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**START FIRST CLASS
OF SEAFARERS SCHOOL
FOR ENGINE LICENSE**

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First class to get underway in the new license training program being offered as a result of the reciprocal agreement between the SIU and the Marine Engineers Beneficial Association District 2, is shown in session above. Seafarers with the necessary qualifications are urged to take advantage of this upgrading program by filing an application for enrollment now.

License Training Classes Begin For SIU Engine Department Men

The unprecedented training program operated under a reciprocal agreement between the SIU and M. E. B. A., District 2, enabling engine department Seafarers to obtain engineers license got into full swing on February 1, with 36 applicants beginning their first classes. The rest of the more than 50 Seafarers who registered and qualified as of last week will begin study as they arrive in New York. Qualified applicants can begin getting instruction at any time.

The training program, which is already receiving praise from participating Seafarers, represents the first of its type to be established in the maritime industry. It will not only aid in meeting critical manpower shortages in key ratings throughout the U. S. Merchant Marine, but will enable SIU men in the engine department to receive instructions that will enable them to sit for an engineers license.

Now that classes are underway, qualified applicants may begin receiving instructions at any time, and the period of instruction will range from 30 to 90 days, depending on the individual member's ability and knowledge and the instructor's satisfaction of his readiness to take the exam.

To qualify for admission to the program an applicant must be at least nineteen years of age and

have 18 months of watch standing time and three years in the engine department. Seafarers who are accepted will be provided with meals, hotel lodging and subsistence payments of \$110 per week while in training and will be able to ship out immediately upon obtaining their license.

As a result of the agreement with the Marine Engineers Beneficial Association, District 2, Seafarers will receive full credit and complete protection of all pension benefits built up under the Seafarers Pension Plan. In addition, SIU pensions will be supplemented by the MEBA, District 2 Pension Plan in approximately an equal amount while Seafarers are sailing as engineers.

Also, Seafarers who ship out aboard MEBA, District 2 contracted ships, upon obtaining their licenses, shall not be required to pay the MEBA \$1000 initiation fee, and they will not be required to drop their SIU membership if they do not wish to do so.

All SIU men who now possess engineer's licenses in any rating and who are not sailing on their licenses now because they wish to protect their SIU pension and welfare benefits, are eligible for immediate shipping on these licenses with full protection of pension and welfare benefits, as well as protection of all other security provided in this program.

Over a period of time, the SIU along with all licensed officers' unions had discussed the possibilities of establishing a joint training program. The SIU's desire to accomplish this program has been intensified by the war in Viet Nam and the resulting shortage of marine engineers. However, the recent agreement between the SIU and the MEBA, District 2 represents the first time that this type of training program has become a reality. The SIU expressed the hope that the program could be extended to other licensed officers groups in the near future.

In addition, the SIU and the MEBA will shortly enter discussions aimed toward extending the program to Great Lakes shipping. It is hoped that a program of this type for the Great Lakes region can soon be culminated.

SEAFARERS LOG

Feb. 4, 1966 Vol. XXVIII, No. 3

Official Publication of the SIUNA
Atlantic, Gulf, Lakes & Inland Waters
District, AFL-CIO

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. NYacinth 9-6600. Second class postage paid at Washington, D. C.

Report of International President

by Paul Hall



Perhaps the hue and cry which has been raised by our union and other segments of the maritime industry over the lack of a sufficient merchant marine to serve this country's needs has been regarded by some as not being justified.

Opponents of our position that a strong merchant fleet is vitally essential to the welfare and defense capabilities of this nation have usually echoed the cry that the present fleet was adequate to meet any defense emergency that might arise and that no upgrading program was necessary.

However in recent months, there has been a stirring of concern over the plight of this country's merchant fleet. It is unfortunate that it took a conflict which is costing lives of U.S. fighting men many thousand of miles away in Viet Nam to provoke this interest.

This concern is evidenced by the increasing public statements by Congressmen and Senators who are taking note of the shocking inadequacy of our merchant fleet in light of the present world situation.

Viet Nam Conflict Stirs Concern

There can be no doubt that it was the escalation of the Viet Nam conflict which stirred many of this nation's representatives to the realization that the U.S. merchant fleet was in fact totally inadequate to meet America's defense and commercial needs.

Recently, concern over this situation was voiced by the U.S. Chief of Naval Operations—Admiral David B. McDonald—who cautioned naval officers not to convey the impression that our merchant marine is adequate for defense purposes.

He flatly stated that in an emergency, foreign and allied ships may not always be available to the United States when they are needed.

This view, coming from a man who is especially qualified and in a position to know the importance of the role of the merchant marine in the area of defense is significant.

Hits at "Effective Control" Theory

It strikes at the heart of the argument advanced by the proponents of the so-called "effective control" theory. It would appear that his view would certainly carry more weight than the self-serving Committee For the Flags of Necessity—the runaway operators.

The United States cannot have a merchant marine capable of meeting its needs in a defense situation unless she has a fleet that is strong in terms of peacetime requirements. It is because of short-sightedness on the part of those who are responsible for the policies governing our shipping industry, that our merchant marine has been allowed to shrink and deteriorate.

The point really is that we cannot look upon the maritime industry as a vital part of our nation's commerce and defense unless we look at it in its totality. A fleet that is inadequate to haul our nation's commerce will always be inadequate to meet our defense requirements.

Any position to the contrary is completely unrealistic and dangerous to our national security, as history proves every time.

Major Provisions Of Joint Training Program

Provisions of the new training program being offered as a result of the reciprocal agreement between the SIU and the Marine Engineers Beneficial Association District 2 include the following:

- In order to qualify an applicant must be 19 years of age or over and have three years watch standing time.

- The first class will start on February 1. Seafarer applicants can enter on that day and any day thereafter.

- Seafarers participating in the course of instruction will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training and will be able to ship as engineer immediately upon obtaining a license.

- The period of instruction will range from 30 to 90 days and will be determined by the member's individual ability and knowledge and the instructor's satisfaction of his readiness to take the exam.

- Under the reciprocal agreement with MEBA District 2, pension benefits built up by Seafarers under the Seafarers Pension Plan will be fully accredited and protected and SIU pensions will be supplemented by the MEBA Pension Plan in approximately an equal amount.

- All welfare benefits will be covered and protected.

- Seafarers who qualify for their engineers licenses and sail aboard MEBA contracted ships, shall not be required to pay the MEBA \$1,000 initiation fee. It shall be waived in its entirety.

- Seafarers will not be required to drop their SIU membership if they do not wish to do so.

- All SIU men who now possess engineer's licenses in any rating and who are not sailing on their licenses because they wish to protect their SIU Pension and Welfare Credits are eligible for immediate shipping on their licenses with full protection of their pension and welfare benefits, as well as protection of all other benefits and security provided in this program. All such Seafarers should contact SIU headquarters or the nearest SIU port.

Full details and applications for the Engineers Training Program can be obtained at any SIU Hall or by writing directly to SIU Headquarters, 675 Fourth Avenue, Brooklyn, N.Y. 11232.



Joseph Merkel is the first Seafarer to take advantage of the new reciprocal agreement between the SIU and MEBA District 2 and ship in an engineer rating. Under the agreement, SIU men who possess engineer's licenses in any rating are eligible for immediate shipping on their licenses with full protection of their pension, welfare and all other benefits and security. Merkel, 55, makes his home in Philadelphia and sailed with the SIU as fwd and chief pumpman.

Calls U.S. Fleet Inadequate for Nation's Needs

Navy Voices Doubts On Adequacy Of U.S. Merchant Fleet

WASHINGTON—Admiral David B. McDonald, Chief of Naval Operations of the U. S. Navy, has indicated that the U. S. Navy does not consider the present American merchant marine adequate to fill the nation's needs and has therefore called for the development and construction of a fleet of high-performance commercial cargo ships for the American merchant fleet.

The statement, which was cleared for release, also cast grave doubts by the Navy on our dependence on the theory of effective control.

"In an emergency, foreign and allied ships may not be made available to the United States, at a time when they are needed most," the statement warns.

The statement by the naval operations chief begins by noting that various naval officers "serving on or consulted by joint committees or panels have occasionally conveyed the impression that the present United States merchant marine is 'adequate' to meet military requirements for certain wartime situations."

"The term 'adequacy' has many facets," the statement continues. "A fleet of World War II ships, or aircraft, may have adequate lift capacity but may be so deficient in other ways—speed, vulnerability, reaction time—as to make them of marginal utility in certain types of wartime employment.

"For example, what may be adequate for a very limited

situation, where plenty of time is available and there is no in-transit opposition, may not be at all adequate in a large-scale war with major naval opposition.

"The United States now has about 900 privately owned, active ships engaged in oceanborne commerce. Of the 600 engaged in foreign trade, about 60 tankers have speeds above 15 knots, and about 116 dry cargo ships in operation or building have speeds over 20 knots. The remainder are slower ships. Slow ships are vulnerable and become more vulnerable with each passing year. In an emergency, foreign and allied ships may not be made available to the United States, at a time when they are needed most.

"The Secretary of the Navy has recently recommended that the Secretary of Defense lend his support, encouragement and cooperation to the present and future efforts of other Government agencies toward the development and construction of a fleet of high performance commercial cargo ships."

"It is desired that the foregoing Navy position receive wide dissemination, and that senior naval officers make use of every opportunity to encourage the modernization of the United States merchant marine, which is vital to the military security of the United States."

The statement was cleared for open publication by Secretary of Defense Robert S. McNamara, who in the

past has been a strong advocate of the workability of effective control and has continually downgraded the importance of a strong American-flag merchant fleet manned by American seamen. The SIU and other maritime unions have for a long time been pointing out that the United States cannot depend in an emergency on foreign-flag ships manned by foreign seamen for its shipping.

It has also been pointed out that most of these vessels covered by the effective control thesis are bulk dry and tanker tonnage—not the "high performance commercial cargo ships" which the Navy statement recommends as necessary for our national security.

Since the beginning of the step-up of U. S. participation in the Vietnam situation, our growing dependence on foreign-flag shipping to move vital cargoes has been demonstrated on many occasions when important cargoes have been delayed by the refusal of foreign seamen aboard foreign-flag ships to sail them to the war zone.

The Navy statement is also directly contrary to the recommendations of the Interagency Task Force Report which played down the importance to the United States of a strong merchant marine and upheld the workability of the effective control concept. The Interagency report was rejected by the President's Maritime Advisory Committee and has been vigorously opposed by the SIU and other U. S. maritime unions.

Protests Rise Against Further Proposed Cuts In U.S. Maritime Budget

WASHINGTON—Protests against drastic cuts in ship construction and ship subsidy funds in the proposed Federal budget for fiscal 1967 are being loudly voiced by American maritime and shipbuilding unions, legislators in both Houses of Congress and industry officials.

The new proposed Maritime Administration budget for fiscal 1967 earmarks only \$85 million for ship construction subsidies, enough for the bulding of only 13 new vessels. In addition, a cut of \$5 million has been made in the amount slated for operating subsidies for fiscal 1967. This is a cut in the already inadequate maritime budget allocations for 1966.

The SIU in protesting the budgets maritime cutbacks, stated that the budget "again fails to meet the needs of the American merchant marine." Calling the proposed shipping budget "a prime example of false economy in light of today's defense needs," the SIU added that the cuts "will harm both the merchant marine and the nation's vital shipbuilding industry."

Strong protests also came from the Chairman of the House Merchant Marine and Fisheries Committee, Edward A. Garmatz (D-Md.), who made known his disappointment at the cuts. He declared that the fund request for building only 13 vessels "raises more questions than it answers as to whether the United States is ever going to face up to the pressing needs of the American merchant marine, whether maritime planners are going to end the "drift and decline" of our merchant fleet, and whether the low level of funds for fiscal 1967 means that an attempt is being made to set the stage for formally launching a "shipbuilding abroad" scheme—as proposed in the Inter-

agency Task Force Report—which the President's Maritime Advisory Council unanimously rejected. Chairman of the Senate Commerce Committee, Warren G. Magnuson (D-Wash.), termed the budget recommendation "deficient," and indicated that his committee may schedule some sessions for discussion of maritime affairs.

John J. Grogan, president of the Industrial Union of Marine and Shipbuilding Workers characterized the proposed ship budget as one that "would only produce further depression in the shipbuilding industry."

The fiscal 1967 maritime budget request represents the fourth consecutive cut in the MA's budget, both in actual dollars and in percentage of the total Federal budget, and was made at a time when the U. S. merchant fleet is laboring to meet the increased demands being made upon it by the Vietnam emergency.

Ship Construction Chopped

Thus, while the total Federal budget has grown by 29 percent since 1961, the money set aside to bolster the maritime industry during the same period dropped by 34 percent. The ship construction subsidy has been chopped from a high of \$129 million in 1961, to a low of \$85 million in 1967—while the operating subsidy was slashed from its 1963-64 high of \$225 million to a low of \$185 million. The total MA budget for the fiscal year 1967 totaled \$289,395,000.

The table at right compares the dwindling MARAD budget with total Federal spending since 1961.

Russian Shipping Moving Ahead Of U. S. Fleet, Cong. Rogers Warns

WASHINGTON—The United States is rapidly falling behind Russia on the seas—particularly in the merchant marine and fisheries segments of the economy—and barely holding its own in oceanography, according to studies made by U. S. legislators touring the Soviet Union.

"The United States must give urgent priority to the development of the use of the seas if it is not to be bypassed in every way, in fisheries, in merchant vessels, and oceanography, by the Communists who are expanding in all three directions," warned Representative Paul G. Rogers (D-Fla.), a member of the House Merchant Marine and Fisheries Committee, who recently returned from a tour of the Soviet Union and Poland.

He pointed out that the Russians are progressing "full speed ahead" in these fields while the United States is slipping backwards.

Red Fleets Grow

While the U. S. merchant marine is sick and deteriorating rapidly, Rogers noted that "The Russians fully recognize the importance of the seas and are increasing their fishing and merchant fleets by leaps and bounds in order to take advantage of what the oceans have to offer."

"Somehow," he said, "we must make the right people in the United States realize the immediate economic benefit that could come to our country from the de-

velopment of the seas. The seas not only hold the key to the trade between nations, but they contain vast resources of minerals, they contain vast deposits of food. Three-quarters of this earth is water and we cannot afford to let the

U.S. to Reactivate 25 More Vessels

WASHINGTON—An additional 25 cargo vessels will be reactivated from the layup fleet to haul military supplies to South Viet Nam.

The ships will be withdrawn over the next four months and will bring to 101 the number of vessels that have been reactivated for military purposes since last summer.

Maritime Administrator Nicholas Johnson ordered the ships in response to a request from the Navy's Military Sea Transportation Service.

The vessels will be assigned to private American-flag operators under general Maritime Administration agreements.

Communists take control of it."

It has been pointed out that in the past twelve years, the United States merchant fleet has shrunk from 1,258 to 954, while the Soviet merchant fleet has expanded from 487 to 1,261. In active tonnage the U. S. has slipped to sixth position in the world.

Rogers points out also that 90 percent of the American merchant fleet is 20 years or older, while 90 per cent of the Soviet fleet is less than 10 years old.

Red Catch Grows

In fisheries, he notes, the Russian catch climbs upwards while the American catch steadily declines. In 1964 for example, the Russians caught almost 4.5 million tons of fish. Their 1965 catch is estimated at over 5.5 million tons, and their 1966 catch will probably be well over 6 million tons.

On the other hand, the U. S. in 1963 caught just over 2.7 million tons and slipped to just over 2.6 million tons in 1964. Although no figures are yet available for 1965, there was almost certainly a further decline in the size of the catch.

Marad Budget Requests Compared with Total Budget Fiscal Years 1961-1967

Fiscal years ended June 30	Maritime Administration Budget			Total	Total Federal Budget (billions of dollars)	Marad as percent of Federal
	Operating subsidy	Construction subsidy (in millions of dollars)	Other			
1961	\$150.0	\$129.0	\$19.4	\$298.4	\$79.8	.37%
1962	207.0	98.0	2.1	307.1	80.9	.38%
1963	225.0	64.2	11.0	300.2	92.5	.32%
1964	225.0	112.5	19.1	356.6	98.8	.36%
1965	190.0	124.9	32.1	347.0	97.7	.36%
1966	190.0	124.9	25.1	340.0	99.7	.34%
1967	185.0	85.0	19.4	289.4	112.8	.26%

SIUNA-Affiliated MSTU Installs New Officers

SAN FRANCISCO—The SIUNA-affiliated Military Sea Transport Union, which was recently granted its full autonomy as an affiliate of the Seafarers International Union of North America, has formally installed its new officers at ceremonies held here on December 29th.

The new status of the MSTU became effective on January 1, 1966, which was the target date established at the SIUNA Convention last June for establishing MSTU autonomy, after an election of officers in secret balloting by rank and file members at sea and ashore.

Shortly after the convention, machinery was set in motion to implement the procedures adopted by convention delegates. Accordingly, an MSTU rank and file committee was elected to draft a permanent constitution, which was completed by late summer.

Balloting was conducted on the proposed constitution in a secret referendum conducted from September 1 to September 30. The constitution was adopted by a 9 to 1 vote, and the first MSTU election under terms of its own constitution got underway on November 8 and concluded on December 8.

The election of officers was the final step of the procedures called for at the SIUNA convention.

Elected secretary-treasurer was Joseph Leal and elected business agents were Darroll Dan Auker, Raleigh Minix and George Grier.



Joseph Leal (right), newly-elected Secretary-Treasurer of the SIUNA-affiliated Military Sea Transport Union, is congratulated by SIUNA Vice-President Frank Drozak at ceremonies marking formal installation of officers of the new organization. Drozak was acting administrator of the MSTU until the membership elected their own officers in secret referendum vote and autonomy was granted by the International. The MSTU was chartered by the SIUNA on August 1, 1962.



Formal installation ceremonies of newly-elected MSTU officers took place at Marine Cooks and Stewards' headquarters building in San Francisco. Pictured above are (l-r) MSTU Business Agent George Grier, SIU Representative Buck Mercer, MSTU Secretary-Treasurer Joseph Leal, MCS Secretary Ed Turner, SIUNA Vice-President Frank Drozak and MSTU Business Agents Raleigh Minix and Darroll Van Auker.

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

With the coming fight in Congress for the repeal of Section 14(b) of the Taft-Hartley Law, SIU hails up and down the Atlantic coast are rolling up their sleeves to assist in the campaign that will not only aid the American labor movement, but all working men. All ports on the East Coast as well as all over the U. S. are cooperating with state and central labor bodies in the push to repeal the so-called "right-to-work" laws which are a bar to the union shop.

New York

Due to the increased activity in sending supplies and munitions to Viet Nam, shipping is moving well in the Port of New York, and prospects for the immediate future seems to be unusually good.

Boston

Shipping has picked up a bit from the comparative slowness during the past two weeks and is expected to improve considerably in the next period.

After 20 years in the SIU, Wiper Arthur Ahearn has concluded that Calmar ships are fast, good to work abroad and just plain comfortable vessels. Brother Ahearn just paid off the *Marymar* and is now waiting for another one just like her. Maurice McCatty, who has sailed in the stewards department for the past 25 years, has spent a year on the Arabian-Japanese shuttle and declares now he'd just a soon wait around for a coast hugger. On the beach also is Chief Cook Joseph Garello, who just paid off the *Anton Bruun*, and he's eagerly awaiting the next chief cook's slot that hits the board.

Philadelphia

Shipping out of Philadelphia has been holding its own for the last two weeks and is expected to remain fairly consistent during the next period.

Marcelino Santiago, a 20-year SIU man, has registered in Philadelphia, and he says he'll take the first bosun's job that hits the board. Guy Divaio and John Flanagan are both hanging around the hall in Philadelphia waiting for the first pumpan's slot that comes up.

Baltimore

Shipping has been on the slow bell for the past two weeks, and the forecast seems to indicate that things will remain the same, at least for the next few weeks. During this period we paid off four ships, signed on three and had six in transit.

After piling off the *Steel Advocate* recently, Bosun Irwin Moen is looking for a Far East run, since he's the kind of Seafarer who prefers long trips. Philip Carlino, who last shipped out as steward on the *Fairisle*, is looking for a run to Viet Nam. Deck department member Russell Henry last sailed on the *Gateway City* and says that he prefers coastwise or intercoastal trips.

Norfolk

Shipping has been on the slow bell lately, but the outlook is excellent since two coal ships are due in. It looks like they might clean the hall out. Otherwise, the recent ten inches of snow has held up things just a little.

Raymond Waterfield is now on the beach and notes that, in his many years on the North Atlantic, his last crossing on the *Maiden* (Continued on page 23)

Seventeen New Retirees Added To SIU Pension Roster

Seventeen new names were added to the growing list of Seafarers who will be receiving monthly checks of \$150 for the rest of their lives. The new pensioners are: **William E. Mauldin**, 64, **Edgar Kurz**, 65, **Edmund Marsh**, 68, **Herbert S. Wilson**, 66, **John W. Pryor**, 65, **Antoni Wojcicki**, 66, **Neil S. Stewart**, 73, **John Zuzich**, 66, **Frank E. Derocher**, 66, **Jacob Hellesto**, 66, **Paul Jakubcsak**, 41, **Walter H. McDonald**, 66, **Isuaro Cardeal**, 67, **Philip N. O'Connor**, 65, **Antonio Palmes**, 57, **O. R. Priest**, 64 and **Alvin G. Hunley**, 65.

Mauldin joined the union in the port of New Orleans and sailed with the SIU as a messman. He joined the union in 1955 and is a native of New Orleans where he will spend his retirement years. Mauldin last sailed on the *Del Campo* (Delta).

Kurz joined the union in his native city of New York. He sailed with the SIU in the steward department and will make his retirement home New York. He saw a great deal of service with the *Montpelier* Tanker lines and did his last tour of duty aboard the



Mauldin



Kurz



Marsh



Wilson



Pryor



Wojcicki



Stewart

Montpelier Victory.

Edmund H. Marsh has been a member of the SIU for the past 25 years and has seen a great deal of duty in that time. He joined the union in the port of New Orleans and is a native of

North Carolina. He last sailed on the *Venore* (Venore Transportation). Marsh is a resident of Baltimore and will be making his retirement home there.

A native of South Carolina, Wilson has been a member of the

SIU since he joined in Mobile. He last sailed aboard the *Brigham Victory* which is owned by the Bloomfield Steamship Co. With his wife Ori, Wilson will make Mobile his retirement home.

Pryor has sailed with the SIU

in the deck department and joined the union in his native city of Salisbury, Maryland. He worked a number of years for the interstate Transport Company and last saw duty on the Interstate No. 1. He

(Continued on page 5)



Zuzich



Derocher



Hellesto



Jakubcsak



McDonald



Cardeal



O'Connor



Palmes



Priest

THE INQUIRING SEAFARER

Question: What do you think of Sea Superstitions, and have you heard any good ones lately?

Amrlin Wilt—They are a lot of fun to listen to but I really can't say that I believe them. The ones I think you really hear the most on ship are those concerning Davie Jones' locker. Someone is always telling you to stow something in the locker when they know the locker is only a superstition.



John J. Naughton: I don't believe in them. I read one in the Log not too long ago but I really can't believe it. The story was about a dolphin that led a ship through a difficult passage. I don't think that a fish can lead a ship, but I do know that these fish are very smart and maybe it did happen.



John Mayo: I don't know if they are true but when I was over in Scotland there was a monster that had everyone talking. Some of the guys that I was stationed with claimed they even saw the thing. I never really saw any proof of the alleged monster so I cannot say if it really does exist. Probably most of the superstitions have some basis but are probably related to some scientific fact.



Joe N. Brown: I can't really believe them. I heard a lot of stories about hurricanes before I went to sea, about how they could turn a boat around in air and all that. My first trip out I ran into three hurricanes and I saw where some of the stories might have a little basis to them. Most of the stories, however, were things that seafarers probably thought were happening to them when they were in the middle of the hurricane.



Klaus Ahmels: I don't believe them. I have always heard the one about hanging the albatross around a seafarer's neck to bring him bad luck. It probably makes a pretty good story but I really can't believe it. I think that most of the stories are pure fiction but are pretty good to listen to.



Alejandro Martinez: I have heard a number of rumors that could be classified as superstitions. You always hear those that are concerned with sea snakes and sea monsters but most of those are only the imagination of seamen. Sometimes I have seen some fish that could really cause someone to think that he had seen a sea monster. Usually people talk about the superstitions when they are caught in a storm and are really scared.



DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

January 15 to January 28, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	3	4	1	2	11	3
New York	52	38	55	24	9	205	66
Philadelphia	13	8	8	7	0	44	11
Baltimore	19	15	29	7	0	95	48
Norfolk	2	8	10	6	0	18	17
Jacksonville	4	5	1	1	0	16	11
Tampa	5	3	10	3	7	12	6
Mobile	15	6	25	4	0	71	25
New Orleans	40	24	23	7	0	165	119
Houston	45	22	22	9	1	156	78
Wilmington	11	5	5	7	5	16	1
San Francisco	34	12	42	25	15	40	14
Seattle	12	12	28	14	11	28	6
Totals	255	161	262	115	50	877	405

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	3	0	1	5	1
New York	52	23	40	12	14	150	63
Philadelphia	10	2	7	5	2	41	19
Baltimore	4	11	23	14	1	51	43
Norfolk	2	3	6	0	0	23	22
Jacksonville	4	5	1	6	1	8	11
Tampa	1	1	4	3	10	3	4
Mobile	14	3	23	6	1	33	16
New Orleans	33	20	20	18	2	134	101
Houston	36	35	22	15	5	88	106
Wilmington	8	4	4	4	4	14	2
San Francisco	24	7	31	10	26	34	4
Seattle	12	10	12	15	14	23	5
Totals	201	124	196	108	81	607	397

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	1	0	0	7	1
New York	54	13	26	9	2	155	28
Philadelphia	1	2	4	3	0	25	10
Baltimore	18	4	22	10	0	64	23
Norfolk	5	2	4	4	0	15	15
Jacksonville	2	2	1	2	2	3	6
Tampa	6	5	9	1	6	13	2
Mobile	18	4	24	3	0	46	21
New Orleans	29	17	21	6	2	144	110
Houston	25	22	14	18	7	40	13
Wilmington	9	1	6	1	0	11	1
San Francisco	17	8	14	8	34	27	4
Seattle	12	4	12	13	8	18	8
Totals	199	84	158	78	61	568	242

17 Join SIU Pension List

(Continued from page 4)

will live in retirement in Salisbury.

Antoni Wojcicki came to this country from his native Poland and joined the SIU in Tampa, Fla. He was a member of the deck dept. and last sailed on the M. V. Petrochem of the Vol Chem Convey Co. He will make his retirement home in Miami.

Stewart first joined the SIU in the port of Detroit. He was born in Scotland. He sailed with the Gt. Lakes Tug & Dredge district. He last shipped on the tug Pennsylvania. He will live with his wife, Ruth, in Toledo, Ohio during his retirement.

John Zuzich joined the SIU in the port of New York and last sailed as deckman on tug No. 30 for the New York Central R. R. He is a native of New Jersey and will make his retirement home in West New York with his wife Ellen.

Derocher is a native of Massachusetts who will make his retirement home in Huntington L. I. He joined the SIU in the port of New York and last sailed aboard the railway tug Simpson.

Jacob Hellesto joined the SIU and sailed in the deck dept. He joined the SIU in the port of New York and is a native of Norway. His last assignment was on the New York Central Tug No. 29. He will retire to his home in New Jersey.

Jakubcsak has been a member of the SIU for over 20 years and sailed in the steward dept. He is a native New Yorker who joined the SIU in his native city. He last sailed on the S/T Texas which is operated by Seatrain line. He lives with his wife in Flushing, N. Y.

Walter H. McDonald, a native of South Carolina, has sailed in the engine dept. for the past 23 years with the SIU.

Cardeal is a native of Brazil who has been a member of the SIU since 1943. He joined the union in Norfolk and is a member of the deck dept. His last ship was the Penn Vanguard of the Penn Shipping Co. He will live in retirement with his wife Angelina.

Philip N. O'Connor has been a member of the SIU almost since its inception and joined the union in New Orleans. He sailed as a member of the steward dept. His last ship was the Del Sud with the Mississippi Steamship Co.

Palmes sailed with the SIU as a member of the engine department. He joined the SIU in the port of Baltimore. He is a native of Spain.

Prist sailed with the union in the engine department and is a native of Hartford, Michigan.

Hunley, who joined the SIU in the port of Norfolk, sailed as AB. He is a native of Virginia.

AFL-CIO Urges Over 65'ers Enroll for Medicare—Now!

WASHINGTON—AFL-CIO President George Meany has urged the entire labor movement to do everything in its power to make sure that all union members 65 or over and their families enroll for medical benefits under social security before the end of March.

Unlike hospitalization coverage, he pointed out, the Medicare coverage of doctors' bills and other medical costs is not automatic. Each individual must sign up for it and pay a premium of \$3 monthly which is matched by the government.

Those who fail to sign up by March 31, Meany noted, cannot join until October 1967 and then will have to pay more than the current \$3 monthly charge.

"No other insurance policy could provide the comprehensive coverage this policy offers except at a vastly greater cost," he declared. "Yet there is a serious danger that many older Americans will let the opportunity slip past, simply for lack of proper information."

The Social Security Administration has mailed out 14.8 million cards to social security beneficiaries alone—not counting those receiving railroad retirement or federal pension benefits—reminding them of the medical care benefits and urging them to enroll. To date more than 10 million have replied, of whom more than 8.5

million elected to take the medical care coverage.

"Ten percent—one in 10—have failed to do so," Meany noted with concern. "This is serious in itself. But even more serious is the problem of the other millions, including many who are not otherwise covered by social security but who are eligible for Medicare benefits."

"It would be a tragedy if the Medicare program, for which the AFL-CIO fought so long and so hard, should fall short of its objectives because its intended beneficiaries are unaware of the facts."

"At the very least we should make sure that our own members—not only the retirees and those who are 65 or older, but also those who have elderly persons in the family—realize the value of this insurance program and the need to meet the Mar. 31 deadline."

Meany made two additional points:

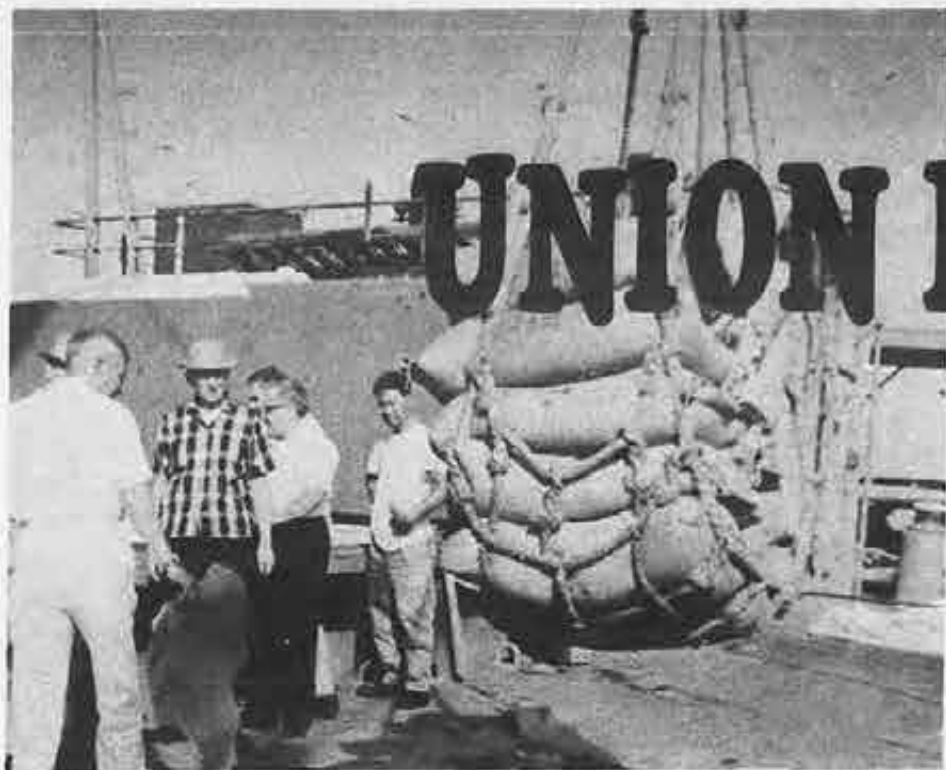
• Everybody 65 or older should enroll, even if he is still working and plans to continue working.

• The undecided should enroll now even if they are not sure they can afford the \$3. This, he pointed out, will protect their rights while they make up their minds; and if they decide they don't have \$3 a month to spend for medical expenses, they can withdraw by July 1, 1966, without having paid anything.

"I strongly urge every international union and every state and local central body," Meany said in a final plea, "to spread the word through every available means. I can think of no greater community service the labor movement could perform during these next 2½ months than helping to bring about maximum participation in this program."

SIGN LETTERS

For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name. If circumstances justify, the LOG will withhold a signature on request.

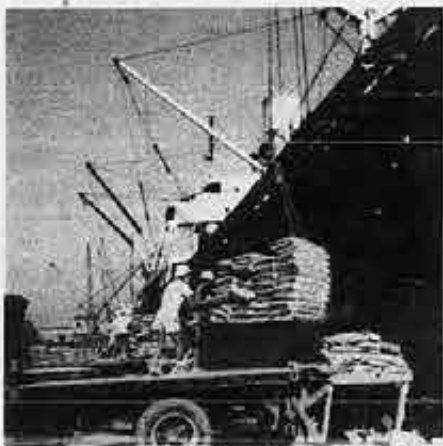


UNION MAN in VIET NAM

ILA'S GLEASON BRINGS LONGSHORE KNOW-HOW TO PORT OF SAIGON



Government representatives, ILA President Gleason and other ILA experts in the port of Saigon discuss problem of cargo unloading which has caused heavy ship jam in harbor.



Lack of equipment and modern work methods have hampered Vietnamese longshoremen as demands on Port of Saigon for military and civilian supplies have multiplied.



Gleason describes activities in various ports in Viet Nam to George P. Delaney, Special Asst. to Secretary of State and Coordinator of International Labor Affairs (photo left), and to Herb Brand of Seafarers International Union (photo right).



The initiative and know-how of American trade unionists is helping to break the critical cargo bottle-neck that has been hampering the military effort and delaying badly-needed civilian supplies in the Viet Nam port of Saigon.

International Longshoremen's Association President Thomas (Teddy) Gleason, who brought his cargo-handling know-how to Viet Nam at the request of that government and the U. S. State Department, is scheduled to make his third trip to Saigon within the next few weeks to check on the progress of his recommendations for cutting down the tremendous delays in vessel unloadings.

Last week, at a press conference he held jointly with George P. Delaney, Special Assistant to the Secretary of State and Coordinator of International Labor Affairs, Brother Gleason reported on his two special missions to Viet Nam. He stressed the need for immediate implementation of his recommendations for breaking up the congestion which has been plaguing Saigon.

Delaney, a former International Representative of the AFL-CIO, said that "the Agency for International Development is in agreement with Gleason's recommendations and is prepared to implement them with whatever it takes."

When the U. S. stepped up military operations last fall, facilities in the port of Saigon, already inadequate to handle the incoming supplies, became almost hopelessly snarled. The ships' unloading problem, as Seafarers on the Viet Nam run know so well, was critical. Vessels hauling military material and supplies for Saigon's swollen civilian population, were forced to wait as much as 50 days in the stream before they could be assigned to unloading berths.

It was at this point that the government called in Gleason to help unravel things, and the ILA president made his first trip to Saigon in October as a special consultant to the United States Overseas Mission. Gleason spent two weeks surveying the loading and unloading of ships, the equipment used, hiring methods and work practices and facilities and conditions for the workers.

On the basis of his observations, Brother Gleason made a wide range of specific recommendations for the introduction of new equipment and facilities, centralization of responsibility for stevedoring and improved working conditions.

To compensate for the shortage of ships' berths in the port, Gleason recommended the building immediately of a minimum of 20 flat-top wooden lighters onto which cargoes could be unloaded on pallets from ships in the stream. The flat top lighters could also be used, Gleason said, to ease the shortage of storage space by leaving them loaded and anchoring them upstream until the materials are needed.

Among other improvements, Brother Gleason called for the construction of 10,000 wooden pallets right away, the acquisition of 300 flat bed trucks and the use of steel or wooden canal boats.

In his report Gleason recommended that the U. S. government should request Seatrains Lines and Sea-Land Service to make available seven vessels which would be able

to carry specialized plywood containers. Upon discharge of the containers, Gleason said, they could be used in the port of Saigon either as storage space or broken down for use in badly needed construction. He pointed out that the container ships could be turned around in 16 hours, using the ships gear to unload.

Concerned as he was with the mechanical means for improving the port jam up, the ILA President was not unmindful of the human element. He felt that improvement in the hiring procedures and working conditions of the longshoremen would step up their efficiency. Primarily, the problem in Gleason's view is "not the result of any shortcomings in the Vietnamese people but rather from the inadequacy of the port facilities which now must handle not only the increased flow of military material but food and other civilian supplies for a population which, in Saigon alone, has risen from one to three millions in the past two years.

The ILA President said that adoption of his recommendations for hiring halls where dock workers could be assigned efficiently through a seniority system would increase productivity by at least 25%.

As a trade unionist, Brother Gleason was especially concerned with instituting adequate pay scales, a Welfare Plan and other benefits which he recommended to Vietnamese Union officials.

When he returned to Viet Nam in December, Brother Gleason brought with him four ILA members, specialists in their particular fields, to implement his recommendations. The four, John Byrnes and Thomas O'Rourke of New York, who are supervising stevedores, and hiring hall specialists Alfred Collillo of Duluth, and Natale Archomona of Brooklyn, will be in Viet Nam for as long as necessary. The ILA is underwriting costs of the entire operation.

While he expressed disappointment that his recommendations in October had not been implemented, Brother Gleason was confident that conditions could be improved in a hurry and that the 220,000 tons of cargo presently handled in Saigon could be increased to 600,000 tons when his program is underway.

In agreeing with Gleason's recommendations, Delaney said that the equipment called for was on its way from various Asian ports.

Just prior to his departure for Saigon in December, Brother Gleason, who is a member of the executive board of the AFL-CIO Maritime Trades Department, was presented with a distinguished service plaque at the MTD convention in San Francisco. The plaque, which was presented by MTD President Paul Hall, cited Gleason and the ILA for its contribution to the U. S. defense effort in Viet Nam.

Delaney acknowledged the contribution of the ILA and its president, by saying that the U. S. agencies had called in all kinds of specialists but that "Teddy Gleason brought with him practical know-how" and that he was well received. He said that in attacking the problem as he did, Gleason was carrying out the spirit of the AFL-CIO position, adopted at the December 1965, convention, in support of the U. S. activities in Viet Nam.

Liberal Congressmen Face Tough '66 Election Fight

Example: A switch of two votes in the House of Representatives in 1965, would have butchered the public works bill. A key proposal to increase public works funds barely passed, 196-194.

Example: A switch of four votes in the House would have kayoed the President's proposal for rent subsidies for the poor. It nudged by, 208-202.

Example: A switch of 12 votes in one instance and 10 in a second would have doomed 14(b) repeal in the House. In the first case, a move to kill the repealer was defeated, 223-200. Following that, the vote on repeal itself passed, 221-203.

Example: A switch of only 17 votes would have torpedoed the new Housing and Urban Development Department, proposed to coordinate federal aid to cities. It got by the House, 217-184.

More than anything else, these examples and others like them spotlight the crucial nature of the 1966 congressional elections. They show how thin the line is between the present liberal-controlled Congress and a potential conservative-controlled Congress.

They show how important labor's role in politics will be this year, for the new programs workers and their families want and need are riding on the results of the voting next November.

The main event will be the battle for control of the House, and the major battlefields will be those normally-conservative districts that switched to liberal in 1964 on the strength of the Johnson landslide.

There are 51 first-term liberals in the House. As the above examples show, these newcomers provide the winning margin on a significant number of key votes. Any heavy cut in their numbers next November would douse hopes for new Great Society legislation in the next few years.

Addition of only a small number of conservatives would install a new set of uppers for the presently defanged Dixiecrat-GOP coalition and bring back the bite that for decades chewed up efforts to enact needed new programs.

In the Senate, continued Democratic control is assured, though here too a loss of liberal seats could endanger passage of liberal legislation (see story on page 2). The present balance is 68-32 for the Democrats. Of the 35 Senate seats up for grabs this year, 21 are held by Democrats and 14 by Republicans.

The factors that make 1966 labor's toughest political test ever are these:

- The tradition of off-year losses that hit the party in control of the White House. The average loss in the House over the past 60 years has been 37 seats, in the Senate five seats.
- The large number of new liberals coming from districts with histories of conservative representation.
- The absence of a strong head-of-ticket like President Johnson, whose huge vote rubbed off on liberal candidates in 1964.
- The growing savvy of right wing and conservative political action groups. It is not just the Birchers and other extremist organizations. Respectable conservative outfits like the NAM's Business-Industry Political Action Committee (BIPAC) and the AMA's American Medical Political Action Committee (AMPAC) have picked up know-how in recent campaigns, and will be more effective this year.
- The usual drop-off in voting that takes place in non-presidential years, a drop-off averaging more than 15 percent. It cuts most deeply into the vote of working people.

LABOR ROUND-UP

Thomas P. Powers, formerly a State, County and Municipal employes business agent in Washington, has been named director of recruitment for VISTA volunteers. Powers has been a VISTA staff member since last April, developing training programs. In his new post, he will direct a drive to recruit between 2,000 and 3,000 persons to work among the poor and underprivileged in urban slums, Appalachia, migrant farm labor communities and on Indian reservation.

Strike activity last year was at about the same level as in 1964, according to the Labor Dept's Bureau of Labor statistics. Preliminary estimates list about 3,860 stoppages involving 1.4 million workers who lost 23.1 million man hours of work, compared to 3,665 strikes in 1964 involving 1.6 million workers who were idle for 22.9 million man days. Lost

time accounted for 18 one-hundredth of 1 per cent of total estimated working time, the same as 1964, the report disclosed.

The Painters Union won a resounding victory in a representation election among the 550 employes of Merry Brothers, manufacturers of brick products in Augusta, Ga., as an outgrowth of cooperation with the AFL-CIO Department of Civil Rights and the National Association for the Advancement of Colored People.

Jerome H. Brooks, 48 has been named director of the National Labor Relation Boards Detroit, Mich., region succeeding Thomas Roumell, new Michigan State Labor Dept. director. Brooks has been Detroit regional attorney and served for 21 months as acting regional director. Bernard Gottfried, assistant regional attorney, will take Brooks' former post.

"Old Enemies"



The federal government has embarked on a program to fight poverty, and it has been joined in this objective by various state and local governments.

We of the organized labor movement applaud and endorse all efforts to eradicate poverty. But poverty is no stranger to the American labor movement. Organized labor and poverty are old enemies. The need to war on poverty was one of the reasons that inspired the founding of the union movement. And the battle has been carried on continuously since the movement's inception.

Yes, poverty, along with its camp-followers of disease, ignorance, prejudice and slums, have always been the enemies—and the targets—of labor.

Until the rise of labor unions in this country, poverty was truly rampant. Unorganized, weak and fearful, men, women and children labored for long hours for wages barely able to sustain them. Disease was no stranger, brought about by poor food, crowded living conditions and the debilitating exhaustion of long hours in the factories or fields.

It was the organized labor movement which fought for and won the passage of legislation outlawing child labor. The public school system, which assured the children of workers an education was a direct result of action by the labor movement. American unions were responsible for raising the wage standard and lowering the hours worked during a day. Social security legislation, which relieved older Americans of the threat of abject poverty in their retirement years was just another of the many programs fought for and won by the organized labor movement to relieve poverty and assure every American worker the benefits of our society.

Every advance which the labor movement has made or helped to make—whether it was the winning of additional dollars in workers' wages, pension plans, overtime pay and the whole range

of other economic benefits or the passage of housing, education and medicare legislation—has been a defeat for poverty.

But organized labor, which fights poverty every day in so many ways, is committed to the fight until that enemy is eliminated.

Slipping Behind

Once again, the United States has been warned that it is rapidly slipping behind the Soviet Union on the seas—in merchant shipping, fisheries and basic sea research. This latest warning comes from a member of the House Merchant Marine and Fisheries Committee, Representative Paul G. Rogers (D-Fla.), who returned recently from a tour of the Soviet Union and her satellites.

His warning was stern. He pointed out bluntly that the Russians are progressing "full speed ahead" in these fields while we are slipping backwards at an increasing rate.

The U. S. must wake up to the danger involved in giving up her position as a world maritime power by default—the course which we are presently pursuing.

Besides being the key to trade between nations, the seas contain vast resources of minerals and food. As Rogers points out, we cannot let the Communists take control of it.

Welfare, Pension Digest

In the center fold of this issue of the SEAFARERS LOG readers will find a supplement containing all the pertinent information on the Seafarers Welfare and Pension Plans, plus a full schedule of surgical benefits. All of the benefits for which Seafarers and their families are eligible are clearly described.

SIU men and their families are urged to remove this supplement and to put it where it can be found when they wish to refer to it.

The Presidents



THE MERCHANT MARINE has always been a vital part of the commerce and security of our nation.

What the merchant marine means to the United States has been best expressed by our Presidents. Because of their special knowledge and insight into the affairs of the nation has enabled them to see more clearly the necessity of a vibrant and strong private shipping fleet.

Almost without exception, the Chief Executives have urged the creation and maintenance of a merchant marine that would serve the commercial and defense needs of the nation.

Here on these pages are a few of the presidential views on the merchant marine which have characterized the thinking of the men whose responsibility it has been to keep America strong.

Despite the technological changes and innovations in the means of transportation, the carriage of goods in water-borne vessels is still the major method of transporting our foreign commerce. And for America's best interests—as expressed by virtually all of its Presidents—the cargoes must be carried under the American flag.

**For Seafarers
and
Their Families**

**SURGICAL SCHEDULE
AND
DIGEST OF ALL WELFARE BENEFITS**

**THE SEAFARERS
WELFARE PLAN**

**THE SEAFARERS
PENSION PLAN**

Seafarers Welfare Plan Surgical Schedule

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	Pyloric stenosis, operation for (repair of constriction of lower opening of stomach)	150.00
Adrenalectomy, partial or total (removal of part or all of adrenal glands)	300.00	Remstedt's operation for pyloric stenosis (repair of constriction of lower opening of stomach)	150.00
Appendectomy (removal of appendix)	150.00	Rectum, resection of	300.00
Appendiceal abscess—incision and drainage of	150.00	Splenectomy (removal of spleen)	225.00
Bile ducts, plastic repair or reconstruction	225.00	Splenorrhaphy (suture of spleen)	150.00
Bowel, resection of	300.00	Stomach, resection	300.00
Cholecystectomy (removal of gall bladder)	225.00	Umbilicectomy (removal of naval)	150.00
Cholecystectomy and exploration of common duct (removal of gall bladder)	225.00	Vagotomy (cutting of vagus nerve in stomach)	150.00
Cholecystoduodenostomy (joining of gall bladder to intestine)	225.00	ABSCESSSES	
Cholecystoenterostomy (joining of gall bladder to intestine)	225.00	Incision and drainage—	
Cholecystotomy (cutting into gall bladder, including removal of gall stones)	225.00	requiring hospital residence	37.50
Choledochoplasty (operation on the bile duct)	225.00	not requiring hospital residence	15.00
Choledochostomy (operation on the bile ducts)	225.00	Peritonitis abscess, incision of—	
Choledochotomy (operation on bile ducts)	225.00	requiring hospital residence	37.50
Cholelithotomy (cutting into gall bladder, including removal of gall stones)	225.00	not requiring hospital residence	22.50
Colectomy (partial removal of colon—large intestine)	300.00	Suprlevator (above levator muscle of anus), incision and drainage	52.50
Colon, resection of (partial removal of colon—large intestine)	300.00	AMPUTATIONS	
Colostomy (formation of artificial anus)	187.50	Coccyx (removal of bone at lower end of spine)	75.00
Colostomy, revision	150.00	Ear—unilateral	75.00
Colostomy, closure of	150.00	bilateral	150.00
Common bile duct, opening of with exploration, drainage or removal of calculus with or without removal of gall bladder	225.00	Fingers, each (one or more phalanges)	25.00
Common bile duct, opening of, secondary, in absence of gall bladder	225.00	Foot (thru metatarsal bones or above)—unilateral	150.00
Common bile duct, resection or reconstruction of	225.00	bilateral	300.00
Diverticulum, Meckel's or intestinal (removal of pocket in the intestine)	200.00	Forearm—unilateral	150.00
Duodenal ulcer, perforation, closure of	150.00	bilateral	300.00
Enterectomy, with or without anastomosis (cutting away of intestines, with or without rejoining)	300.00	Hand, entire (thru metacarpal bones or above)—	
Enterorrhaphy (suture of intestine)	150.00	unilateral	150.00
Enterotomy, including removal of foreign body (cutting into intestine)	150.00	bilateral	300.00
Gall bladder, removal of (cholecystectomy)	225.00	Leg—unilateral	187.50
Gall bladder, operation other than removal	225.00	bilateral	300.00
Gastrectomy, partial or total (removal of stomach)	300.00	Nose	75.00
Gastric or duodenal ulcer, perforation, closure of	150.00	Thigh—unilateral	200.00
Gastrooduodenostomy (joining of stomach to intestine)	225.00	bilateral	300.00
Gastroenterostomy (joining of stomach to intestine)	225.00	Thumbs, each (one or more phalanges)	25.00
Gastrojejunostomy, with or without vagotomy (joining of stomach to intestine)	225.00	Toes, each (one or more phalanges)	25.00
Gastroscopy—diagnostic (examination of stomach by gastroscope)	60.00	Upper arm—unilateral	150.00
operative (operation thru gastroscope)	75.00	bilateral	300.00
Gastrostomy or gastrotomy (forming opening in stomach)	150.00	ARTERIES AND VEINS (Vascular Surgery)	
Gastrostomy, closure of	150.00	Aneurysm (dilatation of blood vessel) arterial or arteriovenous, operation for (excision of or wiring)	
Gastrotomy with exploration or foreign body removal (cutting into stomach)	150.00	Extremities	75.00
Hepatectomy, partial (resection of part of liver)	300.00	Intra-abdominal	150.00
Hepatorrhaphy (suture of liver)	150.00	Intracranial	300.00
Hepatotomy (incision of liver for drainage of abscess or cyst, one or two stages)	150.00	Intrathoracic	300.00
Herniotomy — herniorrhaphy — hernioplasty (repair of hernia—rupture)		Angiogram, cutting operation for exposure of vessel where necessary for	37.50
single—inguinal, femoral, umbilical, ventral or incisional	150.00	Aorta, excision of coarctation of	300.00
bilateral—inguinal, or femoral	187.50	Artery, anastomosis (joining or forming a connection between arteries)	
Hiatal or diaphragmatic	300.00	in extremities	each 75.00
Intestinal obstruction—operation for, not requiring resection	150.00	intra-abdominal	150.00
Intestine—reduction of volvulus or intussusception by cutting (repair of folding or twisting of intestines)	150.00	intracranial	300.00
Intestine, large, resection of	300.00	intrathoracic	300.00
Intestine, small, resection of	300.00	Artery, excision of temporal	37.50
Laparotomy—exploratory (cutting into abdomen)	150.00	Artery, excision or ligation of major artery of extremity	75.00
Liver, aspiration (tapping) or punch biopsy	22.50	Artery, excision of coarctation (contraction) of aorta	300.00
Liver, biopsy by laparotomy	150.00	Artery, ligation (tying) of result of accidental wound each	15.00
Liver, marsupialization of cyst or abscess of	225.00	Carotid artery, ligation (tying) of	112.50
Liver, suture of wound or injury (hepatorrhaphy)	150.00	Catheterization of heart (independent procedure)	75.00
Pancreas, drainage of, or marsupialization of cyst	150.00	Embolectomy—arteriotomy or venotomy with exploration or removal of embolus or thrombus (clot)	
Pancreas, excision of, partial or total except marsupialization of cyst	300.00	in abdomen	150.00
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	in chest	300.00
Pancreaticogastrostomy (joining pancreas to stomach)	225.00	in extremities	75.00
Pancreaticenterostomy (joining pancreas to intestine)	225.00	in neck	150.00
Pancreatotomy (cutting into the pancreas)	150.00	in skull (intracranial)	300.00
Pancreolithotomy (removal of stone from pancreas)	225.00	Femoral vein, ligation (tying) of, for other than varicose veins—unilateral	37.50
Paracentesis, abdominal cavity (tapping)	22.50	bilateral	75.00
Peritoneoscopy—diagnostic (examination of lining of the abdomen by peritoneoscope)	60.00	Hemangioma (blood vessel tumor) simple, not requiring hospital residence	15.00
Operative (biopsy)	75.00	requiring hospital residence	37.50
Pneumoperitoneum—induction of (injection of gas into abdominal cavity)	37.50	Hemangioma (blood vessel tumor) cavernous	75.00
Each refill—not more than 17)	15.00	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 examination. 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, irrigation, or needling (or any combination)	each 22.50
		excision of (bursotomy) prepatellar and olecranon	52.50
		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
		Esophagogastrostomy (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
		Pneumonocentesis, puncture of lung for aspiration biopsy	22.50
		Pneumothorax, induction of artificial—	
		initial	37.50
		(not more than 17) subsequent	15.00
		Pneumonotomy, exploratory (cutting into lung)	150.00
		Pneumonotomy, with open drainage of pulmonary abscess or cyst (cutting into lung)	150.00

Stomach, transthoracic approach to.....	300.00
Sympathectomy, with transthoracic approach.....	300.00
Thoracentesis (surgical puncture of the chest cavity).....	22.50
Thoracoscopy (examination of chest by thoracoscope)	
operative.....	75.00
diagnostic.....	60.00
Thoracotomy (cutting into chest cavity, including drainage) exploratory including control of hemorrhage.....	150.00
Thoracotomy, inter-rib (cutting into chest cavity without cutting rib).....	75.00
Thoracotomy, with rib resection.....	150.00
Thoracotomy, with removal of intrapleural foreign body.....	150.00
Thoracotomy, with pneumolysis.....	150.00
Thoracoplasty, complete (removal of ribs and collapse of chest).....	300.00
Tracheoesophageal fistula, closure of.....	150.00
Tracheoplast (plastic operation on trachea).....	225.00
Tracheorrhaphy (suturing of trachea).....	52.50
Tracheostomy for tracheal fistula.....	37.50
Tracheotomy (cutting into windpipe).....	75.00
Valvectomy (operation on valves of heart).....	300.00

CYSTS

Cutting operation for removal of	
Baker's cyst, (back of knee).....	75.00
Branchial cyst (removal of deep cyst of the neck).....	75.00
Breast—requiring hospital residence.....	75.00
not requiring hospital residence.....	15.00
Dermoid cyst (superficial).....	52.50
Pilonidal cyst or sinus (at base of spine).....	75.00
Thyroglossal cyst, duct or sinus (removal of deep cyst of the neck).....	150.00
Cysts, all others, unless otherwise set out in schedule requiring hospital residence.....	37.50
not requiring hospital residence.....	15.00

NOTE: If multiple cysts are removed through more than one incision, pay for each incision up to maximum limit of \$300 for all.

DISLOCATION

Closed reduction of, including application of cast	
Ankle joint.....	75.00
Bones of hand.....	25.00
Bones of foot.....	25.00
Coccyx.....	7.50
Collar Bone (sternoclavicular or acromioclavicular).....	22.50
Elbow.....	52.50
Hip (femur).....	52.50
Knee joint (Patella excepted).....	52.50
Lower jaw (temporomandibular).....	22.50
Patella.....	22.50
Shoulder (humerus).....	45.00
Wrist.....	22.50
Vertebra (except coccyx) manipulation under general anesthesia with hospitalization and immobilization.....	52.50
NOTE: For dislocation requiring open operation, the maximum payment will be twice the amount shown above; except:	
Wrist joint (arthrotomy).....	75.00
Hand.....	37.50
Foot.....	37.50

EAR, NOSE OR THROAT

EAR	
Abscess, external auditory canal, incision and drainage.....	22.50
Abscess, external ear, incision and drainage.....	22.50
Amputation—unilateral.....	75.00
bilateral.....	150.00
Excision of polyp or polyps of auditory canal—	
not requiring hospital residence.....	22.50
requiring hospital residence.....	37.50
Electrocauterization—unilateral.....	22.50
bilateral.....	45.00
Exostosis (bony outgrowth) excision from external auditory canal.....	75.00
Fenestration, one or both sides (window operation for deafness).....	300.00
Labyrinthectomy (cutting away of inner ear).....	300.00
Labyrinthotomy (cutting into inner ear).....	225.00
Malignant lesion, resection from external auditory canal.....	75.00
Mastoidectomy, one or both sides—simple.....	150.00
radical.....	225.00
Myringotomy (cutting into ear drum).....	22.50
Ossiculectomy (cutting out of bones of inner ear).....	75.00
Otoplasty (plastic operation for protruding ears) each ear.....	75.00
Plicotomy (cutting of posterior fold of ear drum).....	22.50
Stapes, mobilization of—unilateral.....	150.00
bilateral.....	300.00
Tympanotomy (cutting into ear drum).....	22.50

NOSE	
Abscess, nasal, incision and drainage—	
not requiring hospital residence.....	22.50
requiring hospital residence.....	37.50
Antrum (nasal sinus) puncture of.....	22.50
Electrocauterization—unilateral.....	22.50
bilateral.....	45.00
Epistaxis (nose bleed) electro-cauterization only.....	22.50
Nasal polyps, removal of—not requiring hospital residence—unilateral.....	22.50
bilateral.....	45.00
requiring hospital residence—unilateral.....	37.50
bilateral.....	75.00
Amputation for malignant tumor.....	150.00
Amputation, other than for malignancy.....	75.00
Rhinophyma, excision of skin of nose for, including plastic repair.....	150.00
Rhinoplasty (plastic operation on nose).....	75.00
Sinus operation by cutting, any approach (puncture of antrum excepted) frontal, ethmoid, sphenoid and maxillary, each—unilateral.....	75.00
bilateral.....	150.00
Submucous resection of nasal septum.....	75.00
Turbinectomy, excision, electrocauterization or elec-	

trodeossication (removal of small bones of the nose)	
unilateral.....	22.50
bilateral.....	45.00

THROAT

Adenoidectomy, tonsillectomy, or both.....	50.00
Arytenoidopexy (fixation of arytenoid cartilages).....	225.00
Branchial cyst, excision (removal of deep cyst of the neck).....	75.00
Electrocauterization—unilateral.....	22.50
bilateral.....	45.00
Epiglottidectomy (removal of epiglottitis).....	112.50
Esophageal diverticulum, excision of, one or more stages—transthoracic approach.....	300.00
other approach.....	225.00
Esophagoduodenostomy (joining of esophagus to duodenum).....	300.00
Esophagogastronomy, combined, thoracoabdominal (removal of part or all of stomach and esophagus).....	300.00
Esophagogastronomy (joining of esophagus to stomach).....	300.00
Esophago[er]junostomy (joining of esophagus to [esophagus]).....	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
Frenum linguae, clipping of.....	15.00
Glossectomy, complete or total (removal of tongue).....	300.00
Hemilaryngectomy (removal of half of larynx).....	225.00
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
for biopsy.....	37.50
operative.....	75.00
Larynx, cauterization, without use of laryngoscope.....	22.50
Larynx, cauterization, done through laryngoscope.....	37.50
Peritonsillar abscess, incision of (operation for abscess of throat)—(quinsy) requiring hospital residence.....	37.50
not requiring hospital residence.....	22.50
Thyroglossal cyst, duct or sinus, excision of.....	150.00
Tongue, total excision of (for malignancy).....	300.00
Tongue, partial excision of (for malignancy).....	150.00
Tonsillar tags, excision, electrocauterization or electro-	
deossication—unilateral.....	22.50
bilateral.....	45.00
Tonsillectomy, adenoidectomy, or both.....	50.00
Torus palatinus, excision of.....	75.00
Tracheotomy, (cutting into windpipe).....	112.50
Tumor, benign, vocal cord, excision of.....	75.00
Tumor, malignant, of vocal cord, excision of.....	150.00
Tumor, malignant, vocal cord, excision of with laryngectomy.....	300.00

ENDOSCOPIC PROCEDURES

Bronchoscopy (examination of windpipe by bronchoscope)—diagnostic.....	60.00
(operation on windpipe by bronchoscope)—operative.....	75.00
Culdoscopy (examination of uterus by culdoscope)—diagnostic.....	37.50
(operation on uterus by culdoscope)—operative.....	52.50
Cystoscopy (examination of bladder or ureter by cystoscope) diagnostic.....	37.50
With urethral catheterization.....	37.50
Operative—operation not otherwise classified—(operation on bladder or ureter by cystoscope).....	52.50
Esophagoscopy (examination of gullet by esophagoscope) diagnostic.....	60.00
(operation on gullet by esophagoscope) operative.....	75.00
Gastrosocopy (examination of stomach by gastroscope) diagnostic.....	60.00
(biopsy of stomach by gastroscope) operative.....	75.00
Laryngoscopy (examination of larynx by laryngoscope) diagnostic.....	22.50
(operation on larynx by laryngoscope) operative.....	75.00
for biopsy.....	37.50
Otoscopy, for removal of foreign body, except wax from ear.....	15.00
Peritoneoscopy (examination of lining of the abdomen by peritoneoscope) diagnostic.....	60.00
(operation on lining of the abdomen by peritoneoscope) operative.....	75.00
Prostatectomy, transurethral (removal of prostate thru cystoscope).....	150.00
Proctoscopy (examination of rectum by proctoscope) diagnostic.....	15.00
(operation on rectum by proctoscope) operative.....	37.50
Rhinocopy, for removal of foreign body of nose.....	15.00
Sigmoidoscopy (examination of lower colon by sigmoidoscope) diagnostic.....	15.00
(operation on lower colon by sigmoidoscope) operative.....	37.50
Thoracoscopy (examination of chest by thoracoscope) diagnostic.....	60.00
(operation on chest by thoracoscope) operative.....	75.00

EXCISION (ARTHRECTOMY) OR FIXATION (ARTHRODESIS) BY CUTTING

NOTE: Excision of a joint is the removal of the articulating end of one or more of the bones forming the joint.
Fixation of a joint is the permanent immobilization of the part by some type of fusion operation.
In event of bilateral or multilateral excision or fixations pay for each up to the limit of \$300.00 for all.

Ankle joint.....	187.50
Coccyx (removal of bone at lower end of spine).....	75.00
Elbow joint.....	187.50
Hip joint.....	225.00
Knee joint.....	187.50
Patella (knee cap).....	150.00









Semi-lunar cartilage (cartilage of knee joint).....	150.00
Sesamoid (superfluous bones usually in tendons) excision of, each.....	37.50
Shoulder joint.....	187.50
Spine, including sacro-iliac (except coccyx).....	225.00
Temporo-mandibular (hinge of jaw bone) meniscus.....	150.00
Wrist joint.....	187.50
Removal of diseased portion of bone, including curettage (alveolar processes excepted).....	75.00
pay exostosis under this heading, including bunions (hallux-valgus) or corns when bone is removed.	

EYE







Abscess, intra-orbital, drainage of.....	37.50
Abscess, lacrimal gland, incision of.....	30.00
Blepharectomy, excision of benign lesion of eyelid.....	30.00
Blepharectomy, excision of malignant lesion of eyelid.....	75.00
Blepharoplasty, plastic restoration of eyelid, skin only.....	30.00
Blepharoplasty, plastic restoration of eyelid, deep structures.....	150.00
Blepharorrhaphy (suturing of accidental wound of eyelid).....	52.50
Canaliculi (small canals leading from lacrimal sac) plastic operation on.....	75.00
Canthotomy, division of canthus, with suture.....	30.00
Capsulectomy (removal of the lens capsule).....	225.00
Capsulectomy (cutting into lens capsule).....	150.00
Cataract, removal of.....	225.00
needling—complete procedure.....	112.50
Chalazion (cutting out or scraping of retention tumor or glands in the eyelid).....	30.00
Conjunctiva, cutting operation for biopsy.....	30.00
Conjunctiva, free graft of.....	75.00
Conjunctiva, suturing of injury.....	30.00
Conjunctivokeratoplasty for perforating wounds of eyeball.....	150.00
Cornea, paracentesis (tapping) of.....	30.00
Cornea, suturing of accidental wounds.....	112.50
Corneal, tattooing.....	30.00
Corneal transplant (transplant of front surface of eyeball).....	200.00
Corneal ulcer, electrocauterization or curettage (scraping).....	30.00
Corelisis (freeing of adhesions between lens and cornea).....	150.00
Cyclodiathermy: diathermy of ciliary body.....	75.00
Cyclodialysis (detaching ciliary body from sclera).....	150.00
Cyst, conjunctival, excision of.....	30.00
Dacryoadenectomy (cutting away of tear gland).....	75.00
Dacryocystectomy (cutting away of tear gland).....	75.00
Dacryocystorhinostomy (forming communication between tear gland and nose).....	112.50
Dacryocystostomy (cutting into tear sac).....	30.00
Dacryocystostomy (cutting into tear sac).....	30.00
Discussion: Needling of lens, complete procedure.....	112.50
Ectropion, operation for (repair of eyelid folded out).....	105.00
Entropion, operation for (repair of eyelid folded in).....	105.00
Epilation (removal of lashes by electrolysis only)—each eyelid.....	30.00
Epithelioma, excision of conjunctival.....	112.50
Eyeball, removal of, enucleation or evisceration.....	112.50
Eyeball socket, revision of, subsequent to original enucleation and not during enucleation.....	112.50
Eyelid, ptosis (drooping) of, operation for—each eyelid.....	75.00
Foreign body, removal of, from cornea, sclera, or conjunctiva, (by surgical incision or magnet).....	7.50
Foreign body, removal of intra-ocular (from interior of eye).....	150.00
Glaucoma, operative procedures (except paracentesis or tapping).....	150.00
Glaucoma or inflammatory exudate, paracentesis (tapping) for.....	30.00
Glaucoma, air injection or irrigation for.....	75.00
Hordeolum (stye) operation for.....	15.00
Iridectomy (removal of iris).....	150.00
Iridotomy (incision into iris).....	150.00
Iridenclisis: stretching of iris (independent procedure).....	150.00
Iridodialysis (separation of iris from its attachments).....	75.00
Iris, excision of lesion of.....	150.00
Iris, repair of prolapsed (dropped) with suture of perforated sclera.....	150.00
Iris, transfixion of; iris bombe (repair of bulging iris).....	150.00
Keratotomy, complete or partial (removal of cornea).....	150.00
Keratoplasty, corneal transplant (plastic operation on cornea).....	150.00
Keratotomy (cutting of cornea).....	30.00
Lacrimal duct, dilatation of (enlarging of tear duct).....	50.00
Lens, extraction of, intracapsular or extracapsular.....	225.00
Muscle, ocular, any cutting operation on, each.....	150.00
Nevus, excision of eyelid.....	30.00
Orbit, reconstruction of, subsequent to original enucleation and not during enucleation (plastic repair of eye-socket).....	112.50
Orbitotomy with exploration (cutting into orbit).....	112.50
Pannus, excision of.....	30.00
Peritomy (removal of ring of conjunctiva).....	30.00
Peritomy (removal of strip of conjunctiva around cornea).....	30.00
Pterygium, excision of (treatment of thickened membrane over eye).....	35.00
Ptosis operation, complete—each eyelid (correction of drooping eyelid).....	75.00
Retina, operation for detachment, including diathermy.....	300.00
Sclerectomy (removal of part of sclera) for glaucoma (Irrigation, Elliott) (cutting of surface of eyeball).....	150.00
Strabismus (cross eye) cutting operation for (complete procedure) each eye.....	150.00
Stye, incision of.....	15.00
Symblepharon (adhesion of eyelid to eyeball) release by simple incision.....	30.00
Tarsotomy (removal of tarsus of eyelid).....	75.00
Tarsorrhaphy (stitching of tarsus of eyelid).....	52.50
Tear duct (lacrimal duct) dilatation.....	30.00
Tumor, excision of intra-orbital, simple.....	75.00
Tumor, excision of intra-orbital, malignant.....	150.00
Wounds, accidental, of conjunctiva, suturing of.....	30.00

DIGEST of BENEFITS



SEAFARERS WELFARE PLAN

	WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
HOSPITAL ROOM AND BOARD 	<p>Wives and unmarried children under 19 years of age and any other person claimed by the Seafarer as a dependent on his Federal Income Tax for the year prior to date of claim.</p> <p>Seafarers who are eligible to benefits under the Plan and who require hospitalization must use USPHS facilities if they are eligible to use such facilities by reason of their maritime employment. A Seafarer who is eligible under the plan and who is confined in a private hospital is entitled to receive Hospital and Surgical Benefits in accordance with the Dependent Benefits Program if he entered the private hospital because he was not eligible to treatment at a USPHS facility, or he required emergency hospitalization. In case of emergency confinements, the Seafarer must notify the nearest USPHS facility within 48 hours from the beginning of his confinement. If USPHS, after being duly notified of his confinement denies liability or is not responsible for the charges, then benefits under the Plan will be paid.</p>	Full cost of semi-private room and board. Allowance of \$17 daily if in private room.	Payments continue for as long as hospitalized.	<p>*Basic seetime requirement.</p> <p>Claim must be filed with Welfare Plan not later than 180 days after surgery or discharge from hospital.</p> <p>File enrollment card, marriage license and children's birth certificates with names of both parents.</p> <p>For other dependents, file support form showing that the person was claimed as a dependent by the Seafarer on his Federal Income Tax return for the year prior to date of claim.</p>
HOSPITAL EXTRAS 		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.	
BLOOD TRANSFUSIONS 		Maximum of six transfusions at \$37.50 each.†	This is in addition to hospital extras benefit; dependent must be confined in hospital.	
DOCTOR CALLS AT HOSPITAL 		\$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.	
SURGICAL 		Up to \$300 maximum as specified in surgical schedule.	Payable for surgery in hospital or in doctor's office.	
MATERNITY 		All Seafarers.	\$200.00. (The SIU also gives a \$25 U.S. Savings Bond in the baby's name.)	
MEDICAL EXAMINATIONS 	<p>All Seafarers, wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on special disability list. Seafarers on pension and their dependents.</p>	Free medical examinations, diagnostic and laboratory services.	Services available in Union ports where medical centers are maintained.	<p>*Basic seetime requirement ONLY.</p>
OPTICAL BENEFIT 		Free eye examinations and eyeglasses every two years; safety glasses for dependent children.	Facilities available in most Union ports. Up to \$25 in benefits for families living at a distance from Union ports and using closer facilities.	

†Blood is also available free of charge through the Union blood bank. Contact port offices for details.

	WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
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.	3 years' discharges and basic seetime requirement for Seafarer or father of child; transcript from last school; upper third of graduating class; college entrance exam; letters of reference.
DEATH 	Any beneficiary named by Seafarer.	\$4,000.	Covers death anywhere.	*Basic seetime requirement. Beneficiary card must be on file.
SEAFARERS IN HOSPITALS 	All Seafarers in hospitals.	In-hospital benefits are \$8 a day for first 39 weeks; thereafter, \$3 a day for as long as hospitalized. Sickness and accident benefits are \$56 a week for 39 weeks for any combination of in-patient and out-patient treatment for any one period of disability within a 12-months period, dating from the beginning of illness or injury. If hospitalization is required for more than 39 weeks, in-hospital benefits of \$3 a day will continue for as long as hospitalized.		*Basic seetime requirement. For hospital or out-patient benefits, file claim within 60 days of discharge from hospital. For out-patient benefits, file USPHS medical abstract. Seafarers who have not been hospitalized must be out-patients for 7 days before they can receive benefits, which are retroactive to the fifth day.
SICKNESS AND ACCIDENTS 	Seafarers ill or injured on or off the job, if they are not receiving maintenance and cure, or wages from employer.			
SPECIAL DISABILITY BENEFIT 	All totally and permanently disabled Seafarers regardless of age.	\$150 monthly for entire period of disability. Unlimited medical and hospital benefits for Seafarers on special disability list. Dependents eligible for schedule of dependents' benefits under Seafarers Welfare Plan.		*Basic seetime requirement. Employment record showing 12 years of employment (at least 4,380 days) with companies signatory to the Plan; medical abstract stating "not fit for duty permanently."
SPECIAL EQUIPMENT 	All Seafarers.	Special aids necessary for recovery not provided by hospital.	Benefit provided upon approval by trustees after survey of need.	*Basic seetime requirement ONLY.

SEAFARERS PENSION PLAN

	WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
NORMAL PENSION 	Seafarers who reach the age of 65.	\$150 monthly until death. Pensioned Seafarers also receive unlimited medical and hospital benefits. Pensioners' dependents are eligible for schedule of dependents' benefits under Seafarers Welfare Plan.		At least 65 years of age; *basic seetime requirement; 15 years of employment (5,475 days) with companies signatory to the Plan.
DISABILITY PENSION 	All totally and permanently disabled Seafarers regardless of age.	In event of pensioner's death, a beneficiary who is a pensioner's wife, child, stepchild, mother, father, grandparent, brother, sister, grandchild, stepbrother, stepsister, stepmother is eligible for a \$4,000 Death Benefit. All other beneficiaries are eligible for a \$1,000 Death Benefit.		*Basic seetime requirement. Employment record showing 12 years of employment (at least 4,380 days) with companies signatory to the Plan; medical abstract stating "not fit for duty permanently."

*BASIC SEETIME REQUIREMENT: The basic eligibility for every benefit is one day's seetime in the last six months and 90 days in the last calendar year.

SURGICAL SCHEDULE

Xanthoma, excision of—requiring hospital residence.....	37.50	Tattoo of ureter—partial	225.00	Operation on ureter	300.00
not requiring hospital residence	30.00	complete	300.00	Pyelostomy (cutting into kidney) with drainage.....	300.00
FRACTURES		Cystocele, repair of (hernia of bladder).....	112.50	Pyelotomy (cutting into kidney) with exploration.....	300.00
Simple fractures, closed reduction or treatment, unless otherwise specified.		Cystocele (hernia of bladder) and rectocele (hernia of rectum) or other multiple gynecological repair procedures without abdominal approach (except perineorrhaphy or perineoplasty)	150.00	Rectocele (hernia of rectum into vagina) repair of.....	112.50
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.		with or without rectocele with perineorrhaphy or perineoplasty	187.50	Rectocele (hernia of rectum) and cystocele (hernia of bladder) or other multiple gynecological repair procedures without abdominal approach (except perineorrhaphy or perineoplasty)	150.00
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.)		Cystorrhaphy (suture of bladder wound, injury or rupture)	150.00	with or without cystocele with perineorrhaphy or perineoplasty	187.50
Removal of bone plates or pins except removal of traction pins or other traction appliances (as this is always a separate and distinct procedure).....		Cystoscopy, diagnostic, including retrograde pyelography or flushing of kidney pelvis.....	37.50	Renal capsulectomy (decapsulation of kidney) unilateral	150.00
		Cystoscopy, operative, unless otherwise specified in schedule	52.50	bilateral	225.00
SKULL		Cystolithotomy (cutting into bladder, including removal of stone)	150.00	Renal (kidney) vessels, division or transection of aberrant Salpingectomy (removal of fallopian tubes) or salpingo-oophorectomy (removal of tubes and ovary).....	225.00
Non-operative		Cystostomy (cutting into bladder)	150.00	Salpingo-oophorectomy (removal of oviduct and ovary, one or both sides)	150.00
Operative, with cutting into cranial cavity (drill taps excepted)		Cystostomy (cutting into bladder)	150.00	Salpingoplasty (plastic repair of fallopian tubes).....	150.00
FACIAL BONES		Dilatation and curettage, non-puerperal (not associated with pregnancy)	37.50	Scrotum (pouch containing testes) abscess, incision and drainage of requiring hospital residence	37.50
Hyoid (at base of tongue).....closed		Enterocoele, repair of	112.50	not requiring hospital residence	15.00
Malar (cheekbone)		vaginal approach, without cystocele or rectocele.....	150.00	Scrotum (pouch containing testes) resection of.....	37.50
Mandible (lower jaw) alveolar process		abdominal approach	150.00	Skene's gland, incision of—requiring hospital residence	37.50
excepted		vaginal approach, with cystocele or rectocele	150.00	not requiring hospital residence	15.00
with or without inter-dental wiring		vaginal approach, with or without cystocele or rectocele with perineoplasty or perineorrhaphy	187.50	Skene's gland, excision or fulguration of	37.50
Maxilla (upper jaw) alveolar process		Epididymectomy (removal of epididymis appendage of testicle)—single	75.00	Sympathectomy, pre-sacral	150.00
excepted		bilateral	112.50	Testis, reduction of torsion (twisting of cord) of.....	75.00
with or without inter-dental wiring		Epididymis (appendage of testicle) abscess, drainage of Epididymovasostomy (connecting of epididymis to vas deferens, unilateral or bilateral).....	112.50	Trachelectomy (excision of cervix) independent procedure	75.00
Nasal		Episioperineorrhaphy (suture of recent injury of vulva and perineum)	37.50	Tracheloplasty (plastic repair of uterine cervix).....	75.00
Zygoma (cheek bone)		Episiorrhaphy (suture of recent injury to vulva).....	22.50	Ureter (tube from kidney to bladder) opening of, strictures of (endoscopic procedures)	52.50
SPINE AND TRUNK		Fallopian tube transection (dividing) of.....	150.00	Ureter (tube from kidney to bladder) transplantation to skin (ureterostomy)—unilateral	150.00
Clavicle (collar bone)		Fallopian tube, ligation (tying off) of.....	150.00	bilateral	300.00
Coccyx (lower end of spine).....		Fistula, closure of vaginal	75.00	Ureter (tube from kidney to bladder) tumors or stones, removal of—by open cutting operation.....	150.00
Rib or ribs—three or more		Fistula, vesicovaginal (bladder-vaginal) or vesicouterine (bladder-uterus) closure of	225.00	by endoscopic means.....	52.50
less than three.....		Hydrocele (collection of fluid in outer sac of testicle) excision of—single	75.00	Ureterectomy (excision of ureter) complete or partial... ..	150.00
Sacrum, alone or with pelvic bones.....closed		bilateral	112.50	Ureterocystostomy (anastomosis of ureter to bladder) unilateral	150.00
Scapula (shoulder blade)		Hydrocele (collection of fluid in outer sac of testicle) tapping of (paracentesis)	22.50	bilateral	300.00
Sternum (breast bone)		Hymenectomy (cutting away of hymen).....	15.00	Ureteroenterostomy (anastomosis of ureter to bowel) unilateral	150.00
Vertebra, one or more (bones of spinal column) closed		Hymenotomy (incision of hymen).....	15.00	bilateral	300.00
Body or Lamia		Hysterectomy (removal of uterus) total or sub-total irrespective of approach	225.00	Ureterolithotomy (removal of stone from ureter) with removal of calculus, open operation.....	150.00
Articular, lateral or spinous processes only.....		Hysterectomy (fixation of uterus)	150.00	Ureteroplasty, plastic operation on ureter (stricture) without plastic operation on renal pelvis.....	150.00
PELVIS—one or more of following bones including acetabulum (ilium, ischium, pubis, or sacrum).....closed		Hysterotomy (cutting into uterus)	150.00	with plastic operation on renal pelvis.....	300.00
UPPER EXTREMITY		Hysterorrhaphy (suture of ruptured uterus).....	150.00	Ureterotomy (cutting into ureter) with exploration or drainage	150.00
Carpal bone, one or more (each hand).....closed		Hysterosalpingostomy (connecting of fallopian tubes to uterus)	150.00	Ureterostomy (transplantation of ureter to skin)—unilateral	150.00
Colles (wrist)		Kidney abscess, drainage of, independent procedure....	150.00	bilateral	300.00
Humerus (upper arm)		Kidney, fixation of	225.00	Ureteropyelostomy (anastomosis of ureter and renal pelvis)	300.00
Metacarpal bone, one or more (each hand).....closed		Kidney, removal of or cutting into.....	300.00	Urethra, excision of carcinoma of.....	150.00
Phalanx, each finger		Manchester or Pothergills Operation (fixation of uterus—hysterepexy)	150.00	Urethra, prolapse of mucosa, female, repair of.....	75.00
Radius, or radius and ulna (forearm).....closed		Mesotomy (cutting of external opening of urinary passage)	15.00	Urethra, stricture of, open operation.....	75.00
Ulna or ulna and radius (forearm).....closed		Myomectomy (removal of fibroid or muscular tumor of uterus) independent procedure	150.00	Urethra, stricture of, intra-urethral cutting operation through endoscope	52.50
Elbow		Nephrectomy or heminephrectomy (removal of all or part of kidney) with or without ureterectomy.....	300.00	Urethral caruncle, excision of or electro-cauterization... ..	37.50
LOWER EXTREMITY		Nephrolithotomy with removal of calculus (removal of kidney stone)	300.00	Urethral sphincter, female, plastic operation.....	112.50
Astragalus (foot)		Nephropexy (fixation or suspension of kidney)	225.00	Urethrocele, repair of (female) independent procedure.. ..	112.50
Femur (thigh)		Nephrorrhaphy (suture of kidney wound or injury).....	225.00	Urethroplasty, plastic operation on urethra, including hypospadias or epispadias, complete procedure.....	112.50
Fibula or fibula and tibia (leg).....closed		Nephrostomy (cutting into kidney)	300.00	Urethrorrhaphy (suture of urethral wound or injury).....	75.00
Metatarsal bone, one or more (foot).....closed		Nephrotomy (cutting into kidney) with exploration.....	300.00	Urethrostomy (cutting into urethra) independent procedure	75.00
Os calcis (foot)		Oophorectomy (removal of ovary) or salpingo-oophorectomy (removal of ovary and fallopian tubes).....	150.00	Urethrotomy (cutting into urethra) open operation, independent procedure	75.00
Patella (Kneecap)		Oophoropexy (fixation or suspension of ovary).....	150.00	Urethrovaginal fistula (abnormal opening between urethra and vagina) closure of	150.00
Phalanx, each toe		Oophoroplasty (plastic repair of ovary).....	150.00	Uterus, cutting operation on this organ and its appendages with abdominal approach (unless otherwise specified in schedule)	150.00
Potts, (ankle)		Orchidectomy (excision of testicle)—single	75.00	Vagina, reconstruction of congenital deformity.....	112.50
Tarsal bone, one or more (foot).....closed		bilateral	112.50	Vaginal septum, excision of.....	37.50
Tibia or tibia and fibula (leg).....closed		Orchidectomy (excision of testicle) for malignant tumor	150.00	Varicocele, excision of (removal of varicose swelling of spermatic cord)—unilateral	75.00
GENITO-URINARY TRACT		Orchidopexy (fixation of undescended testicle)—single	75.00	bilateral	112.50
Abscess, periurethral, drainage of.....		Ovarian cysts or abscesses, drainage or excision of.....	150.00	Vasectomy (removal of vas deferens)—unilateral.....	30.00
Bartholin gland, incision of		Pan-Hysterectomy (complete removal of uterus).....	225.00	bilateral	45.00
not requiring hospital residence		Penis, amputation of, partial	75.00	Vasotomy (cutting of vas deferens) or ligation (one or both sides—Independent procedure)—unilateral	22.50
requiring hospital residence		Penis, amputation of, complete	150.00	bilateral	37.50
excision of, one or more		Penis, excision or fulguration of warts..... each	15.00	Ventrofixation (fixation of uterus—hysteropexy).....	150.00
Biopsy, through cystoscope		Penis, epispadias complete procedure (repair of defect of urethra)	112.50	Ventrosuspension (suspension of uterus).....	150.00
Bladder, diverticulum (pouch) excision of		Penis, hypospadias complete procedure (repair of defect of urethra)	112.50	Vesiculectomy (removal of seminal vesicle)—unilateral... ..	150.00
Bladder, punch operation on neck of.....		Perineoplasty (plastic repair of perineum).....	75.00	bilateral.....	225.00
Bladder, tumor or stones, removal of		Perineoplasty (plastic repair of perineum) including repair of laceration of rectum	150.00	Vulvectomy (removal of vulva)—partial	75.00
By open cutting operation		Perineorrhaphy (suturing of perineum) Independent procedure	75.00	complete	112.50
By endoscopic means		Perineorrhaphy (suturing of perineum) with other gynecological repair procedures	187.50	radical, including regional lymph nodes.....	187.50
Bulbourethral gland, excision of (removal of gland in urethra)		Perirenal (adjacent to kidney) abscess, drainage of, independent procedure	150.00	GLANDS	
Cauterization of cervix, when done separately and not in conjunction with other procedures		Polypectomy (removal of polyps) one or more	37.50	LYMPH GLANDS	
Cervicectomy (amputation of cervix)		Pregnancy, ectopic (outside of uterus) operation for.....	150.00	Excision of lymph node for diagnosis or biopsy.....	
Cervix (neck of uterus) amputation		Prepuce (foreskin) dorsal or lateral "slit" of.....	15.00	Lymphadenectomy, radical, upper neck or axilla—unilateral	
Cervix, biopsy of (independent procedure)		Prostate, removal of, by open operation (complete procedure)	225.00	bilateral	
Cervix, conization (removing) of.....		Prostate, removal of, by endoscopic means (transurethral resection)	150.00	Lymphadenectomy, radical, cervical or groin—unilateral	
Cervix, insertion of radioactive substance, or treatment by X-Ray with or without biopsy (for malignancy).....		Prostatolithotomy (removal of prostatic calculus (stones)	112.50	bilateral	
Circumcision (removal of foreskin of penis).....		Prostatotomy (external drainage of prostatic abscess)....	75.00	Lymphadenectomy, radical, cervical or groin—unilateral	
Clitoris, amputation of all or part.....		Pyelolithotomy (cutting into kidney) with removal of calculus (stones)	300.00	bilateral	
Colpocleisis (complete obliteration of vagina).....		Pyeloplasty (plastic repair of kidney) with or without		Simple excision of complete lymph node for tuberculosis, etc.	
Colpoperineoplasty: (repair of vagina and perineum; pelvic floor repair, independent procedure).....				Mammary Glands—See Breast	
Colpopexy (plastic repair of vagina)				SALIVARY GLANDS	
Colpoplasty, repair of cystocele (hernia of bladder) or rectocele (hernia of rectum), independent procedures				Parotid abscess, drainage of.....	
Colpoplasty, repair of cystocele (hernia of bladder) and rectocele (hernia of rectum)				Parotid gland, removal of	
Colpotomy (incision into vagina) with exploration or drainage				Parotid tumor, removal of, benign	
Cripiorchiectomy (undescended testicle) single				Parotid tumor, removal of, mixed or malignant.....	
bilateral				Ranula (retention cyst of mouth) excision of.....	
Culdoscopy (examination of uterus by culdoscope) diagnostic					
(operation on uterus by culdoscope) operative.....					
Cyst, ovarian, drainage or excision of.....					
Cyst, vaginal, excision of					
Cystectomy (removal of urinary bladder) with transplan-					

SURGICAL SCHEDULE

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 sitting 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) 37.50
 Odontotomy—root amputation—apicoectomy 15.00
 not requiring hospital residence.....

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

Unerupted 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.

SEAFARERS WELFARE PLAN

SEAFARERS PENSION PLAN

If you have any questions or any problem concerning welfare or pension benefits, contact the nearest SIU hall (listed below) or the Seafarers Welfare Plan, 275 20th Street, Brooklyn, N. Y.

- BALTIMORE.....1216 E. Baltimore St. EAstern 7-4900
- BOSTON.....276 State St. RIchmond 2-0140
- DETROIT.....10225 W. Jefferson Ave. VInewood 3-4741
- HOUSTON.....5804 Canal St. WAlnut 8-3207
- JACKSONVILLE.....2608 Pearl St., S.E. ELgin 3-0987
- MOBILE.....1 South Lawrence St. HEMlock 2-1754
- NEW ORLEANS.....630 Jackson Ave. Tel. 529-7546
- NEW YORK.....675 4th Ave., Bklyn. HYacinth 9-6600
- NORFOLK.....416 Colley Ave. Tel. 625-6505
- PHILADELPHIA.....2604 S. 4th St. DEwey 6-3818
- SAN FRANCISCO 350 Fremont St. DOuglas 2-4401
- SANTURCE, PR., 1313 Fernandez Juncos Stop 20 Tel. 723-0003
- SEATTLE.....2505 1st Ave. MAIn 3-4334
- TAMPA.....312 Harrison St. Tel. 24-3471
- WILMINGTON, Calif...505 N. Marine Ave. TErMinal 4-2528

... and The Merchant Marine

"I recommend it to your serious reflections how far and in what mode it may be expedient to guard against embarrassments from these contingencies by such encouragements to our own navigation as will render our commerce and agriculture less dependent upon foreign bottoms, which may fail us in the very moments most interesting to both these great objects."

... George Washington

"The marketing of our productions will be at the mercy of any nation which has possessed itself exclusively of the means of carrying them; and our policy may be influenced by those who command our commerce."

"... As a resource for defense ... our navigation (shipping) will admit neither neglect nor forbearance ... This can only be done by possessing a respectable body of citizen seamen, and of artisans and establishments in readiness for shipbuilding."

... Thomas Jefferson

"The more the subject has been examined the greater the necessity there appears ... for America to have vessels employed in commerce ... it will be proper that she have enough for all the purposes intended ... I do not think the duty we are about to lay in favor of American vessels ... a burden upon the community ... but if it were, it might be a burden of that kind which will ultimately save us from one that is greater."

... James Madison

"The United States must ... possess its full share of the commerce of these oceans no matter what the cost. Delay will only increase this cost and enhance the difficulty of attaining the result ... Building ships and navigating them utilizes vast capital at home; it employs thousands ... it creates a home market for products ... it diminishes the balance of trade against us ... and gives us supremacy upon the seas of inestimable value in case of foreign wars."

... Ulysses S. Grant

"Next in advantage to having the thing to sell is to have the convenience to carry it to the buyer. We must have more ships. They must be under the American flag, built and manned and owned by Americans. These will not only be profitable in a commercial sense; they will be messengers of peace and amity wherever they go."

... William McKinley

"... From every standpoint it is unwise for the United States to continue to rely upon the ships of competing nations for the distribution of our goods ... The American Merchant Marine should be restored to the oceans."

... Theodore Roosevelt

"Another instrumentality indispensable to the unhampered and natural development of American commerce is a Merchant Marine ..."

... William H. Taft

"It is necessary for many weighty reasons of national efficiency and development that we should have a great Merchant Marine ... Moreover, we can develop no true or effective American policy without ships of our own—not ships of war, but ships of peace, carrying goods and carrying much more; creating friendships and rendering indispensable service ..."

... Woodrow Wilson

"First, and of prime importance, adequate means for national defense; second, adequate service to American commerce ... We must have a Merchant Marine which meets these requirements, and we shall have to pay the cost of its service."

... Calvin Coolidge

"I present to the Congress the question of whether or not the United States should have an adequate Merchant Marine."

"To me there are three reasons for answering this question in the affirmative. The first is that in time of peace, subsidies granted by other nations, shipping combines, and other restrictive or rebating methods may well be used to the detriment of American shippers ..."

"Second, in the event of a major war in which the United States is not involved, our commerce, in the absence of an adequate American Merchant Marine, might find itself seriously crippled because of its inability to secure bottoms for neutral peaceful foreign trade."

"Third, in the event of a war in which the United States itself might be engaged, American-flag ships are obviously needed not only for naval auxiliaries, but also for the maintenance of reasonable and necessary commercial intercourse with other nations. We should remember lessons learned in the last war."

... Franklin D. Roosevelt

"As an aftermath of the war, the United States faces critical problems in connection with construction, modernization, and maintenance of an adequate fleet of passenger and freight vessels. This is a matter that concerns not only our commerce and trade, but our national security as well ..."

... Harry S. Truman

"America's industrial prosperity and military security both demand that we maintain a privately operated Merchant Marine adequate in size and of modern design to insure that our lines of supply for either peace or war will be safe."

... Dwight D. Eisenhower



GEORGE WASHINGTON



THOMAS JEFFERSON



JAMES MADISON



ULYSSES S. GRANT



WILLIAM McKINLEY



THEODORE ROOSEVELT



WILLIAM H. TAFT



WOODROW WILSON



CALVIN COOLIDGE



DWIGHT EISENHOWER



HARRY TRUMAN



FRANKLIN D. ROOSEVELT

AFL-CIO Launches Boycott Drive Against Kingsport Press Books

WASHINGTON—The AFL-CIO has launched a nationwide boycott campaign against books produced at the Kingsport Press, as part of an all-out effort to win a three-year-old strike by five unions at the Tennessee plant.

Acting in accordance with a resolution unanimously adopted at the San Francisco convention, AFL-CIO President George Meany wrote to the officers of national and international unions, and to state and local central bodies, calling for a sweeping drive to halt the purchase of Kingsport-produced books by public school systems. Textbooks, encyclopedias and related educational volumes comprise the bulk of the struck firm's output.

Meany described the Kingsport struggle as a "new challenge" that will "require the full effort of every segment of the labor movement."

"The issues and principles involved in this matter are so important that we simply must not fail," he said.

Meany's first letter was followed promptly by a "program of action" for implementing the boycott. It stresses the point that tax dollars—so many of which are contributed by union members—should not be spent on books produced by strikebreakers. The editorial content of the books is not involved, since Kingsport's function is purely mechanical. A key aspect of the boycott is an effort to induce publishers of otherwise admirable works to have them pro-

duced elsewhere until the strike is settled.

The Union Label & Service Trades Dept. is playing a major role in the campaign and additional materials are available on request.

Familiar Pattern

Except for the product involved, the Kingsport strike has followed a pattern familiar in textiles and other southern industries. The 1,200 workers—members of the Typographical, Stereotypers & Electrotypers, Machinists, Bookbinders and Printing Pressmen's unions—walked out in March 1963 after months of desperate attempts to negotiate a reasonable settlement.

The workers were not trying to get wages and job benefits equal to those provided in other major printing firms. They were just trying not to fall farther behind, as they had in 1962 when their top wage hike was 5 cents an hour, or half the pattern for the book industry.

The company's offer, and only in the highest brackets—if any can be so described—was again 5 cents in 1963, on a "take it or leave it" basis. Nothing at all was offered on other issues, such as arbitration of grievances. At Kingsport, the final grievance step has always been a management decision.

The workers had to choose between a strike and continued servitude. They struck.

The company combed the area for miles around to recruit strikebreakers. Because Kingsport is in a low-wage area of chronic underemployment, recruits were found. Though they were unskilled, they could keep production limping along.

Kingsport Press now maintains that these strikebreakers are "permanent" employees, who will not be let go even if the strike is settled. Thus a settlement, Kingsport style, would offer jobs to only a handful of strikers.

Since the strike started a number of publishers have sent much or all of their work elsewhere. More must do so; but this, as Meany stressed, depends upon the earnest efforts of union members everywhere—especially parents.

Following is a list of publishing firms patronizing Kingsport Press:

W. A. BENJAMIN, INC.; CHAS. A. BENNETT CO., INC.; CHANDLER PUBLISHING COMPANY; FOLLETT PUBLISHING COMPANY; GROSSETT & DUNLAP, INC.; HARPER & ROW, PUBLISHERS; HOLDEN-DAY, INC.; HOLT, RINEHART & WINSTON, INC.; RICHARD D. IRWIN, INC.; ALFRED A. KNOPF, INC.; J. B. LIPPINCOTT CO.; MC GRAW-HILL BOOK CO.; CHARLES E. MERRILL BOOKS, INC.; RANDOM HOUSE, INC.; CHARLES SCRIBNER'S SONS; THE L. W. SINGER COMPANY, INC.; SOUTHWESTERN PUBLISHING CO.; UNIVERSITY PUBLISHERS, INC.; WADSWORTH PUBLISHERS, INC.; FIELD ENTERPRISES EDUCATIONAL CORP.; GROlier, INC.

FOREIGN PAYOFF? LEAVE CLEAN SHIP

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.



The Great Lakes

by

Al Tanner, Vice-President and Fred Farnen, Secretary-Treasurer, Great Lakes

In our last column we mentioned that the weather has been mild with no ice to speak of however, since then we have had sub zero temperatures and all of the lower lakes are now just about frozen over. The Peter Reiss is still on the winter run between Toledo and Detroit and she is expected to lay-up next week providing the two United States Coast Guard ice breakers can keep the channel open for a few more days.

Several of our members just returned from Viet Nam including Terry Sherman, Art Anslow and Don McKinney. They intend to stay in Detroit long enough to take care of personal problems and head right back to the west coast.



McKinney

A lot of the boys have been picking up their bonus and vacation checks at the Detroit hall and a few local pubs are again doing a lively business. Jim Peters just returned from a Florida vacation and is looking forward to return just as soon as he picks up his bonus check.

CHICAGO

Relative to shipping and registrations things are of course very slow at the moment with only two jobs being shipped in this period, one to the MV Tanker Detroit and the other to the MV Highway 16.

Regarding the new engineers licensing school that the SIU and MEBA District No. 2 have recently brought about, this port has received numerous calls from Great Lakes District members

seeking information as to how they could go about enrolling. Information was passed on to these members.

Since the beginning of January we have been busy in Chicago making preparations to renovate the new Chicago branch building. Plans have to be drawn and submitted, equipment has to be fitted into space allotted and this agent is getting a first class look at a real complicated business. In any event, in a week or so we can figure that work on the renovations will begin and that soon after fit out we will move in.

BUFFALO

Winter has finally taken a good grip on the Buffalo area with a record breaking snow fall of 17½ inches. The shifting of vessels has not picked up too much as yet and this is partly due to the bad weather, however, we have put some of our people to work on some shifting gangs.

Several local waterfront representatives including the Longshoremens and the Grain Millers met with Senator Jacob Javits on his recent visit to Buffalo regarding the movement of Grain thru this port and it is hoped that this will bring more work here for our waterfront workers.

Many of our members have gone through the clinic and all have been alerted to bring new people in for the Training Program and the processing of their papers in preparation for the coming season.

We have several of our winter friends with us daily who spend most of their time in the recreation hall playing cards or shooting pool.

Congressman Sees Need For Wide Sea Research

WASHINGTON—Simple economics and human needs may prompt the United States to turn its energies from ever-more ambitious and vastly costly explorations of space to ocean research, the National Space Club was told here recently.

At a discussion of the relationships between space exploration and oceanographic research, Representative Joseph E. Karth (D-Minn.) of the House Committee on Science and Astronautics said "As we move to considering more ambitious space programs—such as manned expeditions to Mars or the moons of Jupiter and Saturn—you will know what happens to the price tags. By comparison Apollo may look cheap.

Apollo is the space project aimed at landing an American on the moon by 1970 at an estimated cost of about \$20 billion.

"Frankly," he continued, "I don't foresee general acceptance of the enormous outlays for such programs until we have solved the continually worsening home planet problems of hunger and poverty. This leads me to believe that in years to come there will be much greater emphasis on fields such

as oceanography which have the potential for helping to solve them."

Antarctic Rich

For example, the Antarctic waters are reportedly so rich in protein that the area is potentially a better source of food than any other area of equal size on the earth. Although more than 70 per cent of the earth's surface is covered by oceans rich in foodstuffs, not more than one per cent of the world's food supplies are presently derived from the oceans.

Other needs of man which are increasingly in short supply on land and may be furnished by the oceans in the future are fresh water; power, available through harnessing the tides; climate control and minerals.

Before ocean research can reach its full potential, Karth said, research will have to be much better organized on a governmental level than is presently the case.

The Pacific Coast

by Frank Drozak, West Coast Representative



Richmond, Calif., in the San Francisco area, has become one of a handful of California cities to pass an ordinance against the hiring of strike breakers.

The ordinance was passed unanimously by the eight council members present at the final reading of the ordinance before the city council. Other cities in California which have already passed such ordinances include Martinez, Fresno, San Francisco and San Jose.

Shipping continues to be very good in San Francisco. Payoffs during the last shipping period included the Delaware, Express Virginia, and the Wild Ranger.

Signing on were the Ocean Dinny, Steel Designer, Pecos, Belloit Victory, Delaware and the Santa Emilia.

In transit were the Losmar, Geneva, Summit, San Juan, Steel Recorder and the Eagle Voyager.

Ships due in during the next shipping period include the Pan Oceanic Faith, Elizabethport, Express Buffalo, Express Baltimore, La Salle, Kyska and Bowling Green.

On the beach here we have M. Cross who is taking it easy for a spell and P. L. Hass who pulled in the other day and said that he plans to ship out from San Francisco for a while in order to enjoy the warmer climate here.



Cross Vincent Orenacio, steward department oldtimer, is coming along nicely after a major operation. Also in the hospital is SIU oldtimer G. Marbury.

WILMINGTON

During the past two week period shipping has remained active in this area. We had the Andrew Jackson payoff and five ships in transit. The outlook for the coming period is also excellent.

Jimmy Lewis just flew into town and has registered for shipping. His last vessel was the Ocean Ulla, but he had to be repatriated due to illness. However he is fit-for-duty now and ready to grab the first O.S. job.

George Quinones, just got back into town after a trip on the Alcoa Trader. He plans to stay around for awhile with the family and then take an intercoastal oiler's job when one comes up.

SEATTLE

Shipping has been excellent in Seattle and it looks like it will remain the same for some time.

Payoffs in Seattle included the Transbay, Transhatteras, Summit and the Seattle. Signing on was the Vantage Progress.

In transit were the Penmar, Losmar, and Anchorage.

On the beach now waiting for a bosun's slot is Carl Ainsworth.

Carl has been an SIU member for the past 18 years and thinks that the new vacation plan set up is the greatest in the industry.

Bill Slusser, who was last on the Anchorage, signed off to spend some time with his family.

T. V. Raines recently took an oiler's job on the India run. His previous vessel was the Calmar which he signed off during the holiday season in order to spend some time ashore.



Raines

Seattle SIU Provides Holiday Feast For Seafarers And Families



Seafarers Raymond Proulx and Adrian (Frenchy) Fecteau (l-r) relax after holiday dinner provided by Seattle SIU at the El Matador restaurant in Seattle during the holidays. SIU members and their families not only enjoyed a fine dinner, but also had an excellent opportunity to get together and talk over old times.

Seafarer AL Pfisterer and retired SIU member Warren Rock (l-r) relax over a couple of cool ones before the holiday dinner arrived. SIU pensioners as well as active members were in attendance at the El Matador where the Seattle SIU held its annual Christmas New Years dinner.

Seafarer Toler's 'Skippy' Aids Community Projects

Richard Toler, the son of Seafarer and Mrs. Richard Toler of Vineland, New Jersey, is credited with being one of the most dedicated fund drive workers and certainly the youngest in the town's history. He is a veteran of more than five year's energetic effort in the cause of raising funds in his community.

Richard launched his career at the tender age of seven, when his sister, Frances, took him "Tiny Tim Carolling" during that Christmas season. His most recent endeavor was the sale of 80 boxes of UNICEF (United Nation's Children's Fund) greeting cards and notebook paper.

Richard's father is a long-time member of the SIU, who is currently shipping out of Seattle, Washington, and only gets home about three times a year. Richard is one of the men of the family and thus has much of the responsibility while his father is away. "Skippy" does his bit around the house," his Mother says, describing him as "a pretty good boy."

Richard's Mother also thinks that he has the makings of a good American citizen and that his efforts deserve appreciation. She notes that Richard does most of his selling on foot. "He used ingenuity of promoted sales by mixing ten of the boxes into assortments to meet individual customer demand," she said.

His Mother is also concerned lest Skippy become too much impressed with his own importance. She says that the other children in the family help with the fund drives, too, but not with the same intensity shown by Richard.

Richard, after volunteering his help to a drive leader, will go

through any kind of weather, even rain and snow to fulfill his assignment. Mrs. Toler believes that her sons must do a little sacrificing themselves and she feels it is wrong to drive them around in the car.

A general opinion of adults concerning "Skippy" is that he has a pleasing personality which everyone hopes he will not substitute for effort throughout his life. That he is a good salesman is undeniable.

LOG-A-RHYTHM:

Maine

By Henri Percikow

- Amidst the jagged mountains
Katahdin stands, eyeing the sky.*
- Bearded with pine and oak,
Guardians of the islands.*
- The lilt of mountain stream,
The bird's chant,*
- The lumberjack's song
Swell their pastorale*
- Of lake and cove,
Churning Atlantic breakers*
- Crash their sea milk
Onto hungry crags.*
- Fishing villages
Cling to coastlines*
- Where women wake
For men to reach*
- The green encrusted wharves.*

PERSONALS and NOTICES

Thomas Driscoll
Your father died on January 22 and you are requested to contact your sister as soon as possible.

Charles H. Canales
Call or contact your brother

Junior at 945-3896 or 5022 N. Villere, New Orleans, Louisiana.

Irving H. Bickford
Please contact your mother as soon as possible, at 1163 Sierra Ave., San Jose, California 95126.

William Mitchell
Please contact your attorney, Abraham Weisberg, as soon as possible concerning a settlement in your accident case.

Charles Corden
Please contact your wife at 588 Avenue "C", Bayonne, New Jersey as soon as possible.

Fred Michael Primeau, Jr.
You are requested to contact James J. Shown at 355 M&M Building, Houston, Texas as soon as you can.

Francis Reilly
Get in touch with Cleo Gray at Tel. 255-3575 Dayton Beach, Fla. for an important message.

Bruce Teeter
Agent would not handle your baggage in Freeport. The mate is holding it for you aboard the S/S Kent.

George S. Jebb
Please contact your attorney, Abraham Weisberg, at 38 Park Row, New York, N. Y.

James Abrams & Lyle Clevinger
Fred Shaia asks that you contact the steward on the Steel Vendor at your earliest possible convenience.

Bobby Gene McMichael
Please contact your mother and father at 441 Newman St., Hattiesburg, Mississippi.

SIU ARRIVALS

Karl A. Stewart, born September 9, 1965, to the Edward L. Stewarts, New Orleans, La.

Elaine Werns, born November 24, 1965, to the Harold G. Werns, Oconomowoc, Wisc.

Robert Bowman, born September 15, 1965, to the Robert Bowmans, Orange, Texas.

Wayne S. Swearingen, born November 13, 1965, to the Barney S. Swearingens, Jacksonville, Fla.

Richard Rasmus, born July 15, 1965, to the Roman R. Rasmus, Mantua, New Jersey.

Stephen Tannish, III, born October 22, 1965, to the Stephen Tannishs, Jr., Ashtabula, Ohio.

Hope Ann Callahan, born December 15, 1965, to the Charles Callahans, Collingdale, Pa.

Lisa Linette Ballard, born November 7, 1965, to the James R. Ballards, Flat Rock, N. C.

Keith and Kenneth Bazil, born October 30, 1965, to the Leo Bazils, New Orleans, La.

Tammy Phillips, born September 15, 1965, to the Theodore S. Phillips, Bay City, Mich.

Ronda Lyn Dobson, born December 16, 1965, to the Ronald Dobsons, Frankfort, Mich.

Cheryl Lynn Nottage, born November 11, 1965, to the David Nottages, Toledo, Ohio.

Charles Robertson, born October 22, 1965, to the James Robertsons, Prichard, Ala.

Joseph Edward Piazza, born November 7, 1965, to the Joseph Piazas, Groves, Texas.



YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Watch Your Step in Credit Buying

You ought to know about the credit laws in your own area. They could entrap you into serious hardship when you buy on time. Not only community organizations but some of the courts are beginning to question the fairness of these laws.

Each state sets its own credit laws. Dr. Persia Campbell, noted consumer economist, recently pointed out that most of these laws were written before credit was as widely used and easily available as now.

A landmark case for consumers occurred recently in the District of Columbia. Court of Appeals Justice Shelly Wright ruled that an unfair installment contract could not be enforced. More usually courts have held that once you have signed a contract, you are presumed to know its terms and must fulfill it.

In this case, a woman with seven children getting welfare payments of \$218 a month had signed a contract to buy a stereo phonograph for \$514. Judge Wright, however, questioned whether she actually had the education or a "reasonable opportunity" to understand the terms, which may have been "hidden in a maze of fine print and minimized by deceptive sales practices."

The judge in this case recognized the inequality of bargaining power and legal capability between the ordinary consumer and a large installment company.

Three changes in the credit laws of most states would help protect your family from some of the worst onslaughts of the more unscrupulous credit sellers and finance companies.

Seek Law to Correct Hasty Decisions

A cooling-off period has been sought in several states and Canadian provinces. Such a law would give you a chance to reconsider an installment contract you or a member of your family may have signed hastily or without full understanding, especially with door-to-door salesmen. The Reverend Robert McEwen, a member of the Massachusetts State Consumer Council, tells about a woman who signed a contract one night. She became worried, and called up the next morning to cancel it. The salesman said, "Lady, you're stuck."

The Massachusetts Council has proposed a three-day cooling-off period. The final legislation does provide one day, which is some help, Father McEwen says.

Both in Michigan and the Province of Alberta, legislation has been proposed to provide cooling-off periods of several days. But similar bills lost out in Colorado and California.

In Colorado, Representative Kopel reports, some business firms fought the cooling-off proposal, including Colliers, one of the leading door-to-door encyclopedia sellers.

Father McEwen advises that even if your state does not provide such a cooling-off period, you should ask any salesman or dealer for such a cancellation period before you sign a contract.

Regardless of what kind of laws on credit or installment buying that exist in your State, Seafarers and members of their families are urged to exercise extreme caution before signing any contract—no matter how lengthy or involved. If you do not understand it, don't sign it! And do not accept any assurances or promises from persuasive salesmen.

MTD Award for Puget Sound Council



On behalf of the Puget Sound Maritime Port Council, council President Ed Coester (left), receives plaque for meritorious service in the cause of labor awarded by the AFL-CIO Maritime Trades Department. Making the presentation in Seattle is SIUNA vice-president and head of the Alaska Fishermen's Union George Johansen (right), who is secretary-treasurer to the port council and was the council delegate to the MTD's San Francisco Convention in December.

To Prevent Another Yarmouth Castle Disaster

CG Seeks to Eliminate Loopholes In Safety Rules for Older Ships

WASHINGTON—The Coast Guard has announced it is actively working to revise international agreements to force ships such as the Yarmouth Castle to modernize or stop carrying passengers.

Commandant Admiral Edwin J. Roland told a House Government Operations subcommittee he is seeking elimination of a clause in the International Convention on Safety of Life at Sea which permits governments to excuse older vessels under their registry from full compliance with safety construction requirements

Experimental Unmanned Unit Charts Weather

An unmanned weather station has been operating successfully in the Gulf of Mexico for nine months, radioing to shore information on weather, wave heights and the movement of the Gulf Stream. The disk shaped buoy is an experimental station, the forerunner of others to come, which will give merchant ships information on conditions at sea never before available.

The primary purpose of Buoy Bravo was to determine if it could withstand the battering of a hurricane at sea and still continue functioning. This part of the experiment was a success because the device was in the direct path of hurricane Betsy, which it survived intact and still operating.

Other buoys will follow, with newly-developed radio equipment capable of transmitting at least 100 different water and air readings every six hours. Buoy Bravo, the first, is 40 feet in diameter with a 32 foot steel mast topped by a radio antenna.

Eventually, an ocean-wide string of improved buoys will obtain information from depths as low as 20,000 feet and send it to shore on request from as far as 2,500 miles. A second test buoy is already being prepared with advanced radio equipment for a test in Southern California waters.

Old Yorkmar Replaced By Converted C-4

PORTLAND, Ore.—Two Yorkmars passed each other here recently. One was SIU-contracted Calmar Steamship's newly-converted C-4 type bound for Portland's Terminal 2 to discharge cargo. The other Yorkmar was the Liberty which was headed for an up-river scrapyard after years of service with Calmar.

The new Yorkmar is a former troopship recently received from the government in trade for the older vessel and converted. After loading lumber in Coos Bay, Ore., she sailed for Atlantic Coast ports. The old Yorkmar will sail no more.

adopted in recent years.

Roland pointed out that when the Yarmouth Castle burned and sank at sea last November with a loss of 90 lives, "she held a current certificate of examination issued by the Coast Guard which recognized that she was in compliance with the safety certificate issued by the Panamanian Government."

But, he continued, "as a pre-1948 vessel she had not been required by the Panamanian Government to fully comply with the 1948 standards for new vessels, nor, for that matter, would it have been practicable to bring the vessel to the 1948 standards short of a nearly complete rebuilding."

Earlier, the Coast Guard was urged from the floor of the Senate to publish a list of foreign-flag passenger ships which it feels are unfit for service although technically in compliance with international agreements.

Publication of such a list might serve as a warning that would cause "American passengers to reconsider before booking passage on these ships and thereby exert

financial pressure on steamship lines that refuse to upgrade the safety standards on their ships," said Senator Thomas J. McIntyre (D-N. H.).

The chief of merchant marine of the Coast Guard has cited at least four foreign-flag vessels sailing regularly out of American ports as being "dangerous by today's standards." These are the Bahama Star, Florida, Yarmouth and Anna C. all registered in Panama, Liberia or Italy.

Sea Treaties

McIntyre also urged the State Department to take steps toward renegotiating the International Convention for Safety of Life at Sea, the treaty which governs safety standards on foreign-flag passenger ships. His requests, and similar ones in the House by Representative Garmatz (D-Md.), House Merchant Marine Committee chairman, were spurred by the recent Yarmouth Castle disaster.

The loss of the Yarmouth Castle "has taught us a lesson and has warned us there is much that we have not done that we should have done," McIntyre said.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The increased demand for meat, poultry and eggs, because of the greater buying power now enjoyed by Japan and Europe, will mean that feed grain exports through the Port of New Orleans will grow at a constant and impressive rate.

Clarence Palmby of Washington, D. C., executive vice president of the United States Feed Grains Council, noted that his organization ships about two-thirds of its overseas-bound grain through New Orleans. Feed grains are now the largest agricultural export in the country.

New Orleans

J. R. (Bobby) Johnson is on the beach and eagerly awaiting an electrician's job on a ship to Viet Nam. Brother Johnson's last ship was the Whitehall, where he sailed for 18 months, until he had to get off due to sickness in the family. "She was a good ship with a good crew," Johnson said. "I made two round the world trips on her."

Benjamin (Tiny) Jarrett, who got off the Del Monte in October due to a death in the family, is now waiting in Group No. 1, Deck Department, for a job going just any place.

Houston

J. J. McAndrew, who sails in the deck department, is raring to catch a ship to Yokohama after being on the beach for just a short while. David Kock of the engine department, paid off the super tanker Atlas recently after an extended trip to Guam, the Persian

Gulf and Japan, and he's now ready for a ship going anywhere. W. C. Sellerkt, who has served in the deck department on SIU ships since 1946 just paid off as bosun on the Margaret. He describes his last trip as "a rough one" because of the typical North Atlantic weather.

Mobile

Shipping has been on the slow bell for the past few weeks, but is expected to pick up in the near future.

Burriss Maxwell, is currently on the beach after spending quite some time shuttling back and forth in the Persian Gulf. Registered as Group 1 in the deck department, Brother Maxwell makes his home in Mobile. Tommy Jenkins, a member of

the stewards department and a "Gulf Coast regular," is just off the Maiden Creek after a real rough run to Europe and looking for another slot going anywhere. Raymond F. Gorju of the engine department is off the Penn Challenger after a seven month's trip. He's now on the beach with his book on the wall ready for a job going anywhere.

Blood Donor for 14th Time



Alvin C. Carpenter, a member of the SIU for 23 years, looks at the 14th pint of blood he has given in the last five years at the SIU clinic in New York. Holding the pint is Mary Larsen, RN at the clinic. The clinic takes in about 60 pints of blood each month and has them in reserve for Seafarers and their families.

Enjoys LOG Features

To the Editor:

Many of the people in my family are Seafarers, and we read the LOG avidly. Personally, I have enjoyed the poems you choose to publish. Also, my Uncle, Carlos H. Spina, for whom my little brother was named, died on November 16, 1963, and his obituary was carried in the LOG. Sometimes, when I am sailing, the only contact one has for many weeks and months with our humanity comes through messages contained in the LOG.

For these and many other things, I send you and your staff my repeated thanks.

One for many,

Modesto C. Caneles, Jr.

SIU Welfare Helpful During Wife's Illness

To the Editor:

At this time, I would like to thank the SIU and their Welfare Plan for their fine cooperation during my wife's hospitalization. It is a wonderful feeling at these times to have security and a peace of mind when trouble strikes. I am proud to know that I am a part of this fine organization.

Fraternally,
James T. Corlis

Remarks on Hall's Speech in Japan

To the Editor:

I recently read the complete text of SIU President Hall's speech before the Japanese Confederation of Labor and would like to praise him for his stand on a unified labor movement all over the world. It has long been my own thought that the labor movement should put more and more emphasis on an international standard for working men. I particularly like the statement: "The working people of every country must have a just and adequate share of the wealth they produce." That, in my opinion,

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.

should be the ultimate goal for all of us involved.

There is a twofold advantage in establishing a unified labor movement on a worldwide basis: the first advantage, of course, is the fact that each and every working man deserves a decent salary, and decent working conditions, and welfare benefits for himself and his family. The second is that if the Japanese seamen, for example, receive a wage comparable to that received by unionized U. S. sailors, there could be no price cutting by the runaway-flag and foreign-flag vessels that are now taking money from the pockets of the U. S. merchant marine.

In other words, if there was no cheap labor to be obtained, the greedy runaway-flag operators would have to stay where they are. I don't think any amount of legislation could prevent their greed; but a firm world-wide labor movement could make their turning to other flags simply futile.

Then, too, as Hall remarked, "If a world of peace and freedom is to be built, these attempts of communist imperialism must be beaten back." We must always bear in mind that a strong and satisfied labor movement spells a strong nation, and all non-communist countries, whether directly involved in the struggle or not, have a stake in the success or failure of democracy.

We in the labor movement are especially dependent on the outcome of this struggle. Though I venture to say it will be a long time before all free countries have the organized labor necessary to bargain for every man's rights, I still consider the points made by Hall another step toward this goal.

Fraternally yours,
David Kollar

Watch Out for Con Men In Manila, Seafarer Warns

The following story is written by William Calefato, a Seafarer who ships out of Seattle. The story is one that could have happened to any Seafarer and is a constant reminder that Seafarers must always stay alert when visiting foreign lands. It concerns the adventures of two of the author's shipmates.

When Joe and Ernie arrived by taxi at one of the fashionable shopping streets of Manila they automatically and unconsciously acted like any other visitor to a strange city. They looked for places to visit and for things to buy. What worried Joe about their little shopping spree was the attention that Ernie was drawing. He wore his valuable watch and was dressed too well for a night on the town.

Trouble started for Ernie when he returned a greeting from a dignified native. After the greeting came the friendly questions, such as how did he like Manila, what had he visited and was there something else he would like to see. A conversation started and Joe was convinced that there was more to the meeting than just plain talking.

"Ernie, Pal—I told you to leave that three hundred dollar watch on the ship. That guy may seem OK to you but people just don't talk that much about where you'd like to go for the evening. If you ask me, he's up to no good."

Ernie looked at the man without turning his head. After thinking it over for a minute his comment was that it was the waterfront where one should be careful and not the street of business.

Sure of Himself

Ernie was so sure of himself that he walked back to his new acquaintance to renew the conversation. The man talked glibly in a persuasive way like a used car or insurance salesman and yet his manner seemed indifferent. This was a tactic of intoning speech used by confidence men.

"This hotel that I want to show to you—it is only for Americans. If you don't like it you do not need to stay. Ah—these places in Manila—many are clip joints, others too expensive. My place has many, many Americans who come there. There is a bar, music, fine food and nice hostesses."

The taxi stopped at an old wooden building that was long ago restored to become a hotel. Inside were the features that the man promised. The music was from a dilapidated juke box, the bar was a high unpainted wooden table and the hostesses were tall and husky.

Ernie was invited to inspect the rooms to choose one for the night. Joe waited in the lobby with some of the hotel employees. When Ernie did not return after half an hour he asked to be taken to see him. The hotel management objected saying that the guests should not be disturbed for the night. Joe knew that they were lying and went to look for Ernie. To get himself and Ernie out of the predicament before it got worse required some planning.

'Let's Get Away'

Joe waited for Ernie to come out of the hotel after he had called him. In a few moments Ernie stomped out of the hotel cursing everybody including the taxi driver who followed behind. "Come on; Let's get away from here. This is a phony joint," he was saying trying to contain his fury.

As the taxi left the area of the hotel Joe looked back and saw a young American soldier being

ushered inside. He was going to learn the hard way.

When they left the taxi Ernie told Joe:

"I'll let you in on something if you promise not to tell the guys on the ship. I was going to sleep there—I thought you left—and I put my clothes on the foot of my bed. First I didn't believe it. My pants were getting up and crawling on the floor. When I got up in bed I heard somebody cough and my pants quit walking. I put them back on the bed and waited to see what they would do next. I'll be damned if those pants didn't start to walk again. This time I let out a yell that could be heard from here to heaven. This time I heard the cough but it was accompanied by someone running out the room. Well, I put on my pants and got out of that place. You know I just can't figure out how those pants were able to walk out."

Joe pretended to be surprised and told Ernie he was lucky to still have his watch. Then he told Ernie about the mischievous elements that abound in Manila and play tricks on gullible strangers.

Some of the little hotels are operated by a kind of pickpocket artists. Their method is to reach into a room through panels in the walls and pick up the guest's clothing and replace them after rifling the pockets. The coughing that Ernie heard was a signal by someone who was watching him and would cough anytime Ernie would make a move of suspicion. Everytime Ernie saw the pants move the cough was a signal to the thief to delay the operation. Joe recalled to Ernie about the Fagin in one of Charles Dickens' stories in which kids were tutored to pick pockets and bring the loot to Fagin. This may have been done in Manila too, these days, but in a more elaborate way.

Maiden Creek Galley Gang



Chief Cook John Forbes, and third cook Tommy Jenkins relax for a moment in the galley of the Maiden Creek during its stop in New York last week. Forbes was praised by the entire crew for the fine food he prepared for the Maiden Creek during its long North Atlantic crossing.

FINAL DEPARTURES

Frank Emil Tosti, 48: While sailing in the engine department on a Persian Gulf run, Brother Tosti was stricken by a heart attack on August 29, 1965. He was taken to a hospital in Amman, Jordan, where he died a month and a half later. Sailing as an oiler on SIU ships since 1956, Tosti joined the Union in Mobile, Alabama. He was born in Bloomington, Indiana, and listed his survivor as a son, Michael Joseph Tosti.



Charles Milton Silcox, 64: After an extended period of heart ailments and a long hospitalization in the Lake Charles Memorial Hospital in Louisiana, Brother Silcox died in Houston, Texas. Serving mainly on Cities Service Company ships, he was a member of the deck department. Silcox was a native of Stark, Florida. Brother Silcox is survived by his wife, Billie Smith Silcox, and a brother, Ray D. Silcox.



Saigon Revisited

The following was submitted by Seafarer James Patrick Conley, who returned to Saigon after an absence of many years. His observations reflect a sensitive comparison between the Saigon recalled by Seafarers in days past and the war-torn country that exists now. Brother Conley also notes that even though Viet Nam is presently in a stage of violent conflict and change, with two violently opposed ideologies fighting for the upper hand, certain universals still remain, proving that even the worst of wars cannot alter a country's basic characteristics.

Returning to Saigon after a long absence is like coming into an accident ward and finding a woman there that one loved 12 years ago. The shock of seeing her cheeks and forehead seamed with scars and broken blood vessels, and her body misshapen with bandages, is almost unbearable when compared with the memory of her former grace and loveliness. Even along the narrow Saigon River, once filled with sampans skittering gently between palm-fringed shores, the groaning of winches, the roar of tortured engines, the tumult of a thousand men and women shouting all at once, create a new level of pandemonium. An aqueous, sublunar expanse of mucous green and yellow, marked with occasional shell-holes, surrounds the familiar red tile roofs which lie under a greasy pall of smoke rising from the cooking fires, even though the old buildings are familiar, as we slowly sail into the harbor. Embedded under a stream of massive trucks, impertinent motor scooters, dilapidated cars and rickety tricycle taxis spewing carbon monoxide into the air, the filth, the sour sweet smell of decay and, above all, the indefinable miasma of war, are so thick that it requires an effort of the will to remember that this was once the most beautiful and tranquil city of the Orient.

Mortar Fire In The Morning

Of course, it is still possible to have dinner on an open roof four stories high at the pseudo-Spanish restaurant called, for some obscure reason, the "Paprika"; or have a can of cool French beer at the "Greeks." It is customary to sit and listen for the distant thud of the artillery that heralds the end of the evening, and it is not unusual to awake at four in the morning to the angry barking of the mortars just outside the city limits; but the image of a beleaguered city, rent with tears, fear and fright, is simply not true. The American troops and civilians stroll unarmed and unconcerned through the crowds of miniature Vietnamese picking their way among the indiscriminately scattered garbage and maniacal traffic of 700,000 civilian vehicles and an estimated 10,000 to 20,000 military vehicles.

City of Contrasts

But today two totally different societies exist side by side in Saigon: some Americans live in spaciouly-built French villas, others in requisitioned hotels two to three to a room. Some Vietnamese live in even more grand villas set near spacious parks or in neat little houses behind walls from which the yellow paint is now peeling. But in the dusty backalleys which lie just off the main streets that connect Saigon with its sister Chinese commercial city of Cholon, tens of thousands of men, women, children and infants existing among rotting offal. All municipal services are strained—water, electricity, fire protection and garbage disposal—all these essential processes which give a city life are only available in no more than half the measure it requires. Children attend schools in five shifts of two hours each, and exhausted teachers wonder how to pack a few more eager pupils into the crammed classrooms.

Such is the mark that these changes lay upon the city; but there still is life, movement and laughter in the troubled streets of Saigon; and the ease and spaciousness that were the singular style of this city 12 years, even four years ago, have been engulfed, perhaps forever. Such is the sacrifice that war demands, yet the Vietnamese who provide the cities' background for all this turmoil are voluntarily there.

Those of us who loved the city in her tranquil days can only hope that something of her ease and spaciousness will someday be restored. Yet it is only too obvious that Saigon can never be what she was once; but if the sacrifice means that someday Vietnamese can again live more comfortable lives in security, it will in some measure be justified.

From the Ships at Sea

Still coming in are those reports from the various SIU-contracted ships that enjoyed a big holiday meal while away from home. Most of these reports give the steward department a great deal of credit for really giving Seafarers throughout the world a real treat for Thanksgiving and Christmas dinners. Aboard the **Columbia** (United States Steel Corporation), Ships Delegate **W. Brightwell** noted that the crew voted a special thanks to the steward department for both decorating of the messhall and the fine vittles prepared for Seafarers on Christmas and New Years. **Brightwell** also reports that many members of the crew pitched in for the holiday meals and helped prepare the ship for the festive occasion. The ship also voted for a show of appreciation for the fine job being done by **Brightwell** as the ship's delegate. Otherwise things seem to be rolling along smoothly on the **Columbia** with no beefs thus far, according to Meeting Chairman **George Fargo**.



Brightwell prepared the ship for the festive occasion. The ship also voted for a show of appreciation for the fine job being done by **Brightwell** as the ship's delegate. Otherwise things seem to be rolling along smoothly on the **Columbia** with no beefs thus far, according to Meeting Chairman **George Fargo**.



Aboard the **Del Mar**, **Peter Blalack** (left) takes the ship delegate's briefcase, along with the responsibilities of the office, from outgoing Ship's Delegate **Peter Gonzales**. The photo was taken at sea shortly after the election in which Brother Blalack took office.



Another case of the Steward Dept. doing a real great job was reported from the **Steel Traveler** by **Jacob Levin**, Ship's Delegate. The steward dept. was given special thanks for the spread they provided on Thanksgiving, Christmas and New Year's Day. Brother **George Woods** gives thanks to everyone for being so kind and sending flowers for his departed wife.



Levin

A new T.V. speaker will be hooked up on the **Anchorage**, according to Ship's Delegate **E. Heacox**. The new speaker will mean that the old T.V. can again be put into operation and the crew can enjoy some good times watching shows. It is also reported that all retroactive pay



Heacox

will be paid on this trip and that the foc'sles are being painted out. A vote of thanks was extended to the Chief for his cooperation in helping the crew on repairs done on the ship. A low balance was reported in the ship's funds and it was requested that the fund be built up at pay-off.



Robert Callahan, ship's delegate aboard the **Del Norte**, reports that the Christmas and New Year holiday trip had been a real good voyage and a vote of thanks should go out to all concerned. Movie director **Bill Kaiser Claussen** reports that the \$579.00 is in the movie fund and that the ship will have 21 movies for next voyage and the projector



Claussen



Ship's delegate **Eugene W. Nicholson**, from the **Calmar** ship **Portmar**, writes that everything is running quite well on the ship and that there are no significant beefs. The Steward Dept. was given a special vote of thanks for a job well done, especially during the holidays. Meeting Chairman **C. Heywood**, reports that paint has been ordered to do some inside painting.



Nicholson

Discussion Aboard the Steel Maker



SIU headquarters rep **Bill Hall** (on left) discusses problems affecting Merchant Marine at the payoff of the vessel. On Hall's right is Helmsman **Anthony Saklis**, who handled the wheel of the **Steel Maker** during the heroic rescue of four Spanish seamen from a storm-tossed North Atlantic last week.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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CITY STATE ZIP

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

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UNFAIR TO LABOR
DO NOT BUY

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

- "Lee" brand tires
(United Rubber, Cork, Linoleum & Plastic Workers)
- ⚓ —
- Eastern Air Lines
(Flight Engineers)
- ⚓ —
- H. I. Siegel
"HIS" brand men's clothes
(Amalgamated Clothing Workers)
- ⚓ —
- Sears, Roebuck Company
Retail stores & products
(Retail Clerks)
- ⚓ —
- Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- ⚓ —
- J. R. Simplot Potato Co.
Frozen potato products
(Grain Millers)
- ⚓ —
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- ⚓ —
- Jamestown Sterling Corp.
Southern Furniture Mfg. Co.
Furniture and Bedding
(United Furniture Workers)
- ⚓ —
- Empire State Bedding Co.
"Sealy Mattresses"
(Textile Workers)
- ⚓ —
- Pepsi Cola Company
(Soft Drink Workers, Local 812)
- ⚓ —
- White Furniture Co.
United Furniture Workers of America)

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New York ... Feb. 7—2:30 p.m.
 - Philadelphia ... Feb. 8—2:30 p.m.
 - Baltimore ... Feb. 9—2:30 p.m.
 - Detroit ... Feb. 11—2:30 p.m.
 - Houston ... Feb. 14—2:30 p.m.
 - New Orleans Feb. 15—2:30 p.m.
 - Mobile ... Feb. 16—2:30 p.m.
 - Wilmington ... Feb. 21—2 p.m.
 - San Francisco Feb. 23—2 p.m.
 - Seattle ... Feb. 25—2 p.m.

- Great Lakes SIU Meetings**
- Detroit ... Feb. 7—2 p.m.
 - Alpena ... Feb. 7—7 p.m.
 - Buffalo ... Feb. 7—7 p.m.
 - Chicago ... Feb. 7—7 p.m.
 - Cleveland ... Feb. 7—7 p.m.
 - Duluth ... Feb. 7—7 p.m.
 - Frankfurt ... Feb. 7—7 p.m.

- Great Lakes Tug and Dredge Region**
- Detroit ... Feb. 14—7:30 p.m.
 - Milwaukee Feb. 14—7:30 p.m.
 - Chicago ... Feb. 15—7:30 p.m.
 - Buffalo ... Feb. 16—7:30 p.m.
- †Sault Ste. Marie ... Feb. 17—7:30 p.m.
- Duluth ... Feb. 18—7:30 p.m.
 - Cleveland Feb. 18—7:30 p.m.
 - Toledo ... Feb. 18—7:30 p.m.

- SIU Inland Boatmen's Union**
- Philadelphia ... Feb. 8—5 p.m.
 - Baltimore (licensed and unlicensed) Feb. 9—5 p.m.
 - Houston ... Feb. 14—5 p.m.
 - Norfolk ... Feb. 10—5 p.m.
 - New Orleans Feb. 15—5 p.m.
 - Mobile ... Feb. 16—5 p.m.

- Railway Marine Region**
- Jersey City Feb. 14—10 a.m. & 8 p.m.
 - Philadelphia Feb. 15—10 a.m. & 8 p.m.
 - Baltimore Feb. 16—10 a.m. & 8 p.m.
 - †Norfolk Feb. 17—10 a.m. & 8 p.m.

- United Industrial Workers**
- New York ... Feb. 7—7 p.m.
 - Baltimore ... Feb. 9—7 p.m.
 - Philadelphia Feb. 8—7 p.m.

- †Houston ... Feb. 14—7 p.m.
- Mobile ... Feb. 16—7 p.m.
- New Orleans Feb. 15—7 p.m.

* Meeting held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters
Inland Boatmen's Union
United Industrial Workers

- PRESIDENT**
Paul Hall
- EXECUTIVE VICE PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
Earl Shepard
Al Tanner
Lindsey Williams
Robert Matthews
- SECRETARY-TREASURER**
Al Kerr
- HEADQUARTERS** ... 675 4th Ave., Bklyn.
HY 9-6600
- ALPENA, Mich.** ... 127 River St.
EL 4-3616
- BALTIMORE, MD.** ... 1216 E. Baltimore St.
EA 7-4900
- BOSTON, Mass.** ... 177 State St.
RI 2-0140
- BUFFALO, N.Y.** ... 735 Washington St.
TL 3-9259
- CHICAGO, Ill.** ... 9383 Eving Ave.
SA 1-0733
- CLEVELAND, Ohio** ... 1420 W. 25th St.
MA 1-5450
- DETROIT, Mich.** ... 10225 W. Jefferson Ave.
VI 3-4741
- DULUTH, Minn.** ... 312 W. 2nd St.
RA 2-4110
- FRANKFORT, Mich.** ... P.O. Box 287
415 Main St.
EL 7-2441
- HOUSTON, Tex.** ... 5804 Canal St.
WA 8-3207
- JACKSONVILLE, Fla.** ... 2608 Pearl St.
EL 3-0987
- JERSEY CITY, N.J.** ... 99 Montgomery St.
HE 3-0104
- MOBILE, Ala.** ... I South Lawrence St.
HE 2-754
- NEW ORLEANS, La.** ... 630 Jackson Ave.
Tel. 529-7546
- NORFOLK, Va.** ... 115 3rd St.
Tel. 622-1892
- PHILADELPHIA, Pa.** ... 2604 S. 4th St.
DE 6-3818
- PORT ARTHUR, Tex.** ... 1348 Seventh St.
DO 2-4401
- SAN FRANCISCO, Calif.** ... 350 Fremont St.
Stoop 20
Tel. 723-8594
- SANTURCE, P.R.** ... 1313 Fernandez Junco
Tel. 723-8594
- SEATTLE, Wash.** ... 2505 First Avenue
MA 3-4334
- ST. LOUIS, Mo.** ... 805 Del Mar
CE-1-1434
- TAMPA, Fla.** ... 312 Harrison St.
Tel. 229-2788
- WILMINGTON, Calif.** ... 505 N. Marine Ave.
TE 4-2523

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N. Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

Atlantic Coast Column

(Continued from page 4)

Creek was the roughest he'd ever seen. He and Robert Gregory, Jr., were both laid off when the vessel went into dry dock for repairs due to the damage received during the crossing. Jerry Wood, who has shipped out of the stewards department for the past 16 years, had to get off the National Defender because of sickness in the family. He says that he hated to leave the ship.

Puerto Rico

Shipping has been only fair indicates that things may pick up

since the holidays, but the outlook slightly in the next few weeks.

Reports indicate that there are plenty of old-timers on the beach, including Luis Rivera, Dioscoro de la Cruz, Victor Antiles and Julio Diaz Delgado.

On the local labor scene, the Commonwealth Labor Department and stateside employers are again negotiating wages and working conditions for Puerto Rican agricultural laborers who are employed in the states for several months a year.

BELGIUM VICTORY (Isthmian), January 1—Chairman, Vernon Porter; Secretary, R. L. Huddleston. Ship's delegate reported that there was no bus service at Subic Bay, therefore restriction to ship beef to be taken up with Union.

PENN VANGUARD (Penn.), December 5—Chairman, E. G. Griffin; Secretary, Jack McCranie. Brother Jimmie McRae was elected to serve as ship's delegate. Discussion held on room keys and launch service. Everything is O.K. except that for the last two trips no repairs have been made. New washing machine needed badly.

POTOMAC (Empire Transport), No date—Chairman, none; Secretary, Robert C. Thomas. Ship's delegate reported that everything is running smoothly. No beefs reported by department delegates. Vote of thanks to the steward department.

YELLOWSTONE (Oriental Exporters), December 18—Chairman, John Kuehla; Secretary, Ed Miller. One man missed ship in Portland. No beefs reported by department delegates. Crew members requested to wear long pants in messhall.

WHITEHALL (Whitehall Navigation), December 12—Chairman, George E. Haair; Secretary, C. J. McCarthy. Ship's delegate reported everything running smoothly. No beefs reported by department delegates.

WESTERN PLANET (Western Agencies), December 27—Chairman, Ernest W. Pierce; Secretary, Alexander D. Brodie. Ship's delegate reported that movie camera will be repaired. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for job well done.

SOUTHWESTERN VICTORY (Delta Lines), December 5—Chairman, John Patino; Secretary, Ralph Masters. No beefs reported by department delegates. Crew was requested not to take food in the fore'sles.

THE CABINS (Texas City Refining), January 2—Chairman, T. T. McCorvey; Secretary, J. Prestwood. Brother F. Fisher was elected to serve as ship's delegate. Motion made to have patrolman check inadequate slop chest. No beefs reported by department delegates. Vote of thanks extended to the steward and his department for a job well done. Vote of thanks to the deck department for helping to keep messhall clean.

DETROIT (Sea-Land), Jan. 1—Chairman, J. L. Ramos; Secretary, R. Iglesias. Steward extended a vote of thanks to all delegates and entire crew for their cooperation. Crew extended a vote of thanks to the Captain and officers, and the steward department. No beefs reported. Collection taken and given to the Seamen's Institute.

DEL MAR (Delta), Jan. 9—Chairman, Peter Blalack; Secretary, Joseph Cat.

Brother Peter Blalack was elected to serve as ship's delegate. Discussion on ship's library. Everything is running smoothly.

HENRY (American Bulk), Dec. 19—Chairman, L. Hargeshimer; Secretary, C. Dickey. Crew was requested not to place clothes in the steering gear room for drying purposes. The rearranging of crew quarters to be brought to the at-

DIGEST of SIU SHIP MEETINGS

tention of the captain. Motion made that no member sign-on until all ship's stores are on board, checked and properly placed. Crew was requested to remove their clothes from the clothes line as soon as they are dry so others may use same. Brother Charles W. Thompson was elected to serve as new ship's delegate. Vote of thanks to the steward department.

ROBIN HOOD (Moore McCormack), Oct. 31—Chairman, Charles Bedell; Secretary, Robert Brain. \$18 in ship's fund. No beefs reported by department delegates. Will have electrician go ashore to buy timer for the washing machine with the money from the ship's fund. Order more fans for ship. Vote of thanks to the steward department for job well done.

RICE VICTORY (Isthmian), Dec. 19—Chairman, Stanley Yodris; Secretary, Michael Laako. No beefs reported by department delegates. One man missed ship and will rejoin in Saigon. Vote of thanks for a job well done by the steward department. Crew was requested to bring back coffee cups after using the crew's pantry and place same in sink. Suggested not to overload the washing machine as there are no spare parts available.

CALMAR (Calmar), Jan. 2—Chairman, H. Carmichael; Secretary, J. H. Shearer. Ship's delegate reported vote of thanks to crew for being friendly and cooperative during the voyage. No beefs reported by department delegates. Suggestion made that a hot plate be put in messhall to keep foods hot. It will be a lot easier for the messman. Suggestion made that the fresh water tanks be cleaned.

DEL ALBA (Delta Line), Dec. 18—Chairman, Joe Collins; Secretary, Z. Y. Ching. Brother J. B. Mauldin was elected to serve as new ship's delegate.

RAMBAM (Maimonides Transportation), Dec. 12—Chairman, None; Secretary, M. N. Echenko. New repair list was made up of most repairs not completed. No beefs reported by department delegates.

SEATRAN LOUISIANA (Seatrains Lines), Dec. 26—Chairman, William Biakas; Secretary, Frank Naklicki. Brother Roy Pappan was elected to serve as new ship's delegate. No beefs reported by department delegates. Repair lists must be turned in by all department heads.

JOHN P. REISS (Reiss), Dec. 5—Chairman, James W. LeFlore; Secretary, Ronald R. Mitchell. \$6.48 in ship's fund. No beefs reported by department delegates.

MAIDEN VICTORY (Alcoa), Nov. 6—Chairman, F. M. Jones; Secretary, S. T. Avalos. No water in showers. Discussion on water problem. Vote of thanks to patrolman Dick Avery for his help in the Port of Norfolk.

COLUMBIA (United States Steel), Jan. 8—Chairman, George Farago; Secretary, Melano S. Soapina. Ship's delegate reported that everything is running smoothly. No beefs from department delegates. Ship will be in drydock for repairs about 10 days. Ship's delegate requested that the repair lists be made up as soon as possible. Vote of thanks to the steward department for job well done on Christmas and New Year dinners.



SEAFARERS SCHOLARSHIP 1966

DEADLINE!

S EAFARERS and the children of Seafarers who wish to compete for the five annual \$6,000 Seafarers scholarships must take the College Entrance Examination Board test on March 5, 1966 in order to be eligible for the judging of the five annual awards which will take place in May.

Immediate arrangements for taking the CEEB test can be made by writing the College Entrance Examination Board at Box 592, Princeton, N. J., or Box 1025, Berkeley, Calif.

In addition, information on competing for the 1966 awards and taking the CEEB test can be obtained at SIU headquarters or the nearest SIU port office.

As in previous years, the judging for the five annual awards will take place in late May. Winners are chosen by a group of leading university educa-

tors and administrators on the basis of their high school records and CEEB test results.

The competitors for the five \$6,000 Seafarers scholarships which may be used to attend any accredited college or university in the U.S. or its possessions, for the study in any field, is open to qualified Seafarers who have a minimum of three years seetime on SIU-contracted vessels, and to children whose fathers meet the seetime requirement. At least one award is reserved for a Seafarer.

The SIU scholarship plan has been operated on an annual basis for the past twelve years and 63 awards have been given since the program began in 1953. Of these, 40 have gone to the children of SIU members and Seafarers have received 23 of the college scholarships.

