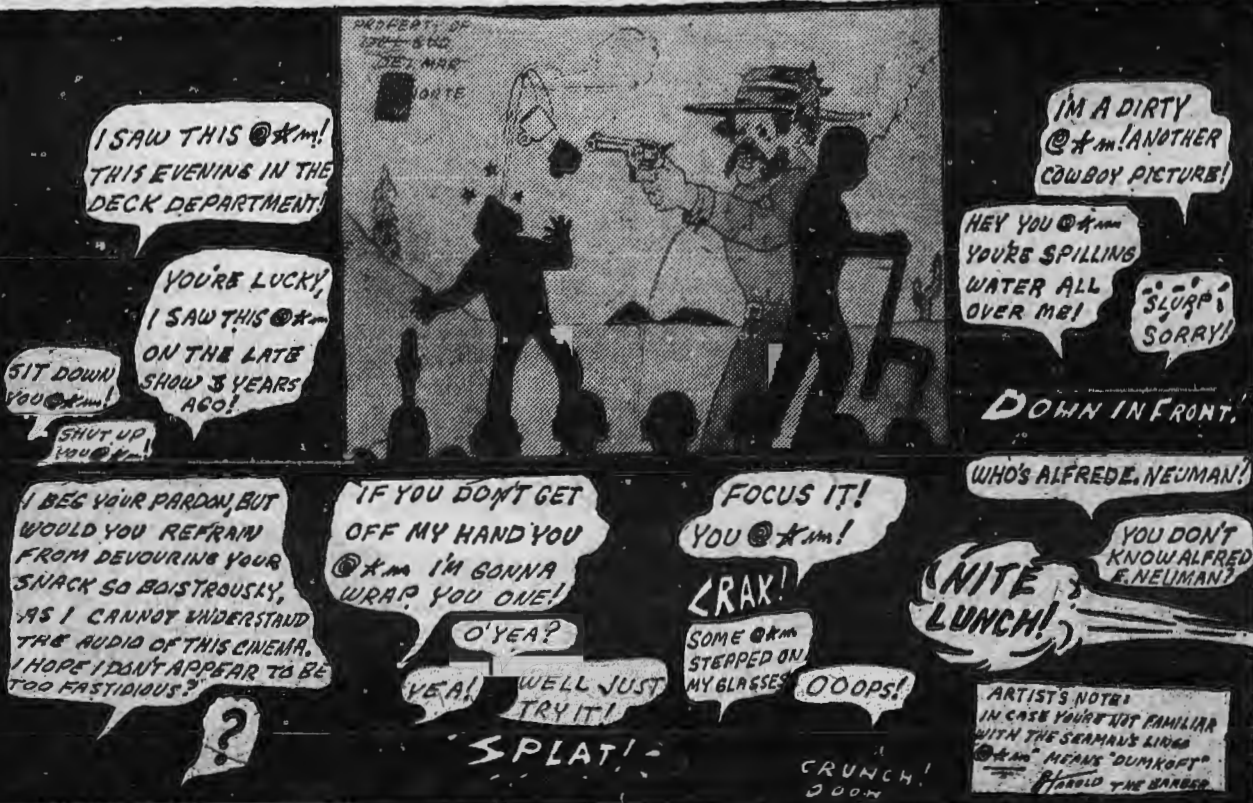
The mess hall holds a goggle of sailors—
TVmerized by a weather witch;
Charm selling Creation's fourth day tailors,
In voice rasping sex like an unzipper's pitch.

I eye-soak some equal part fore and aft
As I bundle into my heavy gear.
With bosom and buttock I load my raft
To stand my look-out with remembered cheer.

Hail to me, blithe spirit! Bird I always get,
For the salt spray bites like buckshot bullet;
The waves break and thunder her message yet:
"Good news tonight. The storm passes to sea, Pet."

MOVIE WITH THE CREW OF THE DEL NORTE

BY HAROLD KREUTZ



FAIRLAND (Sea-Land), No date—Chairman, P. Fink; Secretary, C. Goldstein. Ship's delegate advised crew to keep beefs within department and try to settle them with department delegates first. One man missed ship in Port Newark and caused ship to sail short-handed. \$77.38 in ship's fund. No disputed OT reported. Good and welfare: no hanging of a kind of clothes in recreation room. Hospital room to be cleaned out and fumigated. Deck department foc'sle need painting. Security patrolman about low assessments are paid.

ARIZPA (Waterman), July 31—Chairman, J. Baudoin; Secretary, A. Rudnicki. Safety list and repair list submitted. One man left behind in Antwerp. \$10 in fund. Need wind-

lists turned in to department delegates. Captain will lift one-day logs. Some disputed OT to be settled at payoff. \$18.05 in ship's fund. Need new washing machine; also galley and messroom screens. Quiet in passage-days while men sleep. Vote of thanks to steward department and department delegates for job well done.

GULFWATER (Metrol. Petroleum), July 15—Chairman, G. E. Annis; Secretary, S. Kemp. Special ship's meeting called by engine delegate in port of Djibouti. Discussion on steward stores. No draws or shore leave at Port Said, Egypt while in transit of Canal. Some repairs taken care of; others to be made in shipyard. Crew reminded to turn in all linen and cots before arrival.

NEVA WEST (Bloomfield), August 7—Chairman, R. Creel; Secretary, W. Geis. No beefs reported. Good trip. \$30 in ship's fund. Few hours disputed OT. Larger supply and variety in slop chest requested. Also better grade toilet tissue.

MONTEGO SKY (Eagle SS), August 6—Chairman, R. O'Connor; Secretary, R. Rayfield. Ship's delegate reports one man hospitalized in Honolulu. One man jumped ship in Kahului, Hawaii. Delegate to see patrolman re getting galley painted before next crew signs on; also about safety conditions aboard ship. Disputed OT in all departments. Suggestion that all men clean up their foc'sles, strip bunks and be sober for the payoff.

STEEL DESIGNER (Isthmian), July 3—Chairman, George Stanly; Secretary, W. A. Hendershot. Wiper missed vessel at Yokohama; clothes packed and listed. \$13.75 in treasury. Money draws for Korea should be given out either at last port of call or before we enter Korea, either in check or American money. To be given to patrolman for ruling. August 6—Chairman, G. Stanly; Secretary, A. Violante. Everything running smoothly. See patrolman about using extra reefer room for black gang. Ship's fund very low. Lockers to be repaired in shipyard.

COALINGA HILLS (Marine Tankers), July 30—Chairman, Ed Kresz; Secretary, A. Yarborough. No beefs reported in all departments. Water situation discussed; also draw for Yokohama.

ALCOA CAVALIER (Alcoa), August 21—Chairman, Isidor Morgavi; Secretary, A. C. Kimberly. Ship's delegate to refer matter of doctor's refusal to issue medical slips to crewmembers to boarding patrolman. Disputed OT in deck department. M/S to call special meeting upon arrival in Mobile. Vote of thanks to steward department.

STEEL ARTISAN (Isthmian), August 14—Chairman, R. J. Peterson; Secretary, George St. Clair. Discussion on fumigation of ship which has not been done yet. \$11.78 in ship's fund. Few hours disputed OT in deck department.

DEL SANTOS (Mississippi), July 17—Chairman, Lionel W. Antoine; Secretary, Mont McNabb, Jr. Tadeusz Zieliński resigned as ship's delegate with vote of thanks from crew for job well done. Sam A. Bailey was elected new ship's delegate. \$12 in fund. No beefs reported. Discussion on ice water for meals. Steward was told there were to be company parties aboard in some ports and doesn't know how the stores will hold out. Says he will try to order stores ashore and will try not to run short.

PENN SHIPPER (Penn Shipping), June 19—Chairman, Donald Hewson; Secretary, J. W. Butler. No beefs reported. Disputed OT will be taken up with patrolman at payoff. Deck engineer reported that arrangements had been made to repair the fans that are out of order. Steward reminded crewmembers to return empty cups to pantry. W. Stockman reported that captain is taking up with the Coast Guard the matter of new clothing that was stolen from him at the payoff. Crew asked to read and heed instructions posted at washing machine.

July 17—Chairman, John F. Dickerson; Secretary, W. King. No beefs reported. Everything running smoothly. Discussion on welfare of crew to be taken in Karachi.

RAPHAEL SEMMES (Sea-Land) Aug. 1—Chairman, Vern, Jr.; Secretary, W. Blakeslee. Minutes from previous meeting read and accepted. Repair list turned in. No beefs. Suggestion by bosun for crew to throw cigarette butts over the side instead of on deck around gangway area. Donation for new TV to be taken up at payoff. Vote of thanks to steward department for good food and service. More discussion on getting clothes dryer for crew. Porcelain in bottom of washing machine tub badly chipped. Need new machine. Take in all cots off deck before ship enters port. Return cups to pantry.

STEEL ADMIRAL (Isthmian), July 23—Chairman, Roy Poole; Secretary, James Bradford. Everything running smoothly. \$13.12 in ship's fund. Keep screen doors locked in foreign ports; also pantry and messhall. Keys to be kept by gangway watch. Return all cups and glasses to pantry. New screens for messroom.

COEUR D'ALENE VICTORY (Victory Carriers), July 31—Chairman and Secretary, Robert M. Douglas. Cabinets for installation inside lockers put aboard. All repairs turned in. New library aboard. Day workers off on weekend keep in touch with ship while in Europe. One fireman missed ship in New York. No beefs reported.

DIGEST of SIU SHIP MEETINGS

shoots and screens. Fix chairs in messhall. Take care of cots on deck. Slop chest to be checked by patrolman and have sufficient amount put aboard. All have medicine chest checked.

DOROTHY (Bull), August 7—Chairman, William L. Robinson; Secretary, A. J. Savers. Discussion on stores to be bought in Honolulu. Also about poor grade of stores taken aboard in Belgium.

STEEL TRAVELER (Isthmian), August 6—Chairman, J. Welch; Secretary, Walter Nash. Ship's delegate reports galley blower still not working. See if ship can get mosquito bombs. Check up on rusty water. Department delegates to see that repairs are made before San Francisco.

MONTEGO SEA (Standard Marine), July 31—Chairman, Raymond Perry; Secretary, Gaetano T. Busciglio. Department delegates report everything in order. Crew to keep laundry room clean at all times. Number four and five hatches to be washed down. Too much soot coming down from smoke stack.

STEEL MAKER (Isthmian), July 31—Chairman, Carl Ainsworth; Secretary, A. D. Nash. M/S that all draws in foreign ports be in American money and not travelers checks. Keep all passageway doors locked in all outports. Locks on all foc'sle doors to be changed as all keys at present work on all doors. \$60 in ship's fund.

OCEAN JOYCE (Maritime Overseas), July 3—Chairman, A. Page; Secretary, R. Peoples. Crew messman missed ship in Singapore. Cablegram sent to NY re working on wheel watch. Request that ship be fumigated to get rid of roaches. Captain and mate have been working on deck. \$8.32 in treasury. Disputed OT in deck and engine departments. Request that ice be bought in Hawaii to avoid shortage.

CITIES SERVICE NORFOLK (Cities Service), August 10—Chairman, LeRoy J. Doty; Secretary, Dan Beard. Delegate reports ship's business running smooth except for a few hours disputed OT. One man missed ship in Lake Charles. M/S that all men shipped from the hall will have their social security numbers written on shipping cards for ship's delegate's record. Steering room door should be kept closed. Better care should be taken of washing machine.

DE SOTO (Waterman), July 31—Chairman, Tom Moriarity; Secretary, Dimittre Gotsch. No beefs reported by department delegates. Beef re shortage of milk. Crew reminded to keep beefs within department.

SEATRAN "NEW JERSEY" (Sea-Train), August 8—Chairman, W. L. McBride; Secretary, H. George Horowitz. Ship's delegate reports everything in good shape. Crew satisfied. Quite a few brothers would do well to take advantage of weight lifts on the upper deck in an all-out effort to reduce. Too hot for heavy men on this run. \$23.20 in ship's fund. More anticipated from proceeds of coke machines before trip is terminated. M/S that deck engineer be given some money out of the ship's fund for time spent repairing deck chairs bought by the crew. Deck Engineer requests members be careful in using washing machine as he has discovered loose nuts and bolts.

TIMBER HITCH (Suwannee), July 24—Chairman, Cornelius Allison; Secretary, Paul Magee. New mattresses ordered, have not arrived. Disputed OT in engine department.

CITY OF ALMA (Waterman), August 6—Chairman, Robert Hall; Secretary, F. J. Johnson. Everything OK. Few beefs taken care of. Vote of thanks to John Fifer, night cook and baker, for his efforts and coffee time preparations; also for operating the movie projector and putting in a lot of time handling ship's movies which crew enjoys.

YOUNG AMERICA (Waterman), August 14—Chairman, Leon J. Penton; Secretary, Jesse L. Ramos. All repairs taken care of. One man hospitalized in Naha, Okinawa. Approximately \$21.20 in ship's fund.

STEEL ADVOCATE (Isthmian), August 7—Chairman, Alex Sokolowski; Secretary, Louis D. Gueliniz. Repair

Nasser's Gift Horse Rides Steel Chemist To New York

SIU crewmembers aboard the SS Steel Chemist (Isthmian) last month had to contend with some unusual cargo. An Arabian horse, a gift from United Arab Republic President Gamal Abdel Nasser to US Secretary of Agriculture Ezra Taft Benson, was taken on board at Suez, at the Red Sea end of the Suez Canal.

The horse, an off-white animal, was kept in a special stall on deck, and Dan McMullens and John Owens, daymen, were charged with keeping the animal fed and comfortable.

McMullens told the LOG that the horse whose name is unknown—was not too much trouble. But the critter ate like a horse.

The menu for this special passenger included three meals a day. Four pounds of oats in the morning, a 10 a.m. "coffee break" consisting of hay, an afternoon meal of another four pounds of oats, and a late snack of hay.

By the time the Steel Chemist reached Ambrose Light, the horse began smelling land and became excited. McMullens said that the animal nipped his fingers and thumb while he wasn't looking, but no real damage was done. However, one prejudiced observer said that the horse, like its former master, bites the hand that feeds it.

When the ship docked at the port of New York, the horse was taken to a quarantine station. Not even the stall in which the animal was kept during the voyage was allowed to be taken off the docks, and the feed had to be dumped overboard before the ship landed.

It is believed that the horse will be kept at an Agriculture Department experimental farm.



Daymen Dan McMullens (left) and John Owens stand by the horse which Nasser sent to Agriculture Secretary Benson.

'Monte' Welcomes SIU Crew

Among the more pleasant ports in South America, Montevideo ranks high. Seafarer Joseph P. Pettus, P-342, ship's delegate aboard the SS Michael this summer, reports that "Monte" gave the crew of the grain tanker a warm welcome.

Pettus writes: "We shipped on the grain tanker SS Michael on May 24 in Galveston. It took us 21 days to reach Montevideo and we stayed there for 57 days and enjoyed the stop tremendously.

"The captain was a good Joe and he put out plenty of money. The people in 'Monte' did everything they possibly could to make our stay an enjoyable one.

"The picture enclosed was taken at a going-away party given to the crew by Victor and Sammy at the Ancla Bar.

"One man was hospitalized and one man was logged during the voyage. There were a few hours disputed overtime. We had a fine steward department which served good chow.

"Cigarettes ran out and we were unable to get any out of bond until the ship was ready to sail. Food also gave out but the steward was able to get plenty of a fairly good quality. The crew of the SS Del Oro donated cigarettes, soap and food seasonings."



The crew of the grain tanker Michael whoops it up at a going away party in Montevideo after a 57-day stay in the Uruguayan port. The party was given by Victor and Sammy of the Ancla Bar. The people of "Monte" gave the crew their warmest hospitality.

Topa Topa Men Want More Milk

To the Editor:

I would like to bring up the age old subject of fresh milk aboard ship. We are allowed 40 gallons on sailing day, which to me is a very small amount of milk for a crew of 48 men. And it is especially tough when you are carrying 12 passengers.

Most of the passengers that I have seen act as if starved to

termasters. When a brother takes a job as a bosun and tries to pass the buck and responsibility to the delegate about the sanitary work not being done properly, then in my opinion he is an incompetent bosun.

Frank P. Russo

Brother Cannon Buried At Sea

To the Editor:

On Monday, October 10, 1960, on board the SS City of Alma at 3:30 in the afternoon, a burial service was held at sea for old-time SIU Brother Edward "Murphy" Cannon.

All crewmembers not working were present at the impressive funeral ceremony conducted by Chief Officer Emil J. Cholár. Our sole passenger enroute to New York was also present. Cannon's last wish was carried out as his ashes were scattered upon the mighty Pacific Ocean near the International Date Line not far from Midway Island.

Edward "Murphy" Cannon had passed away, from apoplexy, at his bunk in Kobe, Japan, while aboard the SS Choctaw. According to his wishes, he was cremated and his ashes were entrusted to H. M. Samuels, master of the City of Alma, for burial in the sea he loved so well.

The crew of the Choctaw made a collection and part of the money was used to purchase a wreath which accompanied the remains of Cannon on the City of Alma and was tossed into the sea during the burial. The balance of the money was used for special masses to be held for Cannon in Japan.

The crew of the City of Alma made a special collection of \$138. Captain Samuels forwarded the money to Father Murphy of the Catholic Seamen's Club in Seattle with instructions that it be used as he sees fit in memory of SIU Brother Cannon. Sincerely and Fraternally,

Peter F. DiCapua
F. J. Johnsen
City of Alma

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.

death or they are trying to get their money's worth by eating and drinking everything in sight. They are worse than schooner rig sailors.

The price of milk is comparably small compared to the price of other stores. We sailed from Antwerp, and two days later we were out of milk.

I feel the steward should be allowed to buy 80 or even 100 gallons of milk, as long as he could keep it from spoiling. Of course, I am only a rope choker that enjoys a glass of milk at sea.

Just one more thing. On these Waterman ships with our quarters aft, the 15 minutes we are allowed after being called up from a sound sleep is far from enough time to wash, dress and get a cup of coffee. When it's cold and you have to put on foul weather gear, some mates will wait until the tugs come before they call you. What good is backing your OT up 15 minutes when what you really need is a good cup of Old Joe?

I feel we should have at least a half hour. I think that most members feel the same as I do on this and on the milk subject.

Morris J. Danzey

Delegate Not A Supervisor

To the Editor:

As deck delegate on several ships I have heard various beefs from brothers in the deck department about the sanitary work not being done properly. I have called this matter to the attention of the bosun, and in reply these bosuns have told me that it was the duty and responsibility of the delegate to see that this work was being done correctly.

In my opinion, the 8-12 OS is under the supervision of the bosun like the rest of the men in the deck department, except when the ship carries carpenters, fire watchmen and quar-

USPHS Librarian Thanks Union

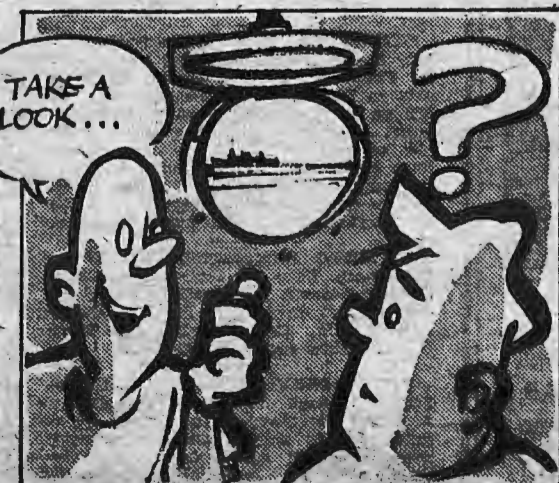
To the Editor:

We deeply appreciate the generosity of the Seafarers International Union, as evidenced by its splendid gift of technical books to the patients' library of the US Public Health Service Hospital, Staten Island, NY.

We sincerely thank your organization for its prompt cooperation with our request, as these books are essential in helping seamen obtain further endorsements in the deck, engine and steward departments.

The morale boosting effect is important, too, as our hospitalized readers realize the Seafarers Union is truly interested in their special needs. Sincerely yours,

Mrs. Marie B. Jones
Librarian





Aboard the SS Steel Executive (Isthmian), SIU men turned up a stowaway soon after the ship left France for New York late in September. The stowaway, Ali Bouraba (left) relaxes with members of the crew (l-r) J. Brown, OS; J. Martin, fireman; and G. Cobbler, AB.

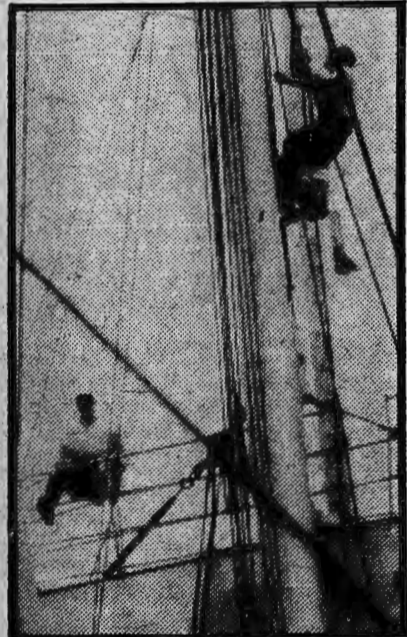
Shipboard Shots



Seafarer Charles Young of Galveston pays strict attention to some baby sitting duties. He is passenger BR aboard the Del Aires (Mississippi) on the West Africa run.



The crew of the Steel Recorder relaxes at the Seamen's Club in Abadan, Iran, on the Persian Gulf. Crew includes (top photo, l to r) Oiler Whitley, DM O'Connor, OS Murphy, FWT Primeau, Oiler Granger, Bosun Johnny Johnston, OS Simon, and center, Miss Jane Gallagher, director of the club, who made the Recorder crew visit a very pleasant one. Around the club pool (bottom photo, l-r) stand Johnston, Murphy and O'Connor.



Working aloft aboard the SS Alcoa Pegasus are OS Dove, on the rail, and Ross-off in the bosun's chair. The photo was taken by Myron Folts.



Members of the galley gang aboard the SS Alcoa Pegasus are (l-r) Piascik, chief cook; Harriss, night cook and baker; Schaefer, third cook; Tiny Mease, steward, and Lagrimas, galleyman.



On board the SS Steel Admiral (Isthmian) Ed Donnelly, biggest OS (left) poses with Frank Camara, littlest AB, while in transit in the Panama Canal. Photo by Steve Cleary.

SS THEYIS (Rye Marine), July 7—Chairman, T. Jackson; Secretary, S. McCurdy. Deck department delegate reports chief mate working on deck. Some disputed OT in steward and engine departments. Resolution to have Food Plan representatives investigate feeding on this ship. Suggest each department delegate give draw and replacement list to ship's delegate to be handed in to captain at each port of call. To lighten duties of messman will try using two mess tables closest to galley. To prevent crew from taking chairs from fo'c'sle and recreation room, suggest benches be built port and starboard aft of crew's messhall. All hands cooperate in keeping recreation hall and ship's laundry room clean. Chief mate uncooperative in issuing medical and hospital ships. Pumpman and members of the crew who have duties in the pumproom feel it is unsafe, sliding around on floor plate which is covered with oil caused by a broken line which was never properly cleaned. Will bring this matter to attention of safety committee.

AZALEA CITY (Sea-Land Service), Aug. 7—Chairman, James Dawson; Secretary, E. Kocanovski. Ship's treasurer reports \$13 in fund. Motion to have patrolman check menu. Steward claims insufficient stores: steak, duck, veal, etc. Store list left with new steward is not as listed.

FAIRLAND (Sea-Land), No date—Chairman, P. Fink; Secretary, C. Goldstein. Ship's delegate advised crew to keep beefs within department and try to settle them with department delegates first. One man missed ship in Port Newark and caused ship to sail shorthanded. \$77.38 in ship's fund. No disputed OT reported. Good and welfare: no hanging of any kind of clothes in recreation room. Hospital room to be cleaned out and fumigated. Deck department fo'c'sles need painting. See patrolman about how assessments are paid.

DOROTHY (Bull), Aug. 7—Chairman, William L. Robinson; Secretary, A. J. Severe. Discussion on stores to be bought in Honolulu. Also about poor grade of stores taken aboard in Belgium.

PANDORA (Epiphany Tankers), July 31—Chairman, Red Brady; Secretary, A. McArthur. Ship's delegate reports one member put ashore at Suez, Egypt due to illness. To take this matter up with patrolman at payoff. \$12 in ship's fund. Beef is settled at payoff.

SANTA VENETIA (Elam), July 23—Chairman, John Burke; Secretary, G. L. Edwards. No beefs reported. \$17 in ship's fund. Crew to be more careful when using washing machine and to remove clothes when dry.

STEEL DIRECTOR (Isthmian), July 17—Chairman, Albert W. Lima; Secretary, Tony Gaspar. No beefs reported. \$18 in ship's fund. Crew reminded not to leave cots on deck.

STEEL TRAVELER (Isthmian), Aug. 6—Chairman, J. Welch; Secretary, Walter Nash. Ship's delegate reports galley blower still not working. See if ship can get mosquito bombs. Check up on rusty water. Department delegates to see that repairs are made before San Francisco.

PENN SHIPPER (Penn Shipping), Aug. 3—Chairman, Donald J. Hewson; Secretary, John Dickerson. Ship's delegate reports everything running smoothly. \$2.45 in ship's fund. Disputed OT to be settled at payoff. M/S that delegates check ice boxes for food storage. Steward to take more precautions in storing leftover food. Turn in repair lists. Watch to make coffee when calling steward department in morning. Check gaskets on ice boxes for leaks.

ARIZPA (Waterman), July 31—Chairman, J. Baudoin; Secretary, A. Rudnicki. Safety list and repair list submitted. One man left behind in Antwerp. \$10 in fund. Need wind-shoots and screens. Fix chairs in messhall. Take care of cots on deck. Slop chest to be checked by patrolman and have sufficient amount put aboard. Also have medicine chest checked.

MONTEGO SEA (Standard Marine), July 31—Chairman, Raymond Parry; Secretary, Gaetano T. Busciglio. Department delegates report everything in order. Crew to keep laundry room clean at all times. Number four and five hatches to be washed down. Too much soot coming down from smoke stack.

STEEL MAKER (Isthmian), July 31—Chairman, Carl Ainsworth; Secretary, A. D. Sash. M/S that all draws in foreign ports be in American money and not travelers checks. Keep all passageway doors locked in all outports. Locks on all fo'c'sle doors to be changed as all keys at present work on all doors. \$80 in ship's fund.

OCEAN JOYCE (Maritime Overseas), July 3—Chairman, A. Page; Secretary, R. Peoples. Crew messman missed ship in Singapore. Cablegram sent to NY re working on wheel watch. Request that ship be fumigated to get rid of roaches. Captain and mate have been working on deck. \$8.32 in treasury. Disputed OT in deck and engine departments. Request that ice be bought in Hawaii to avoid shortage.

DE SOTO (Waterman), July 31—Chairman, Tom Morlarity; Secretary, Dimitri Gotsch. No beefs reported by department delegates. Beef re shortage of milk. Crew reminded to keep beefs within department.

CITIES SERVICE NORFOLK (Cities Service), Aug. 10—Chairman, LeRoy J. Doty; Secretary, Dan Beard. Delegate reports ship's business running smooth except for a few hours disputed OT. One man missed ship in

Lake Charles. M/S that all men shipped from the hall will have their Social Security numbers written on shipping cards for ship's delegate's record. Steering room door should be kept closed. Better care should be taken of washing machine.

SEATRAN NEW JERSEY (Seatrains), Aug. 8—Chairman, W. L. McBride; Secretary, H. George Horowitz. Ship's delegate reports everything in good shape. Crew satisfied. Quite a few brothers would do well to take advantage of weight lifts on the upper deck in all-out effort to reduce. Too hot for heavy men on this run. \$23.20 in ship's fund. More anticipated from proceeds of coke machine before trip is terminated. M/S that deck engineer be given some money out of the ship's fund for time spent repairing deck chairs bought by the crew. Deck engineer requests members be careful in using washing machines as he has discovered loose nuts and bolts.

TIMBER HITCH (Suwannee), July 24—Chairman, Cornelius Allison; Secretary, Paul Magee. New mattresses ordered have not arrived. Disputed OT in engine department.

CITY OF ALMA (Waterman), Aug. 6—Chairman, Robert Hall; Secretary, F. J. Johnson. Everything OK. Few beefs taken care of. Vote of thanks to John Fifer, night cook and baker, for his efforts and coffee time preparations; also for operating the movie projector and putting in a lot of time handling ship's movies which crew enjoys.

STEEL ADVOCATE (Isthmian), Aug. 7—Chairman, Alex Sokolowski; Secretary, Louis D. Guelinif. Repair lists turned in to department delegates. Captain will lift one day logs. Some disputed OT to be settled at payoff. \$18.05 in ship's fund. Need new washing machine; also galley and messroom screens. Quiet in passageways while men sleep. Vote of thanks to steward department and department delegates for job well done.

GULFWATER (Metro Petroleum), July 15—Chairman, G. E. Annis; Secretary, S. Kemp. Special ship's meeting called by engine delegate in port of Djibouti. Discussion on steward stores. No draws or shore leave at Port Said, Egypt while in transit of Canal. Some repairs taken care of; others to be made in shipyard. Crew reminded to turn in all linen and cots before arrival.

NEVA WEST (Bloomfield), Aug. 7—Chairman, R. Creel; Secretary, W. Geis. No beefs reported. Good trip.

DIGEST OF SIU SHIP MEETINGS

\$30 in ship's fund. Few hours disputed OT. Larger supply and variety in slop chest requested. Also better grade toilet tissue.

YOUNG AMERICA (Waterman), Aug. 14—Chairman, Leon J. Penfoni; Secretary, Jose L. Ramos. All repairs taken care of. One man hospitalized in Naha, Okinawa. Approximately \$21.20 in ship's fund.

MONTEGO SKY (Eagle), Aug. 6—Chairman, R. O'Connor; Secretary, R. Rayfield. Ship's delegate reports one man hospitalized in Honolulu. One man jumped ship in Kahului, Hawaii. Delegate to see patrolman re getting galley painted before next crew signs on; also about safety conditions aboard ship. Disputed OT in all departments. Suggestion that all men clean up their fo'c'sles, strip bunks and be sober for the payoff.

STEEL DESIGNER (Isthmian), July 3—Chairman, George Stanly; Secretary, W. A. Hendershot. Wiper missed vessel at Yokohama; clothes packed and listed. \$13.75 in treasury. Money draws for Korea should be given out either at last port of call or before we enter Korea, either in check or American money. To be given to patrolman for ruling.

Aug. 6—Chairman, G. Stanly; Secretary, A. Violante. Everything running smoothly. See patrolman about using extra reefer room for black gang. Ship's fund very low. Lockers to be repaired in shipyard.

COALINGA HILLS (Marine Tankers), July 30—Chairman, Ed Kreszy; Secretary, A. Yarborough. No beefs reported in all departments. Water situation discussed; also draw for Yokohama.

ALCOA CAVALIER (Alcoa), Aug. 21—Chairman, Isidor Morgavi; Secretary, A. C. Kimberly. Ship's delegate to refer matter of doctor's refusal to issue medical slips to crewmembers to boarding patrolman. Disputed OT in deck department. M/S to call special meeting upon arrival in Mobile. Vote of thanks to steward department.

STEEL ARTISAN (Isthmian), Aug. 14—Chairman, R. J. Peterson; Secretary, George St. Clair. Discussion on fumigation of ship which has not been done yet. \$11.76 in ship's fund. Few hours disputed OT in deck department.

STEEL ARTISAN (Isthmian), July 24—Chairman, Robert Rivera; Secretary, Robert Harmon. Few minor beefs settled. One man logged. One workaway. Sent telegram to Union about milk; \$8.50 paid out of ship's fund. Need new chairs in messhall. More fresh fruit and vegetables. Keep

fo'c'sles clean. Need stronger insecticide for roaches.

FELTONE (Marven), Aug. 17—Chairman, George Ginnon; Secretary, John Foley. Ship's delegate reports one man missed ship leaving Baltimore. Discharges and receipts belonging to Edgar Dodds found aboard to be sent to his home address. Repair lists to be distributed to all delegates. Crew's washing machine needs repairing. \$10 in ship's fund. Suggestion that department delegates also act as safety delegates.

BIENVILLE (Sea-Land), Aug. 21—Chairman, P. Cathcart; Secretary, J. D. Gribble. New washing machine came aboard; repair lists turned in. Everything running smoothly. Engine delegate reports two men missed ship in Houston. TV antenna to be bought out of ship's fund. Deck to be installed in electrician's room. Plywood boards to go under the mattresses.

HURRICANE (Waterman), Aug. 23—Chairman, James Browne; Secretary, Carl Johnson. Engine delegate reports disputed OT re shifting ship on the Great Lakes. Captain says galley should be open until six-thirty without payment of OT.

MICHAEL (Carras), Aug. 29—Chairman, Percy Gray; Secretary, A. Aava. Ship's delegate reports no LOGs or communications received all trip. Repair lists turned in to captain and chief engineer. Chief mate and captain refused OS a doctor. Wrote letter thanking crew of Del Oro for cigarettes and soap donated to us in Montevideo. Deck delegate reports company will pay straight time on watch and OT plus 50 cents per hour for cleaning grain from tanks. So safety meetings held or safety literature received this trip. Vote of thanks to steward department.

MICHAEL (Carras), July 18—Chairman, O. Slettemo; Secretary, A. Withchen. One member operated on for spinal in bad condition. Money donated by crew for private nurses. Department delegates report everything in order. Spray roaches in messhall and galley. Repair deck department drinking fountain. Paint inside lockers. Remove wooden containers from messhall table. Muffins taste good but crumble. Vote of thanks to steward department and ship's delegate.

STEEL ADVOCATE (Isthmian), Sept. 3—Chairman, L. Guellant; Secretary, A. Carpenter. No beefs reported. \$18.05 in ship's treasury. Members are cautioned to treat new washing machine with care. Ship's delegate to post new list for cleaning laundry room.

ACHILLES (Tankship), Sept. 4—Chairman, Norman E. Jr.; Secretary, Robert Tyndall. Everything in good shape. One man missed ship. Books to be put away before ship gets to Canal. Contact patrolman for new books. Aug. 7—Chairman, Norman Jr.; Secretary, Art Nelson. Everything in good order—no beefs. Wipers and OS will clean wash room and steward department; also keep recreation hall clean. List to be posted in wash room.

ALICE BROWN (Bloomfield), Aug. 28—Chairman, S. E. Miller; Secretary, George E. Hair. Members notified that in the future slop chest prices will be posted correctly. Repair list to be posted and acted on accordingly. \$7 in ship's fund. Disputed OT in steward department to be taken up with patrolman. Captain bought cigarettes in Germany and sold them for more than was posted on the board.

CALMAR (Calmar), July 31—Chairman, Stanley Boyko; Secretary, Nick Kondylas. No beefs reported in all departments. Vote of thanks to steward department; also to Walt Sibley, San Francisco port agent, for getting port screens for ship.

PENN VANGUARD (Penn Shipping), Aug. 28—Chairman, C. Dickey; Secretary, W. W. Bickford. Everything running smoothly. No beefs. Deck department delegates to see chief mate about greasing air vents as they are hard to turn. Stop washing mops in laundry sink. Each delegate to see department head about keys for fo'c'sles.

RAPHAEL SEMMES (Sea-Land), Aug. 29—Chairman, B. Varn, Jr.; Secretary, W. Blakeslee. Repair list turned in. One man missed ship in Jacksonville. \$13.72 in ship's fund. Owe money for loans made to crew to purchase TV. Discussion about awning to be installed aft. Delegate to see patrolman about same at payoff. Suggestion that fan be moved from under TV and mounted on bulkhead where all could benefit from same. Vote of thanks to Mr. Mullins of Port Newark Marine Repair for furnishing transportation in order to purchase new TV set. Donate \$1 to pay off debt on TV. Vote of thanks to steward department for good food and service.

LA SALLE (Waterman), Aug. 28—Chairman, Roman Viloria; Secretary, M. G. Ohstrom. Ship's delegate reports new mattresses wrong size; to be replaced. \$42.35 in ship's fund. Suggest buying games for recreation room. Treasurer to buy iron and ironing board for ship's crew. Some disputed OT in deck department.

DEL ORO (Mississippi), Sept. 18—Chairman, Harvey Sherov; Secretary, George McFall. Beef regarding launch service in port of Freeport to be taken up with boarding patrolman. \$13.46 in ship's fund.

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 acquire 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

Income tax refund checks for the following men are being held by Jack W. Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif.: Ernest C. Anderson, Margarito Borgia (two refund checks), Theodoros G. Calopotakos, Maurice J. Culter, Michael J. Doherty, John J. Doyle, Olav Gustavsen, Steve Krkovich, Harry Lowther, Potenciano B. Paculba, Gordon T. Parker, Sammy Rogamos, Robert G. Schlagler, Cleveland Scott, Victor Shavroff, Bernard Toner, William Watson, Yung Poy Woo (two refund checks).

Thaddeus S. Jackson
Your Union book has been found and is on file at headquarters.

Donald E. Boots
SS Aloca Pennant
Your discharges have been forwarded to headquarters. See records supervisor in hq records department.

The headquarters record room is holding personal property belonging to the following Seafarers: Claude Garnett, Paul T. Gazic, Francesco Gianico, Fred E. Lillard, T. Simonds, Edgard H. Starnes, John Trost, V. Walrath, E. L. Waters, Herbert C. Wilson.

Joseph Roberts
Please contact Tomiko Tada, 2-5 Shioiri-cho, Yokosuka, Japan. Urgent.

Arthur W. Corman
Anyone knowing the whereabouts of the above-named, please contact his sister, Mary Corman, 3119 Baldwin Street, Los Angeles 31, Calif.

Reginald P. Sirols
Contact your sister Lucille. She has important mail for you.

John H. Murray
Important you contact your son, care of Gerner, at same address as before.

Ralph Whitely
The LOG office is holding a letter for you from the United Seamen's Service.

Richard Sutton
Contact M. Madeline, 226 Leland Street, San Francisco.
Heirs of the late Albert Bieder-

man, who passed away on November 6, 1959, should contact attorney Joseph Leiberman, 15 Park Row, New York 38, NY.

Ronie Welton Castellon, Jr.
Please contact your wife.
Alfred R. Fry
Contact your sister, Mrs. Virginia Fry Jones, at 2004 Glenview Ave., NE, Louisville 7, Ky.

Robert Randolph White
Urgent that you contact your attorney, Herman N. Rabson, 15 Park Row, New York 38, NY, telephone WOrth 2-5250.

Howard Elmora Fowler
Please contact Mrs. Helen M. Wise, Rt. 1, Box 508, Augusta, Ga. Mother is ill.

Charles Lynsky
Received your telegram. Please get home without fail in two months. Mother and Aunt Vee.

Malcolm George Milstead
Please contact your sister Betty at 3020 South Street, Tampa, Fla.

Melville Declé
Contact Mr. George H. Schweickhart, Brevoort Savings Bank, Fulton Street near Nostrand, Brooklyn 18, NY.

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WILMINGTON, Calif. 505 N. Marine Ave.
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Suez Canal Deepened

Giant supertankers, most of them under the Liberian flag will be able to carry approximately another 7,000 tons of oil through the Suez Canal after December 23. The Egyptian authorities will have completed dredging operations by that date, adding another two feet to the canal's present 35-foot draft.

Up until now, some of the bigger supertankers, those in the 50,000-ton class and upwards, have not been able to carry full loads through the canal because of the draft limitation.

City May Bid For Manhattan Beach

Steps are under way by the City of New York to purchase the former Manhattan Beach Public Health Hospital and convert it into an old age home. A proposal to that effect is being considered by the city authorities.

The hospital was closed in June by the Public Health Service and the remaining

patients shifted largely to other Public Health facilities and to Veterans Administration hospitals. The declining incidence of tuberculosis, and the expense of running the hospital plant were given as reasons for the closing.

The proposal to use the building for an old age home has run into stiff opposition, with opponents claiming that existing city old age homes have numerous vacancies. However, it is argued that the population of these institutions is bound to increase in the years to come and that the city would do well to pick up the hospital which could be easily converted for that purpose.

No Operating Room
Some of the objections to the continued operation of the hospital included the fact that it lacked an operating room and its own power plant.

The property on which the hospital is located has been declared US Government surplus, since an adjoining military base was closed down.

The Manhattan Beach hospital had a peak patient load of 330 back in 1955. At the time its closing was announced, back in January of this year, the patient population had dropped to 150.

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.

Editor
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

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A Soviet Merchant Seaman Speaks Up

After almost 11 years on Soviet deep sea merchant ships, oiler Victor Jaanimets fled the Russian passenger ship Baltika in New York. Here he tells of his life on Russian merchant ships, — no contract, no union representation, inadequate food, low wages and no job rights.

The first opportunity that any American publication has had to obtain direct information from working seaman on Soviet merchant ships arose as a result of the defection of Victor Jaanimets, an oiler, from the Russian passenger ship Baltika. Jaanimets had shipped seven years on deep sea Russian cargo ships prior to getting a berth on the Baltika in 1956. The following article consists of questions submitted to him by the SEAFARERS LOG and a paraphrase of his answers. Because of the language problem (Jaanimets is an Estonian) and the use of an interpreter, direct quotations are not used. However, the answers are a faithful summation of his replies.

LOG EXCLUSIVE

As has long been stated by authorities on labor in the Soviet Union, Jaanimets' answers conclusively establish that Russian trade unions are not "unions" at all in the American sense of the word of an organization representing the interests of workers. They are simply political arms of the Soviet Communist party.

The text of the exchanges between the LOG and Jaanimets follows:

Q. What was your rate of pay aboard the Baltika?

A. As a first-class oiler, I was paid twice a month—350 rubles each time. My starting pay when I began sailing more than 10 years ago was 450 rubles a month. I believe the starting pay is now 550 rubles a month. This is enough to buy two pair of shoes in Russia.

(Ed. note: It is difficult to translate rubles into dollars since there is no accepted free market exchange in rubles. The official exchange rate, which is widely realized as unrealistic, is 25 cents per ruble. However, the Department of Commerce, which controls import and export licenses for Soviet trade, considers that the American tourist rate—10 cents per ruble—is fairly realistic. This would make Jaanimets' monthly pay worth \$70 and that of an entry rating, \$55.)

(The LOG has received quotations on rubles as low as 3½ cents per ruble. This, which would be considered a "street corner" rate, would make Jaanimets pay less than \$25 a month or two pairs of shoes in the U.S.)

(On SIU ships, the current base wage for an oiler is \$367.68 per month, plus automatic Saturday, Sunday and holiday overtime at \$2.18 per hour. Since a watch-stander gets an average of 75 hours of such overtime per month, his true base pay is roughly \$531 per month.)

Q. What kind of draws did you get when you came into port?

A. Our regular run was from Leningrad to London, with stops between, which usually took 14 days. We were allowed three shillings per day (approximately 42 cents) for each day at sea. The most draw we ever got was about 2½ pounds sterling (approximately \$7).

Q. How many hours were you on watch daily, and what were your duties?

A. In my department, the men worked four on and eight off around the clock. The work on watch consisted of keeping check on gauges and controls. Eleven men share the watch—three officers and eight unlicensed. (Ed. note: On an American ship of comparable size, this work would be done by four to six men.)

Q. As a first class oiler, what would have been the next step up for you if you had been promoted?

A. Engine mechanic, third class.

Q. How do you achieve a higher rating? Can you upgrade yourself?

A. You have to take a written and oral exam. You can't do it on your own. It depends on the ship you are on. You simply have to wait until you are told that you can take the test.

Q. Can an unlicensed man become an officer?

A. I could not because I did not go to secondary school (high school). Also, in order to become an officer, I would have to go to a maritime engineering school. I could not study for this on my own. The only way I could go to this school, if I had graduated secondary school, was if I was given time off for schooling and was put in reserve.

Q. Is engine mechanic considered an officers' job?

A. It is more of a junior officer's position. After that comes second class mechanic and first class mechanic.

Q. How long does it take to get a license?

A. Well to give you an idea, I began 11 years ago as a fireman and worked up to first class oiler. I don't know how many more years it would take, if I were eligible, to get a chance at a licensed job.

(Ed. note: Under US regulations, a rated man in the engine room can sit for a license as soon as he has three years' rated seetime.)

Q. Are there any overtime or bonus rates paid to a crewmember?

A. Overtime pay is prohibited when the vessel is underway. It's extremely rare to earn it when the ship is in port. Sometimes, however, it is possible to receive OT when the vessel is in the yards for repair. A man might get engine department overtime if he does certain repair work, but this is rare. The entire deck department has a total allotment of 100 hours a month overtime—for emergencies only. Steward department men get no overtime.

Q. Were you a member of any maritime union? If so, describe the contract, work rules, benefits etc?

A. I was a member of the Sea and River Workers Union, as are all seamen. This is automatic. I have never seen any type of work contract or agreement because no such thing exists. Dues—amounting to between one and two percent of monthly pay—are deducted regularly. For this we receive nothing in return—except for medical care and free schooling in the glories of Communism. I believe the dues money goes into a so-called educational fund for Communism. It helps pay for lectures and radio broadcasts aimed at promoting Kremlin policy and philosophy and also for constantly urging maximum production from the workers. This applies to the Sea and River Workers Union and to all others—the fishermen's union, coal miners and metal workers, to name a few.

Q. Does a union representative ever board your ship to check on conditions and handle grievances?

A. A representative comes aboard irregularly, but when he does, it is only to preach the glories of Communism and to encourage more production. The union has nothing whatsoever to do with handling grievances—that's the job of the department heads aboard ship, all of them officers. Grievances, when they arise, are never handled fairly. A man knows what to expect if he steps out of line. If he gets treated unfairly and has a grievance, it matters to no one.

Q. What is the procedure for getting a shipboard job?

A. You must apply to the maritime section of the Department of Cadres. For a deep sea berth you face much red tape and are thoroughly screened.

Two members of the Communist Party in good standing must recommend you for a deep sea job. (Inland waterways seamen don't need the latter). The De-

partment of Cadres is a clearing house for employment—in all fields.

Q. What about unemployment and unemployment benefits?

A. In Russia, they say, there is no unemployment. Instead, those who are out of jobs are in a "reserve status". Seamen with a previous employment record who are placed in "reserve" receive 65 percent of their monthly pay until they go back to work. Newcomers who register for seamen's work receive 50 percent of the base until they get employment. (Ed. note: Approximately \$27.50 per month).

But they are not idle during that time. They, along with others who are seeking work, bide their time working on a collective farm until a job opening occurs. Work on these collective farms is considered by all Russians to be the lowest form of existence behind the Iron Curtain. Another thing: Being placed in "reserve" is also a form of punishment. For example, I have been in a "reserve" status twice, once for 2½ months in 1952 and again for two weeks in 1954. On neither occasion was I given a reason for this. But one takes it for granted that if no reason is given, the action was the result of political reasons. I have reason to suspect that the entire crew of the Baltika was placed in reserve because of my defection, on the grounds that the other crewmen cannot be trusted any more.

Q. What is the longest time any seaman has spent in "reserve" to your knowledge?

A. I have friends who have been in "reserve" for years. Most of these are men who are mainly waiting for visas so they can get a deep sea job. The visas are extremely difficult to obtain.

Q. Did officers and crew share the same menu? Give examples of the daily fare.

A. I believe they both ate the same food. Generally, for breakfast we got black bread, butter and tea. Sometimes we had cheese as a substitute for butter. At midday and also in the evening we had either potato or sauerkraut soup, a dish of meat or fish, and dried fruit for dessert which had been boiled.

Q. Did you ever have fresh milk?

A. No, never.

Q. How many crewmen were quartered in a room? Describe accommodations.

A. In the engine department there were four men to a room, in double bunks. Each man had a locker about six feet high. In other departments, some men had to share lockers. The engine department was more privileged, so each crewman had the honor of his own.

Q. Did you have ample bathing facilities and washing machines?

A. There was one shower room with six showers for the 40 members of my department. All 150 crewmembers shared a single washing machine. This was exclusive for work clothes. However, just before we sailed for the US, two new machines were installed. The machines were not modern. You had to pour your own water into them.

Q. Were you supplied with clean linens, towels and soap regularly?

A. We received two sheets, a bath towel and a hand towel every ten days. We had to supply our own soap and could not buy this item on the ship. Usually the men stocked up on that commodity before leaving port.

Q. How did conditions on the Baltika compare with the average Russian cargo ship?

A. Of course, the Baltika is considered the best for seamen's duty in the entire Soviet Union. All others are far less desirable as far as conditions are concerned.

FOR SEAFARERS AND THEIR FAMILIES

SURGICAL SCHEDULE

and

DIGEST of ALL WELFARE PLAN BENEFITS

**THE SEAFARERS
WELFARE PLAN**

Seafarers Welfare Plan Surgical Schedule

(Revised June 29, 1960)

ABDOMEN		MAXIMUM PAYMENT
Two or more surgical procedures performed through the same abdominal incision will be considered as one operation.		
Abscess, subdiaphragmatic, incision and drainage.....	\$150.00	
Adrenalectomy, partial or total (removal of part or all of adrenal glands).....	300.00	
Appendectomy (removal of appendix).....	150.00	
Appendiceal abscess—incision and drainage of.....	150.00	
Bile ducts, plastic repair or reconstruction.....	225.00	
Bowel, resection of.....	300.00	
Cholecystectomy (removal of gall bladder).....	225.00	
Cholecystectomy and exploration of common duct (removal of gall bladder).....	225.00	
Cholecystoduodenostomy (joining of gall bladder to intestine).....	225.00	
Cholecystoenterostomy (joining of gall bladder to intestine).....	225.00	
Cholecystotomy (cutting into gall bladder, including removal of gall stones).....	225.00	
Choledochoplasty (operation on the bile duct).....	225.00	
Choledochostomy (operation on the bile ducts).....	225.00	
Choledochotomy (operation on bile ducts).....	225.00	
Cholithotomy (cutting into gall bladder, including removal of gall stones).....	225.00	
Colectomy (partial removal of colon—large intestine).....	300.00	
Colon, resection of (partial removal of colon—large intestine).....	300.00	
Colostomy (formation of artificial anus).....	187.50	
Colostomy, revision.....	150.00	
Colostomy, closure of.....	150.00	
Common bile duct, opening of with exploration, drainage or removal of calculus with or without removal of gall bladder.....	225.00	
Common bile duct, opening of, secondary, in absence of gall bladder.....	225.00	
Common bile duct, resection or reconstruction of.....	225.00	
Diverticulum, Meckel's or intestinal (removal of pocket in the intestine).....	200.00	
Duodenal ulcer, perforation, closure of.....	150.00	
Enterectomy, with or without anastomosis (cutting away of intestines, with or without rejoining).....	300.00	
Enterorrhaphy (suture of intestine).....	150.00	
Enterotomy, including removal of foreign body (cutting into intestine).....	150.00	
Gall bladder, removal of (cholecystectomy).....	225.00	
Gall bladder, operation other than removal.....	225.00	
Gastrectomy, partial or total (removal of stomach).....	300.00	
Gastric or duodenal ulcer, perforation, closure of.....	150.00	
Gastroduodenostomy (joining of stomach to intestine).....	225.00	
Gastroenterostomy (joining of stomach to intestine).....	225.00	
Gastrojejunostomy, with or without vagotomy (joining of stomach to intestine).....	225.00	
Gastroscope—diagnostic (examination of stomach by gastroscope).....	60.00	
operative (operation thru gastroscope).....	75.00	
Gastrostomy or gastrotomy (forming opening in stomach).....	150.00	
Gastrostomy, closure of.....	150.00	
Gastrostomy with exploration or foreign body removal (cutting into stomach).....	150.00	
Hepatectomy, partial (resection of part of liver).....	300.00	
Hepatorrhaphy (suture of liver).....	150.00	
Hepatotomy (incision of liver for drainage of abscess or cyst, one or two stages).....	150.00	
Herniotomy—herniorrhaphy—hernioplasty (repair of hernia—rupture).....		
single—inguinal, femoral, umbilical, ventral or incisional.....	150.00	
bilateral—inguinal, or femoral.....	187.50	
hiatal or diaphragmatic.....	300.00	
Intestinal obstruction—operation for, not requiring resection.....	150.00	
Intestine—reduction of volvulus or intussusception by cutting (repair of folding or twisting of intestines).....	150.00	
Intestine, large, resection of.....	300.00	
Intestine, small, resection of.....	300.00	
Laparotomy—exploratory (cutting into abdomen).....	150.00	
Liver, aspiration (tapping) or punch biopsy.....	22.50	
Liver, biopsy by laparotomy.....	150.00	
Liver, marsupialization of cyst or abscess of.....	225.00	
Liver, suture of wound or injury (hepatorrhaphy).....	150.00	
Pancreas, drainage of, or marsupialization of cyst.....	150.00	
Pancreas, excision of, partial or total except marsupialization of cyst.....	300.00	
Pancreas, radical excision of Ampulla of Vater, with resection of duodenum and portion of pancreas, gastrojejunostomy and anastomosis of biliary tract to alimentary tract, one or more stages.....	300.00	
Pancreaticogastrostomy (joining pancreas to stomach).....	225.00	
Pancreaticoduodenostomy (joining pancreas to intestine).....	225.00	
Pancreatotomy (cutting into the pancreas).....	150.00	
Pancreolithotomy (removal of stone from pancreas).....	225.00	
Paracentesis, abdominal cavity (tapping).....	22.50	
Peritoneoscopy—diagnostic (examination of lining of the abdomen by peritoneoscope).....	60.00	
Operative (biopsy).....	75.00	
Pneumoperitoneum—induction of (injection of gas into abdominal cavity).....	37.50	
Each refill—(not more than 17).....each	15.00	
Pyloric stenosis, operation for (repair of constriction of lower opening of stomach).....	150.00	
Ramstedt's operation for pyloric stenosis (repair of constriction of lower opening of stomach).....	150.00	
Rectum, resection of.....	300.00	
Splenectomy (removal of spleen).....	225.00	
Splenorrhaphy (suture of spleen).....	150.00	
Stomach, resection.....	300.00	
Umbilectomy (removal of naval).....	150.00	
Vagotomy (cutting of vagus nerve in stomach).....	150.00	
ABSCESSSES		
Incision and drainage—		
requiring hospital residence.....	37.50	
not requiring hospital residence.....	15.00	
Peritonsillar abscess, incision of—		
requiring hospital residence.....	37.50	
not requiring hospital residence.....	22.50	
Suprapubic (above levator muscle of anus), incision and drainage.....	52.50	
AMPUTATIONS		
Coccyx (removal of bone at lower end of spine).....	75.00	
Ear—unilateral.....	75.00	
bilateral.....	150.00	
Fingers, each (one or more phalanges).....	25.00	
Foot (thru metatarsal bones or above)—unilateral.....	150.00	
bilateral.....	300.00	
Forearm—unilateral.....	150.00	
bilateral.....	300.00	
Hand, entire (thru metacarpal bones or above)—		
unilateral.....	150.00	
bilateral.....	300.00	
Leg—unilateral.....	187.50	
bilateral.....	300.00	
Nose.....	75.00	
Thigh—unilateral.....	200.00	
bilateral.....	300.00	
Thumbs, each (one or more phalanges).....	25.00	
Toes, each (one or more phalanges).....	25.00	
Upper arm—unilateral.....	150.00	
bilateral.....	300.00	
ARTERIES AND VEINS (Vascular Surgery)		
Aneurysm (dilatation of blood vessel) arterial or arteriovenous, operation for (excision of or wiring).....		
Extremities.....	75.00	
Intra-abdominal.....	150.00	
Intracranial.....	300.00	
Intrathoracic.....	300.00	
Angiogram, cutting operation for exposure of vessel where necessary for.....	37.50	
Aorta, excision of coarctation of.....	300.00	
Artery, anastomosis (joining or forming a connection between arteries).....		
in extremities.....each	75.00	
intra-abdominal.....	150.00	
intracranial.....	300.00	
intrathoracic.....	300.00	
Artery, excision of temporal.....	37.50	
Artery, excision or ligation of major artery of extremity.....	75.00	
Artery, excision of coarctation (contraction) of aorta.....	300.00	
Artery, ligation (tying) of result of accidental wound—each.....	15.00	
Carotid artery, ligation (tying) of.....	112.50	
Catheterization of heart (independent procedure).....	75.00	
Embolectomy—arteriotomy or venotomy with exploration or removal of embolus or thrombus (clot).....		
in abdomen.....	150.00	
in chest.....	300.00	
in extremities.....	75.00	
in neck.....	150.00	
in skull (intracranial).....	300.00	
Femoral vein, ligation (tying) of, for other than varicose veins—unilateral.....	37.50	
bilateral.....	75.00	
Hemangioma (blood vessel tumor) simple, not requiring hospital residence.....	15.00	
requiring hospital residence.....	37.50	
Hemangioma (blood vessel tumor) cavernous.....	75.00	
Saphenous vein, ligation (tying) of, for other than varicose veins—unilateral.....	37.50	
bilateral.....	75.00	
Temporal artery, excision of.....	37.50	
Varicose veins—injection treatment, complete procedure (one or both legs).....	60.00	
cutting operation, complete procedure—one leg.....	75.00	
both legs.....	120.00	
Vein, ligation (tying) of, result of accidental wound, each.....	15.00	
Venogram, cutting operation for exposure of vessel where necessary for.....	37.50	
Venous Anastomosis (forming connection between veins).....		
porto-caval anastomosis.....	300.00	
superior mesenteric caval anastomosis.....	300.00	
Spleno-renal anastomosis.....	300.00	
BIOPSY		
Removal of fluid or tissue by cutting or aspiration for examina-		
tion. Not payable when done immediately preceding or as part of operation listed in informative schedule.....		
Bone, excision of portion for biopsy.....	60.00	
Bone marrow, aspiration of, including sternal puncture.....	22.50	
Breast.....	22.50	
Bronchoscopy.....	75.00	
Chest, open operation.....	75.00	
Chest, needle.....	22.50	
Cystoscopy.....	52.50	
Esophagoscopy.....	75.00	
Gastroscopy.....	75.00	
Gland, or glands superficial.....	20.00	
Kidney, by needle.....	22.50	
Laryngoscopy.....	37.50	
Liver, by needle or punch.....	22.50	
Lung, aspiration of, by needle.....	22.50	
Lung, cutting open operation of chest.....	75.00	
Muscle.....	37.50	
Needle (paracentesis).....	22.50	
Peritoneoscopy.....	75.00	
Proctoscopy.....	37.50	
Sigmoidoscopy.....	37.50	
Skin.....	15.00	
Spleen, by needle.....	22.50	
Sternum, by needle.....	22.50	
BLOOD TRANSFUSION (OR PLASMA)		
Each.....	37.50	
BREAST		
Breast, abscess, incision and drainage of		
requiring hospital residence.....	37.50	
not requiring hospital residence.....	15.00	
Biopsy.....	22.50	
Plastic operation, complete separate procedure—		
unilateral.....	75.00	
bilateral.....	150.00	
Radical amputation.....	225.00	
Removal of benign tumor or cyst—		
requiring hospital residence.....		
unilateral.....	75.00	
bilateral.....	150.00	
not requiring hospital residence.....	15.00	
Simple amputation—unilateral.....	150.00	
bilateral.....	300.00	
BURSAE		
Bursae, aspiration, injection, irrigation, or needling (or any combination).....each	22.50	
excision of (bursotomy) prepatellar and olecranon shoulder, Hip.....	112.50	
incision and drainage (bursotomy).....		
requiring hospital residence.....	37.50	
not requiring hospital residence.....	15.00	
CHEST		
Arytenoidopexy (fixation of arytenoid cartilages).....	225.00	
Bronchoscopy (examination of windpipe by bronchoscope)—		
diagnostic.....	60.00	
operative.....	75.00	
Commissurotomy (operation on valves of heart).....	300.00	
Costo-sternoplasty (repair of funnel chest).....	187.50	
Decortication of lung (removal of membrane lining the lung).....	225.00	
Diaphragm, transthoracic approach to.....	300.00	
Epiglottidectomy (removal of epiglottis).....	112.50	
Esophageal diverticulum, one or more stages—		
transthoracic approach.....	300.00	
other approach.....	225.00	
Esophagoduodenostomy (joining of esophagus to duodenum).....	300.00	
Esophagogastrectomy, combined, thoracoabdominal (removal of part or all of stomach and esophagus).....	300.00	
Esophagogastrotomy (joining of esophagus to stomach).....	300.00	
Esophagojejunostomy (joining of esophagus to jejunum).....	300.00	
Esophagoplasty (plastic repair or reconstruction of esophagus).....	300.00	
Esophagoscopy (examination of gullet by esophagoscope) diagnostic.....	60.00	
operative.....	75.00	
Esophagus, transthoracic approach to.....	300.00	
Funnel chest, plastic repair of.....	187.50	
Heart Operations—See section on HEART OR CARDIAC		
Hemilaryngectomy (removal of half of larynx).....	225.00	
Hernia, diaphragmatic or hiatal, repair of.....	300.00	
Laryngectomy (removal of larynx).....	300.00	
Laryngofissure (cutting into larynx) with removal of tumor.....	150.00	
Laryngoplasty (plastic repair of larynx).....	225.00	
Laryngoscopy (examination of larynx by laryngoscope).....		
diagnostic.....	22.50	
operative.....	37.50	
Lobectomy, total or subtotal, wedge or segmental resection, (removal of all or part of lobe of lung).....	300.00	
Lung, removal of all or part of.....	300.00	
Mediastinal cyst or tumor, excision of.....	225.00	
Mediastinal wound or injury, suture of.....	225.00	
Mediastinotomy.....	225.00	
Oleothorax, intrapleural, injection of oil—		
initial.....	37.50	
(not more than 17) subsequent.....	15.00	
Phrenic nerve, crushing or resection.....	37.50	
Pleurectomy or decortication (removal of membrane lining the lung).....	225.00	
Pneumonectomy (removal of entire lung).....	300.00	

Table listing various medical procedures such as Pneumonocentesis, Pneumothorax, Thoracotomy, and Tracheostomy with their respective costs.

CYSTS

Table listing cyst removal procedures including Baker's cyst, Branchial cyst, Breast, Dermoid cyst, and Thyroglossal cyst.

NOTE: If multiple cysts are removed through more than one incision, pay for each incision up to maximum limit of \$300 for all.

DISLOCATION

Table listing dislocation procedures for various joints including Ankle, Hand, Foot, Coccyx, Elbow, Hip, Knee, Lower jaw, Patella, Shoulder, and Wrist.

EAR, NOSE OR THROAT

Table listing procedures for Ear, Nose, and Throat including Abscess, Amputation, Excision of polyp, Electrocauterization, Exostosis, Fenestration, Labyrinthectomy, Malignant lesion, Mastoidectomy, Myringotomy, Ossiculectomy, Otoplasty, Plicotomy, and Stapes mobilization.

NOSE

Table listing nose procedures including Abscess, Antrum puncture, Electrocauterization, Epistaxis, and Nasal polyps.

Table listing procedures such as residence—unilateral/bilateral, Amputation for malignant tumor, Rhinophyma, Rhinoplasty, Sinus operation, and Submucous resection.

THROAT

Table listing various throat and larynx procedures including Adenoidectomy, Arytenoidopexy, Branchial cyst, Electrocauterization, Epiglottidectomy, Esophageal diverticulum, Esophagoduodenostomy, Esophagogastrectomy, Esophagostomy, Esophagojejunostomy, Esophagoplasty, Esophagoscopy, Esophagus approach, Frenum linguae, Glossectomy, Hemilaryngectomy, Laryngectomy, Laryngofissure, Laryngoplasty, Laryngoscopy, Larynx cauterization, Peritonsillar abscess, Thyroglossal cyst, Tongue excision, Tonsillar tags, Tonsillectomy, Torus palatinus, Tracheotomy, Tumor, and Tumor malignant.

ENDOSCOPIC PROCEDURES

Table listing endoscopic procedures including Bronchoscopy, Culdoscopy, Cystoscopy, Esophagoscopy, Gastroscopy, Laryngoscopy, Otoscopy, Peritoneoscopy, Prostatectomy, Proctoscopy, Rhinoscopy, and Sigmoidoscopy.

Table listing procedures such as (operation on lower colon by sigmoidoscope) operative and Thoracoscopy.

EXCISION (ARTHRECTOMY) OR FIXATION (ARTHRODESIS) BY CUTTING

Table listing excision and fixation procedures for various joints including Ankle, Coccyx, Elbow, Hip, Knee, Patella, Semi-lunar cartilage, Sesamoid, Shoulder, Spine, Temporo-mandibular, and Wrist.

NOTE: Excision of a joint is the removal of the articulating end of one or more of the bones forming the joint.

NOTE: In event of bilateral or multilateral excision or fixations pay for each up to the limit of \$300.00 for all.

NOTE: Removal of diseased portion of bone, including curettage (alveolar processes excepted) pay exostosis under this heading, including bunions (hallux-valgus) or corns when bone is removed.

NOTE: Fixation of a joint is the permanent immobilization of the part by some type of fusion operation.

NOTE: In event of bilateral or multilateral excision or fixations pay for each up to the limit of \$300.00 for all.

NOTE: Removal of diseased portion of bone, including curettage (alveolar processes excepted) pay exostosis under this heading, including bunions (hallux-valgus) or corns when bone is removed.

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(Continued On Page 6)









DIGEST

SEAFARERS WELFARE PLAN

*BASIC SEATIME REQUIREMENT: The basic eligibility for every benefit is one day's seatime in the last six months and 90 days in the last calendar year.

	WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
Hospital room and board 	Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	\$15 per day room and board.	Payments continue for as long as hospitalized.	*Basic seatime requirement.
Hospital extras 	Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Actual charges up to \$200 for first 31 days; thereafter up to another \$200. (Maximum \$400).	Covers cost of anesthetics, laboratory and x-rays while confined in hospital. Also covers emergency room treatment.	Claim must be filed with Welfare Plan not later than 180 days after surgery or discharge from hospital.
Blood transfusions (See note below) 	Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Maximum of 6 transfusions at \$37.50 each.	This is in addition to hospital extras benefit; dependent must be confined in hospital.	File enrollment card, marriage license and birth certificate with names of both parents. For adopted children: File adoption papers with Plan office.
Doctor calls at hospital 	Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	\$4 per visit for a maximum of 31 days.	In non-surgical cases, benefit paid during period dependent is hospitalized. In surgical cases, benefit paid up to date of surgery.	For stepchildren: Notarized affidavit showing support for all of previous calendar year.
Surgical 	Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Up to \$300 maximum as specified in surgical schedule.	Payable for surgery in hospital or in doctor's office.	For dependent parents: File support claim form showing Seafarer furnished major portion of support to parents previous calendar year.
Maternity 	All Seafarers.	\$200 plus \$25 savings bond.	Payment for each birth; duplicate payments for duplicate births.	*Basic seatime requirement. File claim within one year of birth. File marriage license, birth certificate with names of both parents. Child must be born in United States, Puerto Rico, or the Virgin Islands.
Medical examinations 	All Seafarers; wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Free medical examinations, diagnostic and laboratory services.	Services available in SIU ports where medical centers are maintained.	*Basic seatime requirement ONLY.
Seafarers in hospitals 	All Seafarers in hospitals.	\$3 per day.	Payments continue for as long as hospitalized.	*Basic seatime requirement. File claim within 60 days of discharge from hospital.

*Note: Blood is also available free of charge through the SIU Blood Bank. Contact port offices for details.

	WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
Disability-pension 	All totally disabled Seafarers regardless of age.	\$35 weekly; also eligible for other benefits where applicable.	Payments continue for entire period of disability.	*Basic seatime requirement. File discharge showing 12 years seatime (at least 4,380 days) on ships for which SIU furnished crewmembers; medical abstract stating "not fit for duty permanently."
Death 	Any beneficiary named by Seafarer.	\$4,000	Covers death anywhere.	*Basic seatime requirement. Beneficiary card must be on file.
Optical benefit 	All Seafarers.	Free eye examinations and eyeglasses every two years.	Facilities available in most SIU ports.	*Basic seatime requirement ONLY.
Meal books 	All Seafarers.	Meal book credit.	Facilities available in all SIU ports.	*Basic seatime requirement. 30 days ashore on shipping list.
Scholarships 	All Seafarers under 35 and children of Seafarers. Children of deceased, eligible Seafarers.	\$6,000 over a four-year period.	Covers any course at any accredited college; can be extended for graduate study if 4 years not used up; 5 awarded annually, one reserved for Seafarer.	Three years' discharges including *basic seatime requirement for Seafarer applying or father of child applying; transcript from last school; College entrance exam; letters of reference.
Special equipment 	All Seafarers.	Special aids necessary for recovery not provided by hospital.	Benefit provided upon approval by trustees after survey of need.	*Basic seatime requirement ONLY.
Seafarer training school 	All Seafarers.	No cost upgrading training; also entry training for newcomers; lifeboat school.	Upgrading training program and entry training in various ports.	*Basic seatime requirement ONLY, except for entry training.
Hospital movies 	Patients at USPHS hospital.	Regular movie showings provided at no cost to Seafarers and other patients.		

SURGICAL SCHEDULE

(Continued From Page 3)

Table listing various eye and facial surgeries such as Lens extraction, Muscle, ocular, Nevus excision, Orbit reconstruction, etc.

FRACTURES

Simple fractures, closed reduction or treatment, unless otherwise specified.

The amounts shown below are for simple fractures. For a compound fracture, the maximum payment will be one and one half times the amount shown below for the corresponding simple fracture.

For a fracture requiring an open operation, the maximum payment will be twice the amount shown below for the corresponding simple fracture. (Bone grafting, bone splicing and skeletaltraction pins are considered open operations.)

Removal of bone plates or pins except removal of traction pins or other traction appliances (as this is always a separate and distinct procedure)..... 37.50

SKULL
Non-operative 75.00
Operative, with cutting into cranial cavity (drill taps excepted) 300.00

FACIAL BONES
Hyoid (at base of tongue).....closed 37.50
Malar (cheekbone)closed 37.50
Mandible (lower jaw) alveolar process.....closed 75.00
excepted with or without inter-dental wiring..... 75.00
Maxilla (upper jaw) alveolar process.....closed 75.00
excepted with or without inter-dental wiring..... 75.00
Nasalclosed 25.00
Zygoma (cheek bone)closed 37.50

SPINE AND TRUNK
Clavicle (collar bone)closed 75.00
Coccyx (lower end of spine).....closed 15.00
Rib or ribs—three or more.....closed 37.50
less than three.....closed 25.00
Sacrum, alone or with pelvic bones.....closed 112.50
Scapula (shoulder blade)closed 75.00
Sternum (breast bone)closed 22.50
Vertebra, one or more (bones of spinal column) closed 112.50
Body or Lamiaclosed 80.00
Articular, lateral or spinous processes only.....closed 20.00

PELVIS—one or more of following bones including acetabulum (ilium, ischium, pubis, or sacrum).....closed 112.50

UPPER EXTREMITY
Carpal bone, one or more (each hand).....closed 25.00
Colles (wrist)closed 75.00
Humerus (upper arm)closed 75.00
Metacarpal bone, one or more (each hand).....closed 25.00
Phalanx, each fingerclosed 25.00
Radius, or radius and ulna (forearm).....closed 75.00
Ulna or ulna and radius (forearm).....closed 75.00
Elbowclosed 75.00

LOWER EXTREMITY
Astragalus (foot)closed 75.00
Femur (thigh)closed 112.50
Fibula or fibula and tibia (leg).....closed 75.00
Metatarsal bone, one or more (foot).....closed 25.00
Os calcis (foot)closed 75.00
Patella (Kneecap)closed 75.00
Phalanx, each toeclosed 25.00
Potts, (ankle)closed 75.00
Tarsal bone, one or more (foot).....closed 25.00
Tibia or tibia and fibula (leg).....closed 75.00

GENITO-URINARY TRACT

Table listing genitourinary procedures: Abscess, perurethral, drainage of; Bartholin gland, incision of; Nephrectomy, etc.

Table listing various urological and gynecological procedures: Bladder, diverticulum (pouch) excision of; Bulbourethral gland, excision of; Cervix, conization; Oophorectomy; etc.

Table listing various gynecological and general surgical procedures: Nephrotomy (cutting into kidney); Oophorectomy; Salpingectomy; etc.

SURGICAL SCHEDULE

(Continued From Page 7)

with skin-grafting 112.50
Z-plasty 52.50

NOTE: For undercutting, no fee payable

RECTUM

NOTE: Where any of below procedures are accomplished by electro-coagulation or electro-desiccation fee is payable.

Abscess, incision and drainage of ischio-rectal, perianal, submucous—requiring hospital residence 37.50
not requiring hospital residence 15.00
Incision and drainage of supralevator abscess 52.50
Anoplasty (plastic operation) for imperforate anus or stricture 150.00
Cryptectomy (removal of pockets in rectum) single or multiple 22.50
Fissure, cutting operation for correction of 37.50
Fistula in ano, cutting operation for—single 75.00
multiple 112.50
Hemorrhoidectomy (removal of hemorrhoids or piles)
External 37.50
Internal or Internal and external 75.00
Injection treatment (complete procedure) 37.50
Hemorrhoids, thrombosed, incision of 22.50
Papillae, hypertrophied (enlarged) excision of 22.50
Proctectomy (resection of rectum) 300.00
Proctopexy (fixation of rectum) abdominal, for prolapse 150.00
Proctoplasty (plastic repair of rectum) for prolapse 112.50
Proctorrhaphy (suture of rectum) closure of rectourethral fistula 112.50
closure of rectovesical fistula 112.50
Proctoscopy (examination of rectum by proctoscope)
diagnostic 15.00
(operation on rectum by proctoscope)
operative 37.50
Proctotomy (cutting into rectum) 75.00
Prolapse of rectum, cutting operation for 112.50
Pruritus ani, undercutting for or neurotomy (treatment of itching skin of anus) 75.00
Sigmoidoscopy (examination of lower colon by sigmoidoscope) diagnostic 15.00
(operation on lower colon by sigmoidoscope) operative 37.50
Sphincteroplasty, anal (plastic operation for fecal incontinence) 150.00
Sphincterotomy, division of anal sphincter 75.00
Tags, external hemorrhoidal, excision of (single or multiple) 22.50

SKULL

Cutting into cranial cavity (drill taps excepted) 300.00
Drill taps—single 37.50
multiple 75.00
Ventriculography, including drill tap or taps (exclusive of X-ray) 75.00

SPINE OR SPINAL CORD

Coccyx (bone at lower end of spine) removal of all or part of 75.00
Cordotomy (cutting into spinal cord) or any other operation on the spinal cord 300.00
Intervertebral discs, operation with removal of 225.00
with fusion 300.00
Myelography, spinal puncture for (exclusive of X-rays) 45.00
Pneumoencephalography, spinal puncture for (exclusive of X-rays) 45.00
Sacroiliac or other spinal fusions 225.00
Spinal cord tumor, operation for 300.00
Spinal puncture (simple) 22.50
(up to a maximum of \$100)
Vertebra (bone of spinal column) or Vertebrae (coccyx excepted), operation with removal of portion of 225.00

SUTURING, ACCIDENTAL WOUNDS

Fees set out below for skin sutures or clips, and muscle sutures, are doubled when laceration of face below hairline, forehead of ears and above chin is sutured.

Skin structures, per suture or clip—first 7.50
each additional 2.00
Muscle structures, per suture—first 7.50
each additional 3.00
Nerves, end to end (each) 37.50

SYMPATHECTOMIES

Cervical (cutting away of sympathetic nerves of the neck)—unilateral 150.00
bilateral 225.00
Cervicothoracic (cutting away of sympathetic nerves of neck and chest)—unilateral 225.00
bilateral 300.00
Lumbar (cutting away of base of spine)—unilateral 225.00
bilateral 300.00
Presacral neurectomy (cutting away of nerve network in front of the sacrum) 150.00
Splanchnicotomy (cutting away of visceral nerves) 300.00
Thoracic (Dorsal) (cutting away of sympathetic nerves of chest)—unilateral 225.00
bilateral 300.00
Vagotomy (cutting of vagus nerve in stomach) 150.00

TEETH—DENTAL SURGERY

Alveolectomy or Alveoplasty (surgical removal or plastic repair of alveolar process)
requiring hospital residence 37.50
not requiring hospital residence 15.00
If the surgeon removes two or more adjoining teeth and

subscribes to an alveolectomy or alveoplasty, we will allow fees as set out below:

1. If Alveolectomies are done on both the mandible (lower jaw bone) and maxilla (upper jaw bone) irrespective of whether done at the same time or not, allow two fees.
2. If alveolectomies involving multiple extractions from different locations in the same jaw (mandible or maxilla) at the same sitting, allow one fee.
3. Alveolectomies done at different sittings qualify for additional fee or fees.
4. If impaction removed at same sitting as alveolectomy (involving two or more additional teeth) allow two fees.
5. Alveolectomy, an independent procedure, not coincident to tooth extraction—fee payable for each jaw (mandible or maxilla).

Apicoectomy—root amputation (odontotomy) each 37.50
Gingivectomy (cutting away of gum)
requiring hospital residence 37.50
not requiring hospital residence 15.00

NOTE:

1. In hospital—pay two fees if both jaws involved.
 2. Not requiring hospital residence—pay fee for cutting procedure performed at each sitting.
- Impacted tooth, removal of Irrespective of hospital residence 37.50
Each additional impaction at same sitting 22.50
Odontotomy—root amputation—apicoectomy each 37.50
Odontectomy—removal of unerupted tooth
requiring hospital residence 37.50
not requiring hospital residence 15.00
Retained or residual root, an independent procedure, not coincident to alveolectomy or alveoplasty or attempted extraction of tooth and when gum is cut
requiring hospital residence each 37.50
not requiring hospital residence each 15.00
Unrupted tooth (odontectomy) removal of—
requiring hospital residence 37.50
not requiring hospital residence 15.00

TOENAILS—INGROWN

Toenails, Ingrown—cutting operation into tissue—
requiring hospital residence—unilateral 37.50
bilateral 75.00
not requiring hospital residence—unilateral 15.00
bilateral 30.00

TUMORS

Tumors
Benign or superficial tumors and cysts or abscesses—
requiring hospital residence 37.50
not requiring hospital residence 15.00
Exception: Cervical Polyps (see Genito-Urinary Tract)

NOTE:

1. Fee payable when doctor excises, incises or employs electro-desiccation or electro-coagulation.
2. Fee payable when doctor certifies to removal by X-ray, radium, freezing or injection directly into tumor.
3. Fee not payable when removed by acid, ointments or caustics.
4. If multiple tumors are removed by more than one incision pay for each incision up to maximum limit of \$300.
Exception:
a. Cervical, rectal polyps—pay single fee.
b. Nasal polyps—see Ear, Nose or Throat.
5. See Breast.

Malignant tumors of face, lip or skin 75.00

NOTE: Regardless of means employed—this means by X-ray, radium, electro-desiccation or electro-coagulation.

Consider the treatment of tumor of body orifices as falling in this category, e.g. mouth (including pharynx, tongue, nasal cavity, anterior urethra, vagina and cervix) when X-ray, radium, electro-desiccation or electro-coagulation are employed. (Do not include body of uterus).

Malignant tumors other than of face, lip or skin or exceptions listed above.

Fee will depend on location of tumor and type of surgery done. Refer to section of schedule involved. Minimum fee \$200. Only cutting operations will qualify for fee.

VARICOSE VEINS

Injection treatment, complete procedure (one or both legs) 60.00
Cutting operation, complete procedure:
One leg 75.00
Both legs 120.00
Saphenous or Femoral—vein ligation—unilateral 37.50
bilateral 75.00

Note on ligations:

Where done separately and not with operation or injection for varicose veins. If diagnosis is varicose veins pay for Varicose Veins.

Except for operations expressly excepted in the Schedule, the Trustees shall, subject to the terms and conditions of the Regulations, determine a payment for any cutting operation not listed in the Schedule consistent with the payment for any listed operation of comparable difficulty and complexity, but in no event shall such payment exceed the applicable Maximum Surgical Benefit.

Adopted: Seafarers Welfare Plan Trustees—March 8, 1960
Effective: Surgery performed on and after March 1, 1960

FROM its modest beginnings on July 1, 1950, when it offered just two benefits, the Seafarers Welfare Plan has grown in size and scope over the past decade. In place of the original \$500 death benefit and \$7 weekly Seafarers hospital benefit, the Plan now offers some 16 benefits for Seafarers and their families designed to protect them against the hazards of illness, death and disability, and to cushion the costs of many other expenses. In addition to the wider variety of benefits now available, the Plan has been able to enlarge cash coverage of older benefits instituted in 1950 and the years following. In 1959 alone, benefits totaled better than \$1,738,041 compared with the \$31,733 provided in the first year of operation. The expansion of benefits was made possible in part by the fact that the Welfare Plan was self-insured from the start. Self-insurance allowed for flexibility in meeting seamen's problems and provided substantial cash savings which were converted into greater benefits.

If you have any questions or any problem concerning welfare benefits, contact the nearest SIU hall (listed below) or the Seafarers Welfare Plan, 11 Broadway, New York City.

BALTIMORE	1216 E. Baltimore St. EAstern 7-4900	NEW ORLEANS	523 Bienville St. TUlaine 8626
BOSTON	276 State St. RICHmond 2-0140	NEW YORK	675 4th Ave., Brooklyn HYacinth 9-6600
DETROIT	10225 W. Jefferson Ave. VINewood 3-4741	NORFOLK	416 Colley Ave. MADison 7-1083
HEADQUARTERS	675 4th Ave., Bklyn. HYacinth 9-6600	PHILADELPHIA	2804 S. 4th St. DEWey 6-3818
HOUSTON	4202 Canal St. CApital 3-4089; 3-4080	SAN FRANCISCO	450 Harrison St. DOuglas 2-4401
JACKSONVILLE	920 Main St., Room 200 ELgin 3-0987	SANTURCE, PR.	1313 Fernandez Juncoas Stop 20 Phone 2-5906
MIAMI	744 W. Flagler St. FRanklin 7-3564	SEATTLE	2505 1st Ave. MAIn 3-4334
MOBILE	1 South Lawrence St. HEmlock 2-1754	WILMINGTON, Calif.	505 N. Marine Ave. TErminAl 4-2528