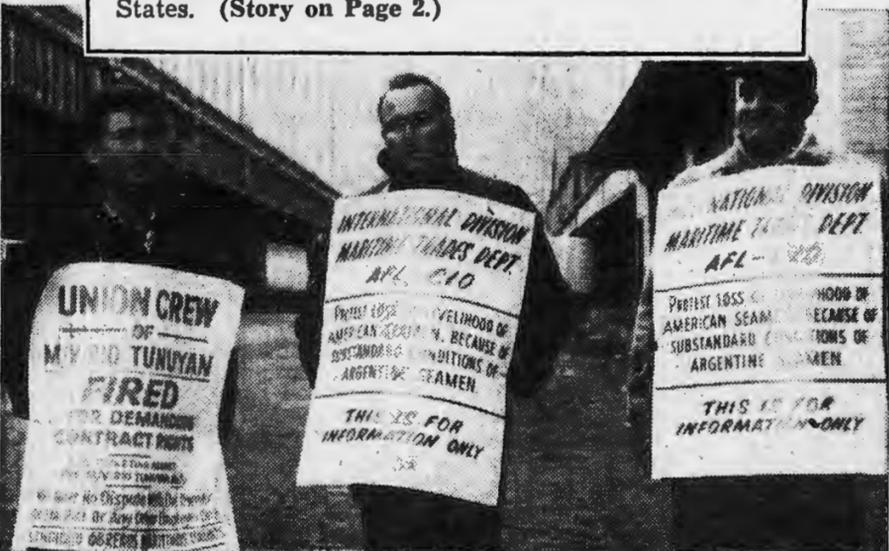




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



**Back Argentines.** Pickets from the unions of the Maritime Trades Department International Division walk the line alongside Argentine seamen to protest the firing of union crewmembers off the Rio Tunuyan. Argentine State Line vessel got away via court action but faces additional picketing when she returns to the States. (Story on Page 2.)



## Investigate Charters

# SIU, MEBA WIN SENATE ACTION ON AID CARGO

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# MTD, Chileans Plan Ship Drive

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## Seafarers Welfare Plan

DIGEST OF BENEFITS  
SURGICAL SCHEDULE

## Seafarers Pension Plan

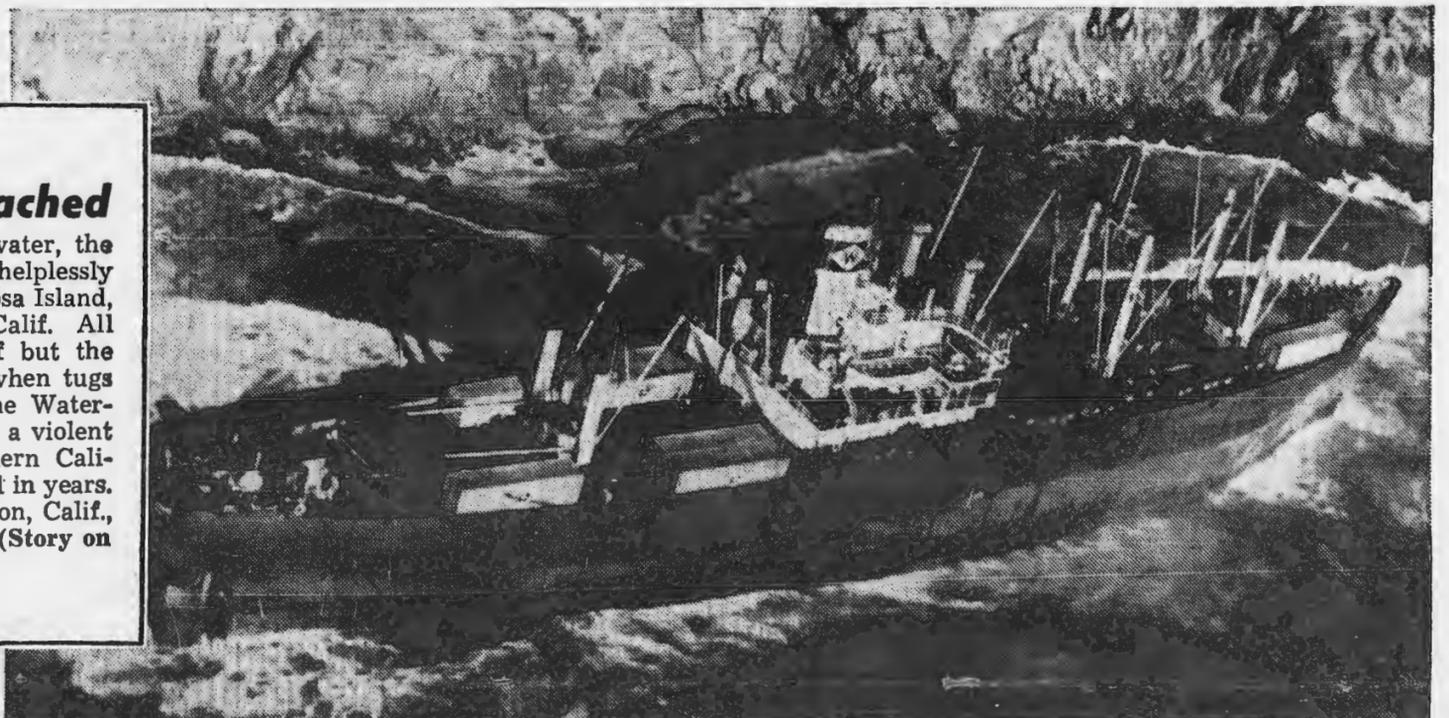
—See Supplement

# Argentine Strikers Aided By ID-MTD

—Story On Page 2

## SS Chickasaw Beached

With her prop clear of the water, the Chickasaw (Waterman) rests helplessly on the rocky coast of Santa Rosa Island, southwest of Santa Barbara, Calif. All crewmembers were taken off but the vessel had to be abandoned when tugs could not pull her clear. The Waterman C-2 went aground during a violent storm which drenched Southern California with its heaviest rainfall in years. She was inbound to Wilmington, Calif., from Yokohama at the time. (Story on Page 3.)



# Chileans, MTD Agree To Fight Cut-Rate Ships

BAL HARBOUR, Fla.—A major gain in the fight of US marine unions against low-wage ships of all flags was made at the Maritime Trades Department meeting here when an agreement was signed with Chilean union representatives to boycott such vessels. The agreement provides that the Chilean unions will not service vessels in US trade which do not pay their Latin crews the wage scale of their national flag.

The object of the agreement is to halt the two-pot system whereby Latin American crews on European-flag ships receive less wages than their European counterparts. The same practice is followed on European-flag vessels manned by African and Asian nationals. (See story on this page.)

### Conference Held

Following the MTD meeting, representatives of the International Division of the MTD conferred with AFL-CIO President George Meany; Pieter de Vries, secretary general of the International Transportworkers Federation, and Omer Becu, secretary of the International Confederation of Free Trade Unions. The conference discussed proposals to resolve the differences between the ITF and the American maritime unions which led to the withdrawal of the SIU, the International Longshoremen's Association and the Marine Engineers Beneficial Association from the ITF last spring.

In connection with the meetings between the ITF and the ID-MTD, AFL-CIO President Meany an-

## House May Act To Tax Runaways

WASHINGTON—Another effort to tax runaway operations is being made in Washington. The House Ways and Means Committee, which originates tax legislation, is acting favorably on proposals to tax the earnings of dummy foreign subsidiaries of US corporations. If carried through, the tax proposals would affect the earnings of American-owned runaway ship operations.

### Funds Never Returned

A particular target of the legislation would be money which is piled up abroad and never returned to US owners where the funds would become taxable. The proposed legislation would also hit at the practice of runaway companies which make interest-free "loans" to parent companies in the United States, or purchase the stocks of the parent concerns.

These devices are favorite runaway dodges. Since the earnings are called "loans" they are not taxable, yet the parent company has the use of the money. Similarly, the sale of stock to a subsidiary is a ready source of funds. Otherwise it would have to go out and borrow it or sell additional stock to the public. The committee proposes that these "loans" be treated as dividends and be taxed accordingly.

## Picketline Support For Argentines



Demonstrating support for picketing Argentine seamen are (l-r) Red Palmer, SIU; Edwin Wilson, Michael Carlin and Jose Perez, ID-MTD international representatives; Walter Sibley, SIU; Jose Arranz, who was fired off the Rio Tunuyan, and Pete Loleas, ID-MTD representative.

nounced that he had rejected charges made by NMU President Joseph Curran against the ID-MTD as untrue. Curran had accused the new international division of splitting the world labor movement.

The agreement between the Chileans and the MTD was signed by Wenceslao Moreno, secretary general of the Chilean Maritime Federation, and Marlo Ferrada, financial secretary of the Seamen's Union of Chile. The agreement involves a pledge by the Chileans not to load or supply crews for European-flag ships headed for US ports unless the crews receive the European wage scale. Ships arriving here with low-wage crews aboard would be the targets of MTD action in US ports.

At present, a great many European-flag ships are engaged in the US-Latin American trade hauling such raw materials northbound as iron ore, copper, tin, oil, bauxite and coffee. Many of them follow the practice of hiring Latin crews at a lower scale than a European crew would receive.

## MTD Aids Argentine Strikers

NEW YORK—The International Division of the Maritime Trades Department successfully conducted its first action on behalf of a foreign maritime union early this month when it supported the beef of the Argentine maritime workers union against the Argentine-flag Rio Tunuyan in this port.

Argentine seamen, members of SOMU, the recognized maritime union in that country, picketed the ship in protest against the firing of union members and their replacement by non-union seamen. Longshoremen at Pier 25, North River, where the ship was berthed, promptly respected the picketlines. The ILA is one of the member unions of the ID

whose executive director is Thomas L. (Teddy) Gleason, ILA General Organizer.

The owners of the vessel, the Argentine State Lines, have claimed that they have the right to hire seamen from any source and are not obligated to obtain crews from the Argentine union.

Subsequently, the picketing was halted temporarily when the operators obtained a restraining order

## SIU Missile Ships Track Glenn Flight

At least two vessels of the SIU-manned Suwannee Steamship fleet had ringside seats at the historic three-orbit flight of Colonel John Glenn on Tuesday, February 20.

While rigid security precautions were imposed on the role of the Suwannee vessels, radio and television broadcasters identified the Rose Knot and the Coastal Sentry as being among the world network of tracking stations which maintained contact with the Mercury space capsule as it passed overhead.

Apparently, there was one picket ship stationed in the Gulf of Guinea off the West coast of Africa and another one in the Indian Ocean. Most of the tracking was done by a far-flung network of land-based stations ranging from Bermuda to New Zealand.

in New York State Supreme Court. The ship was able to sail, but the restraining order was vacated when Justice Irving L. Levey of the state court declared that jurisdiction over the issue rested with the Federal courts. This paves the way toward further picketing of the Tunuyan, if needed.

Member unions of the ID-MTD, including the ILA and the SIU, had received telegrams from Latin America urging support of the Argentine union. Consequently, when the picketline was established by the Argentines, ID-MTD pickets supported them in protest against the substandard conditions under which the Argentine seamen were being compelled to work.

The restraining order, naming the Argentine union, the ILA and the International Division, was issued after two days' picketing.

ID-MTD Executive Director Gleason, in discussing the beef, declared, "The MTD International Division was founded for the purpose of offering mutual support and assistance to free maritime trade unions everywhere. The MTD is happy to have the opportunity to render effective assistance to our fellow trade unionists and maritime workers of Argentina."

He pointed out that without the Division, the Argentine strikers would have had no central group here in the States to whom they could appeal for assistance, particularly with reference to the legal questions involved.

## Wage Discrimination Old Evil On European-Flag Vessels

The two-pot wage system, under which European-flag vessels pay seamen of other countries at a lower wage scale, is a long-existing evil. Ever since the start of World War II, efforts have been made by various groups to put a stop to this practice, but without success. Indian seamen's unions have been particularly vociferous in their complaints on this score.

As far back as 1944, the ITF passed a resolution calling for

equal pay for equal work on ships of a given national flag.

The practice is probably most widespread on British-flag vessels which employ thousands of In-

dians, Pakistanis, Malaysians, Hong Kong Chinese and Africans. None of these crews receive British wages although the ships fly the UK flag. In some instances, the wages paid are \$25 a month or less.

### Hits British Conditions

Thus, aside from the abuse of the crews involved, the practice enables British ship operators to keep British seamen from obtaining significant improvements in their shipboard conditions.

The two-pot wage system was a major factor in last year's strike of Danish seamen. The strikers in the Port of New York complained that when Danish ships went on Far East runs, they never got back to Denmark. The result was that Danish crews would leave the ships eventually and be replaced by Asians at much lower scales.

The practice is particularly prevalent in the Caribbean area on tankers and ore boats running out of the area, with virtually all European flags employing Latins at a lesser scale than Europeans.

By contrast, American and Canadian-flag vessels pay crewmembers the contract scale no matter what country they come from. To do otherwise would be an open invitation to the operators to use foreign seamen as the unwitting tools of a campaign to destroy American and Canadian wage scales.



ID-MTD Executive Director Teddy Gleason (right) congratulates Wenceslao Moreno, secretary general, Chilean Maritime Federation, after latter signed agreement for fight on bargain-basement shipping. Standing (l-r) are Raymond McKay, executive vice president, Marine Engineers Beneficial Association; Mario Ferrada, financial secretary, Seamen's Union of Chile, and Hal Banks, president, SIU of Canada.

## SEAFARERS LOG

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**Press Interviews Anti-Hoffa Leader**



After anti-Hoffa group representing 850 Philadelphia Teamsters voted to accept SIU charter, local press interviewed leaders of the group in the Union hall. Speaking into mike is Ron Davis, head of the anti-Hoffa "Sweep" movement, while SIUNA President Paul Hall looks on.

**Cardullo Resignation Backfires:**

**Anti-Hoffa Groups Join SIU In Phila., St. Louis**

Two more notable successes have been scored by the SIU in its anti-Hoffa campaign with the addition of more than 1,100 former Teamster members to the Union's ranks in Philadelphia and in St. Louis.

In a sequel to the affiliation of 5,000 taxi drivers in Chicago with the SIU, 850 employees of Philadelphia trucking firms and 280 taxi drivers in St. Louis affiliated with the SIU.

Additional groups of Teamsters in various east coast and midwest cities have also approached the SIU expressing their dissatisfaction with Hoffa's leadership and their desire for representation through an established AFL-CIO international union.

In the course of the anti-Hoffa drive, the SIU accepted the resignation of Steve Cardullo, Philadelphia port agent. In resigning, Cardullo announced that he could not carry out the SIU's policy of opposing Hoffa. He then accepted a job from Hoffa as an organizer

**Bull Drops Two Ports**

Bull Line has announced an embargo on bagged sugar cargo shipped from Ponce and Mayaguez, Puerto Rico, claiming that it is losing heavily in the sugar trade because of inadequate rates. The company is also discontinuing service to the two ports since sugar was the largest single cargo offering available.

**Hearing Ordered**

As a result of the company's action, the Maritime Commission has ordered a hearing at which Bull Line will have to justify its embargo plans.

Since the company is a domestic carrier, its operations to Puerto Rico and its cargo rates come under Government jurisdiction.

The company said that the present cargo rate, 59 cents per 100 pounds, is not adequate to cover costs. It is asking for a sizable rate increase to 75 cents per 100 pounds.

of shoreside workers in the Philadelphia area.

A few days after Cardullo's action, the SIU presented a charter to a rank-and-file group representing the 850 members of Teamsters Local 161. The group, consisting of an anti-Hoffa organization known as the "Sweep" movement, represents all the clerical workers of the Philadelphia Transportation Company and approximately 50 other companies in the laundry, general freight and air freight fields. Under the leadership of Ron Davis, the rebels have been issued a charter as the Clerical and Allied Workers Union, Local 1, SIU, and are actively campaigning throughout their jurisdiction and organizing previously non-union operations all over the city.

Subsequently, the Yellow Cab employees in St. Louis who had previously quit the Teamsters voted to dissolve their independent organization and affiliate with the Transportation Services and Allied Workers of the SIUNA. The 5,000 taxi drivers in Chicago, who had also gone independent, were the first group to receive a charter in this division.

The Chicago and St. Louis groups, having left the Teamsters previously, brought their representation rights with them when they affiliated with the SIU. The Philadelphia workers have already filed petitions with the National Labor Relations Board to establish their right to bargain collectively for the 850-member unit involved. An early NLRB vote is expected.

Since Cardullo's resignation, the shipping and servicing activities of the SIU Philadelphia hall have been carried out under the direction of Earl Shepard, SIU vice-president for the Atlantic Coast. Patrolmen and staff members from headquarters and from Baltimore are servicing the ships and the approximately 1,000 shoreside members of the SIU-affiliated United Industrial Workers in the area.

**Union Charges Stir Senate Inquiry Into Aid Cargo Charters**

WASHINGTON—A Senate Commerce Committee staff investigation has been scheduled to look into charges raised by the SIU and the Marine Engineers Beneficial Association concerning the manipulation of charters on foreign aid cargoes.

The committee is going to examine all aspects of "50-50" cargo operations with particular emphasis on the activities of cargo brokers.

The two maritime unions, in calling for the investigation, charged that the loose and slipshod procedures used by the brokers were defeating the intent of Congress and the purposes of the "50-50" legislation. The result is that US ship operators are being deprived of access to Government-financed cargoes or are being forced to accept unfair terms dictated by the brokers or foreign missions, with the approval of the Government agencies involved.

The unions' demand for revision in bidding procedures has been supported by the Tramp Ship Owners Association. The president of the association, Earl J. Smith, has called for sealed bidding on all Government-financed cargoes to replace the present system of oral bids. The operators have also proposed that the Maritime Administration be given over-all supervision of the chartering of vessels to carry farm surplus shipments.

The unions' call for an investigation followed a 23-day picketline in Lake Charles, Louisiana, which had effectively tied up the British-flag Salvada. The pickets were protesting the loss of a farm surplus cargo to the Salvada by an American-flag vessel. As a result of the picketing, a meeting was held in Washington where the two unions submitted detailed documentation to Secretary of Labor Arthur Goldberg and to representatives of

other agencies, including State and Agriculture, concerning the defects in the present system of assigning cargo.

The documentation dealt in great detail with the almost totally-unsupervised manner in which Government-financed cargo is assigned to ship operators. The result is that the intent of the "50-50" law is being violated daily.

The unions cited four areas which merited close examination. They are the relations between cargo brokers and the various foreign missions with whom they

deal; manipulation in the assignment of Government-financed cargoes; abuses of the waivers which are permitted under the "50-50" act when an American ship is supposedly "unavailable"; and the absence of sealed bidding procedures as well as a lack of appropriate supervision of bidding.

They pointed out that many millions in US Government transportation appropriations were involved, yet the Government agencies handling the cargo have disclaimed any responsibility for supervision of bidding procedures.

**AFL-CIO NAMES HALL TO EXECUTIVE BODY**

BAL HARBOUR, Fla.—The AFL-CIO Executive Council has named SIUNA President Paul Hall to one of the two vacancies on the 27-man governing body of the Federation.

The action was taken on February 25, the closing day of the Council's mid-winter meeting.

Election to the executive body automatically carries with it a designation as a vice-president of the labor federation. The vote to name Hall was unanimous. No decision was taken on the remaining vacancy, which was left open until the next session of the Council.

In other actions, the Council called for a more vigorous national policy for dealing with persisting unemployment problems and the continuing lag in the economy. It called for extension of unemployment insurance benefits and

negotiation of wage increases to strengthen purchasing power, as well as an effective tax program on earnings of US subsidiaries overseas.

The Council also made plans for a major get-out-the-vote drive in next fall's Congressional elections. The Federation intends to assign \$250,000 of its own funds for this purpose in addition to soliciting support from all of its affiliates on the basis of special per capita contributions.

Support for sizable pay raises for Federal employees, including postal workers, was also voiced by the Council, which stressed the need for bigger raises in the lowest pay brackets.

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**Chickasaw Lost On Rocks; All Crewmembers Saved**

WILMINGTON—Just a few hours' steaming time from its first US port of call, the Waterman freighter Chickasaw was driven up on the rocks of Santa Rosa island on February

7 during a severe California winter storm. The ship was abandoned after futile efforts to pull her off the beach. All crewmembers and passengers were removed safely.

The Chickasaw was enroute to Wilmington, Calif., on a return voyage from Japan when she was trapped in a driving rain storm with high winds. An SOS brought the Coast Guard and the 669th Air and Control Squadron to the rescue. A 15-knot wind and swells of eight to ten feet impeded rescue efforts. Most of the crewmembers and passengers were taken off to the beach with a breeches buoy, while 14 crewmembers, including Captain Emanuel Patronas, stayed aboard to assist in efforts to free the freighter from the rocks.

Continued stormy weather and heavy seas barred salvage efforts. When it became apparent that

these efforts were futile and that the hull was suffering severe damage, the vessel was abandoned.

**Moving? Notify SIU, Welfare**

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.

# TIPS ON SEAMEN'S INCOME TAX RETURNS

The following is an up-to-date revision of an article by the SIU's tax expert on questions involving Seafarers' Federal income taxes.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the US.

(The non-resident alien seaman must also file a return, but the rules are not the same for him.)

**WHO MUST FILE.** Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1961 must file; if 65 or over, \$1,200 or more.

A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.

**WHEN TO FILE.** Tax returns have to be filed by April 15, 1962. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason.

Another rule governs situations where a seaman signs on in one year, signs off the next and gets a statement of his wages and the tax withheld (W2 form) from the shipping company when he signs off. Under such an arrangement, it is possible for a seaman to have no income in one year and the equivalent of two years' income in another.

In order to alleviate this, the seamen can report his allotments, slops, draws and other cash items as income and then deduct this amount from the total income reported on the W-2 form he gets the second year. (See story at right.)

**HOW TO FILE.** The Seafarer should file the short form 1040A if his income was less than \$10,000 and consisted entirely of wages reported on withholding statements (W-2 forms) and not more than \$200 total of dividends, interest, and other wages not subject to withholding. A husband and wife may file a joint return if their combined incomes do not exceed these limits.

**THE SEAFARER SHOULD FILE** Form 1040 instead of Form 1040A if—

- (1) he had income from sources other than or in amounts larger than those stated above,
- (2) either husband or wife itemizes deductions,
- (3) he claims the tax status of head of household or surviving husband or wife,
- (4) he claims dividends received credit or retirement income credit,
- (5) he claims an exclusion for "Sick Pay" paid directly to him by his employer and this amount is included in the total wages shown on form W-2.
- (6) he claims deductions for travel, transportation, or "outside salesmen" expense,
- (7) he claims credit for payments on estimated tax or an overpayment from 1960,
- (8) he is a nonresident alien (file Form 1040B, Form 1040NB, or Form 1040NB-a).

The 1961 Form 1040 has been revised. The form is limited to a single sheet which is used by those persons whose income was entirely from salary and wages and dividends and interest of not more than \$200. Supporting schedules are to be attached according to the individual needs of each taxpayer, as follows:

If your dividends and interest exceed \$200, or if you have income from rents, royalties, pensions, annuities, partnerships, estates,

## Long Trip Tax Problems

A major beef of seamen on taxes is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the payoff took place. For example, a seaman who signed on for a five-month trip in September, 1961, paying off in January, 1962, would have all the five months' earnings appear on his 1962 W-2 slip and all the taxes withheld in 1962. This practice could increase his taxes in 1962 even though his actual 1962 earnings might be less than those in 1961.

There are ways to minimize the impact of this situation. For example, while on the ship in 1961, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1961 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1961 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1961, he will have to pay the full tax on them with his 1961 return, at 20 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1962 W-2. The seaman then, on his 1962 return, would have to explain that he had reported some of the earnings in 1961 and paid taxes on them. He would get a tax refund accordingly.

What happens then, in our hypothetical case, is this:

- When the man pays off in January, 1962, the employer withholds taxes on all his earnings on the trip, including allotments and draws.
- At the same time, if he reports the allotments and draws on his 1961 return, he pays taxes on them with his return.

In essence, the seaman would pay taxes twice on the same income and then get a refund a year later.

While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets his refund.

Also, this procedure would undoubtedly cause Internal Revenue to examine his returns, since the income reported would not jibe with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache. For example, if a seaman's payoffs totaled \$3,000 in 1961 and \$7,000 in 1962 because his longest 1961 voyage paid off in '62, he would save a maximum of about \$20 in taxes by reporting his 1961 draws and allotments on his 1961 return.

trusts, etc., use and attach Schedule B.

If you have income from a personally owned business, attach Schedule C.

If you have income from the sale or exchange of property, attach Schedule D.

If you have income from farming, attach Schedule F.

**ADVANTAGES OF A JOINT RETURN.** Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

**EXEMPTIONS.** Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the US, Canada, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other

relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

**CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID.** If a total of more than \$144 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$144 as a credit against your income tax.

**DIVIDEND INCOME.** If a seaman has income from stock dividends, he can exclude the first \$50 from his gross income. He may be eligible to an additional credit against his total tax liability up to a maximum of four percent of the balance of the dividends received in 1961.

**WELFARE, PENSION AND VACATION BENEFITS.** Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule B which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payment on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable

income in the same manner as wages. The Plan mails, after December 31 of each year, a W-2 form to each seaman who has received vacation pay indicating the total amount received and the withholding and Social Security taxes deducted from it.

**GAMBLING GAINS.** All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

**TAX CREDIT FOR RETIREMENT INCOME.** A tax credit of up to \$240 is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

The following items can be used as deductions against income (IF YOU DO NOT TAKE THE STANDARD DEDUCTION):

**CONTRIBUTIONS.** A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent in contributions to churches, hospitals and educational institutions.

**INTEREST.** Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

**TAXES.** In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, auto license and driver's license fees, state gasoline taxes and state income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, water taxes and taxes paid by you for another person.

**MEDICAL AND DENTAL EXPENSES.** All expenses over three percent of adjusted gross income for doctors and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is re-

imbursed by the Seafarers Welfare Plan for any of these costs, such as family hospital and surgical expense, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined, with other medical and dental expenses which are subject to the normal three percent rule. The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does. In addition, the US allows the taxpayer to deduct all medical expenses of dependent parents over 65. The one percent rule on medicines and drugs still applies.

**CHILD CARE.** This allows a deduction of up to \$800 to a widower, divorced or legally separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent.

**ALIMONY.** Periodic payments of alimony to a wife in accord with a written agreement between them can be deducted.

**CASUALTY LOSSES.** The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance.

**WORK CLOTHES, TOOLS.** The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

**UNION DUES.** Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

## In Philadelphia Seafarers Hall



Relaxing around card table in Philadelphia hall (l-r) are O. Gonsalves, deck; J. Brennan, engine; Jiggs Jeffers, engine, and Joe Black, steward (with back to camera), are between rummy hands.

# THE PACIFIC COAST SEAFARER



## SUP Reelects Officers

SAN FRANCISCO—Union-wide balloting by the Sailors Union of the Pacific over a two-month period ended January 31 with the reelection of all incumbent officers. For the first time, the new terms of office will be for a two-year period.

Morris Weisberger was returned as secretary-treasurer over nominal opposition, while assistant secretary-treasurer Jack Dwyer was reelected unopposed. Other officials reelected were:

San Francisco—Joe Pohorenc, dispatcher; C. P. Shanahan, first patrolman; Jim Dimitratos, second patrolman; William Berger, third patrolman; Homer Davls, engine and steward patrolman; Seattle—Ed Coester, agent; George Lewis, patrolman; Portland—Frank Fellows, agent; John Battles, patrolman; Wilmington—Gordon Ellis, agent; Ray Murphy, patrolman; Tony Finale, engine and steward patrolman; New York—William Armstrong, agent; Geert Pott, patrolman; Honolulu—James Dooley, agent; New Orleans—Philip Monssen, agent.

## Matson Plans Active Year

SAN FRANCISCO—Matson Lines has plans for a busy year for SIU Pacific District seamen.

The company has scheduled 77 sailings in 1962, enough to carry 100,000 passengers to and from Hawaii and the South Pacific. At the same, Matson announced it was launching an intensive campaign to develop shipboard conventions for two of its liners, Lurline and Matsonia.

Matson and the E. F. MacDonald Company have developed a campaign to attract companies to use the vessels as seagoing convention ships where a "captive" audience can be shown new products, develop marketing ideas or

take courses in sales techniques.

Convention ships will make it easier for delegates to bring their families, who can use the vessels' recreation facilities while meetings are going on. After the meetings, the whole family can be together for the evening's fun, dining and entertainment.

The Matsonia and Lurline will be used as convention ships during the 60 sailings the vessels will make between the West Coast and Hawaii. Matson has scheduled the Mariposa and Monterey for 16 voyages to the South Pacific.

The Matsonia is also down for a special sailing from Honolulu to the Seattle World's Fair on April 19, where she will serve as a hotel ship during her three-day visit. At Christmas time, the Lurline will make her seventh annual cruise to Acapulco.

## West Coast Unions Win Waiver Fight

AGANA, Guam—SIU Pacific District unions have been successful in their efforts to prevent the US-flag Chicot from continuing to sail from here to Far East ports with foreign crews.

The ship had been operating under a Department of Defense waiver which permitted her to use foreign crews while sailing under the US flag. This operation had been under attack by the three West Coast unions since 1960. The unions have offered contracts to the ship's owners but were rebuffed a number of times.

The Defense Department decided not to renew the waiver after the unions enlisted Congressional support in their fight. In denying renewal, the department said, in Washington, DC, that the "waiver" is not in the interest of national defense, accordingly, waiver not granted.

The ship's owners, Jones and Guerrero Co., of Guam, must now use American crews, if it continues its US-flag operation.

## Continue WC Pact Talks

SAN FRANCISCO — Negotiations between the SIU Pacific District Unions and the Pacific Maritime Association are continuing on a day-to-day basis in a last-ditch effort to arrive at a contract settlement without a strike.

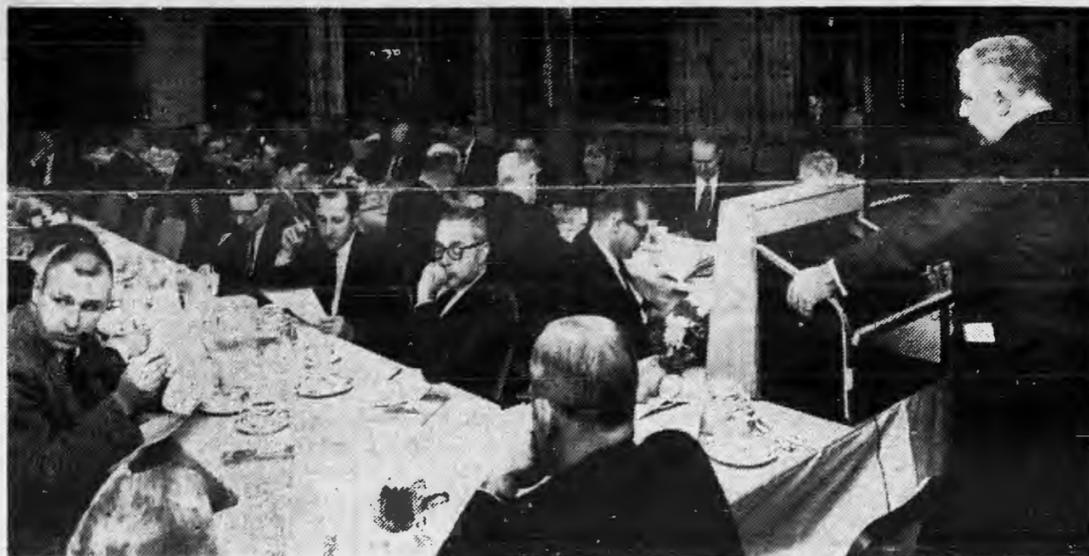
The original strike deadline set for Tuesday, February 20, has been pushed back on a 24-hour basis while negotiators wrestle with outstanding issues.

At issue are increases in welfare benefits, retroactivity to October 1, 1961, as originally agreed upon, and appropriate wage adjustments. Agreement had previously been reached on details of a clinic program on the West Coast, while employers have offered \$150 monthly pensions with retirement at age 62.

## Pacific District Shipping

Port	SUP		MFOV		MC&S		TOTAL
	12/11 to 2/5	1/1 to 1/31	12/27 to 2/8				
San Francisco	1,246	218			1,052		2,516
Seattle	238	60			53		351
Portland	186	18			45		249
Wilmington	570	(no hall)			126		696
New York	172	53			80		305
New Orleans	101	8			1		110
Honolulu	45	24			28		97
San Pedro	(no hall)	79	(no hall)				79
<b>TOTAL</b>	<b>2,558</b>	<b>460</b>			<b>1,385</b>		<b>4,403</b>

## Rail Unions Discuss Merger Problems



Proposed mergers of major US railroads, including the New York Central and Pennsylvania, are discussed by G. E. Leighty, chairman of the Railroad Labor Executives Association, at a press briefing in Washington. A study conducted on behalf of the association by Leon H. Keyserling, prominent economist, warned that mergers would seriously affect employment and the national economy.

## Kennedy Names RR Tug Board To Resolve Manning Dispute

More than a year after the end of the historic railway marine strike in which SIU Railroad Marine Region members turned back the railroads' bid to arbitrarily terminate jobs on their New York Harbor tugs, President Kennedy appointed a commission to investigate the issues of the strike. SIU vice-president Claude Simmons was named to the commission.

The strike, conducted by the Railway Marine Region, the Marine Engineers Beneficial Association, and the Masters, Mates & Pilots against 11 major Eastern railroad and terminal operators, ended January 23, 1961.

Both sides agreed to maintain the status quo on railway tug manning scales at the end of the stoppage which had spread as far west as Cleveland. In addition, the two sides resolved to participate in the Presidential commission investigating the so-called "featherbedding" issue in the railroad industry.

A separate commission, which was finally appointed early in February of this year, was to investigate the issue of railway tug manning. However, the RMR and the other unions involved have declared that any commission findings would only be taken under advisement and would in no way be binding.

The Presidential group which will consider the railway marine manning issue includes nine members, three from labor, three from management and three "neutral" members:

Ned R. Phillips, MEBA associate counsel; Simmons; Capt. John M. Bishop, MM&P secretary-treasurer; Isadore Lubin, former

US Bureau of Labor Statistics commissioner; Lloyd H. Bailer, New York arbitrator; Terner H. Jensen, Cornell University professor of labor relations; L. B. Fee, New York Central vice president; J. J. Gaherin, Eastern Railroads Labor Committee chairman; J. J. Maher, Pennsylvania Railroad labor relations manager.

## MEET YOUR DELEGATE

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

Sailing in the deck department of SIU ships for nearly 10 years has given H. A. "Tony" Bergine a firm and capable hand as delegate. The 36-year-old native of Minnesota is current ship's delegate aboard the Steel King (Isthmian).

Shortly after joining the SIU in 1953, Bergine recalls, he began serving as deck delegate "because I could yell louder than anyone else," he joked recently.

Experience aboard many vessels since he first shipped out of Seattle has taught Bergine that tact and a thick skin are sometimes needed to handle the delegate's job.

"If you really get down to the business of being a delegate," Bergine says, "you'll find that there's no end to the fine points of representation which you can learn."

The routine beefs and arrangements which delegates can take care of are many. "Launch schedules, mail, shore passes in foreign ports, sailing board notices, are some of the day-to-day details that a delegate has to handle, and there are all kinds of wrinkles."

Bergine, who makes his home in Long Beach, Calif., and sails mostly out of Wilmington, likes the longer runs.

Being ship's delegate requires a different approach than department delegate, Bergine said. If a beef can't be settled by the delegate within his department, the

ship's delegate takes the grievance to the top level—the engineer, bull mate or skipper.

On a shipwide beef, Bergine noted, the ship's delegate goes topside with it, and a new approach is called for on every ship. "On this ship you have to ease in, very diplomatically. On some others, you've got to wade in like you have both guns loaded."

## SIU MEETINGS

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

- New York March 5
- Philadelphia March 6
- Baltimore March 7
- Detroit March 9
- Houston March 12
- New Orleans March 13
- Mobile March 14

Monthly informational and educational SIU meetings for the West Coast membership have been authorized by the Executive Board, starting at 2:00 PM, and are scheduled in March as follows:

- Wilmington March 26
- San Francisco March 28
- Seattle March 30



Bergine

## 30th MTD Union



E. L. Wheatley, president of the International Brotherhood of Operative Potters, receives congratulations from Paul Hall, president of the AFL-CIO Maritime Trades Department, as his group becomes the 30th union to join MTD.



# SEAFARERS ROTARY SHIPPING BOARD



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

January 1 Through January 31, 1962

Continuing a pattern of many years' standing, shipping took its usual big dip in January, following the hot shipping and heavy holiday turnover in December. Overall, the January total of 2,390 men shipped was 600 off the December figure of 2,998.

Surprisingly, while the January shipping total dropped, the month's ship activity figure went up over December (see right). The 518 vessels serviced last month represents an increase of 64 ships over the year-end activity.

Compared to January of a year ago, both the shipping total and the ship activity figure show increases, indicating that 1962 is getting off to a good start for Seafarers. If this year's shipping pace continues in the same manner as last year's, then job turnover should be fairly rapid for all hands wanting to move out.

Interestingly enough, while shipping fell off in January,

Seafarers in the Class A seniority group more than held their own. The total of 1,506 "A" men shipped last month was equal to 63 percent of all jobs filled. This figure is an increase of more than 10 percent over the percentage total of "A" men shipped in December. This indicates how the seniority provisions are working out for top-rated men, with the big shipping drop coming in the lower-rated Class C group.

The "C" shipping total for the month of January was about 10 percent, with only 270 men shipped as compared to December's total of 588. Class B totals also fell off. 614 "B" men filled deep-sea berths while in December, 828 "B" men shipped.

Registration was off for both Class A and B men and, at the end of the month, there was only a slight increase in "B" registration. This is a good omen for next month which is expected to have fair to good shipping from most ports.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	18	0	10	28
New York	50	11	56	117
Philadelphia	8	4	31	43
Baltimore	14	9	25	48
Norfolk	6	5	8	19
Jacksonville	4	2	9	15
Tampa	1	0	16	17
Mobile	19	10	10	39
New Orleans	10	9	37	56
Houston	10	2	69	81
Wilmington	0	0	15	15
San Francisco	4	5	10	19
Seattle	6	6	9	21
<b>TOTALS</b>	<b>150</b>	<b>63</b>	<b>305</b>	<b>518</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	3	2	7	0	2	3	5	4	3	1	8	0	0	2	2	0	0	1	1	8	2	1	11	5	16	4	25	0	3	5	8
New York	45	74	23	142	3	18	34	65	32	64	18	114	5	14	23	42	3	6	9	18	114	42	18	174	82	132	42	256	5	22	51	78
Philadelphia	6	21	5	32	0	6	4	10	6	17	6	29	1	6	6	13	0	1	5	6	29	13	6	48	9	12	5	26	0	2	2	4
Baltimore	12	39	9	60	2	7	18	27	13	29	8	50	0	3	11	14	0	0	1	1	50	14	1	65	38	77	11	125	3	9	34	46
Norfolk	8	12	5	25	1	3	8	12	7	17	3	27	1	0	8	9	0	1	5	6	27	9	6	42	13	10	0	23	0	2	10	12
Jacksonville	15	20	2	37	0	8	8	16	7	15	3	25	1	3	5	9	1	4	4	9	25	9	9	43	15	19	2	36	0	9	7	16
Tampa	1	2	2	5	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	1	0	1	2	6	9	3	18	0	1	2	3
Mobile	18	27	8	53	0	3	7	10	14	21	8	43	0	0	6	6	0	2	0	2	43	6	2	51	34	41	5	80	0	4	5	9
New Orleans	46	63	27	136	2	15	15	32	16	62	14	92	0	6	15	21	1	4	4	9	92	21	9	122	63	76	25	164	2	29	22	53
Houston	33	52	21	106	4	21	20	45	44	75	24	143	2	6	27	35	0	2	7	9	143	35	9	187	53	69	19	141	0	21	27	48
Wilmington	11	5	5	21	1	8	3	12	1	13	4	18	0	0	4	4	1	0	2	3	18	4	3	25	10	13	3	26	1	10	2	13
San Francisco	16	22	5	43	2	6	6	14	17	22	9	48	1	2	9	12	1	9	0	10	48	12	10	70	20	25	7	52	1	11	5	17
Seattle	11	17	5	33	0	9	4	13	7	17	8	32	0	21	11	32	0	0	2	2	32	32	2	66	15	10	1	26	0	8	3	11
<b>TOTALS</b>	<b>224</b>	<b>357</b>	<b>119</b>	<b>700</b>	<b>15</b>	<b>116</b>	<b>132</b>	<b>263</b>	<b>168</b>	<b>356</b>	<b>106</b>	<b>630</b>	<b>11</b>	<b>61</b>	<b>127</b>	<b>199</b>	<b>8</b>	<b>29</b>	<b>40</b>	<b>77</b>	<b>630</b>	<b>199</b>	<b>77</b>	<b>906</b>	<b>363</b>	<b>509</b>	<b>127</b>	<b>999</b>	<b>12</b>	<b>131</b>	<b>175</b>	<b>318</b>

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	1	1	2	1	2	2	5	1	4	2	7	1	1	2	4	0	0	1	1	7	4	1	12	1	8	0	9	0	6	1	7
New York	21	83	21	125	11	29	32	72	14	57	11	82	11	23	25	59	4	20	14	38	82	59	38	179	33	123	22	178	12	38	45	95
Philadelphia	1	21	3	25	0	8	8	16	3	15	3	21	0	9	6	15	0	0	2	2	21	15	2	38	1	20	2	23	0	5	3	8
Baltimore	5	41	5	51	2	21	8	31	3	31	7	41	0	10	10	20	0	1	0	1	41	20	1	62	11	60	7	78	4	34	19	57
Norfolk	4	15	3	22	1	6	5	12	4	7	0	11	1	2	7	10	0	3	2	5	11	10	5	26	3	19	1	23	0	11	9	20
Jacksonville	5	15	1	21	1	11	4	16	4	7	1	12	2	6	4	12	0	6	3	9	12	12	9	33	2	13	3	18	0	11	6	17
Tampa	0	5	0	5	0	1	0	1	0	1	0	1	0	0	1	1	0	2	0	2	1	1	2	4	1	10	1	12	0	3	1	4
Mobile	0	29	7	36	1	9	5	15	5	15	4	24	0	3	7	10	0	1	0	1	24	10	1	35	6	44	5	55	0	10	6	16
New Orleans	22	81	12	115	1	26	25	52	14	67	10	91	2	13	10	25	1	0	4	5	91	25	5	121	35	103	9	147	3	31	26	60
Houston	12	52	7	71	1	25	18	44	12	67	8	87	2	26	30	58	2	12	5	19	87	58	19	164	20	68	7	95	0	21	27	48
Wilmington	6	13	2	21	2	8	3	13	2	7	1	10	2	8	1	11	2	0	2	4	10	11	2	23	5	13	1	19	2	9	1	12
San Francisco	8	22	5	35	1	4	2	7	8	20	3	31	1	2	6	9	0	3	1	4	31	9	4	44	9	30	6	45	0	5	1	6
Seattle	1	21	6	28	1	9	4	14	5	25	4	34	2	14	10	26	0	3	4	7	34	26	7	67	5	16	4	25	0	6	3	9
<b>TOTALS</b>	<b>85</b>	<b>399</b>	<b>73</b>	<b>557</b>	<b>23</b>	<b>159</b>	<b>116</b>	<b>298</b>	<b>75</b>	<b>323</b>	<b>54</b>	<b>452</b>	<b>24</b>	<b>117</b>	<b>119</b>	<b>260</b>	<b>9</b>	<b>51</b>	<b>38</b>	<b>98</b>	<b>452</b>	<b>260</b>	<b>96</b>	<b>808</b>	<b>132</b>	<b>527</b>	<b>68</b>	<b>727</b>	<b>21</b>	<b>190</b>	<b>148</b>	<b>359</b>

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-3	1	2	3	ALL	1	2	3	ALL	1-3	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-3	1	2	3	ALL	1	2	3	ALL
Bos.	1	2	1	3	7	1	0	3	4	0	3	0	2	5	0	0	2	2	1	0	1	1	2	9	1	1	2	7	11	0	1	3	4		
NY	10	32	13	57	112	3	3	27	33	6	14	15	46	81	3	0	22	25	3	2	18	23	81	25	23	129	22	53	30	89	204	2	5	34	41
Phil.	3	9	1	13	26	1	0	10	11	0	4	3	6	13	1	0	5	6	1	0	16	17	13	6	17	36	5	5	3	8	21	2	0	9	11
Bal.	1	13	6	20	41	4	2	16	22	2	13	5	15	35	0	0	4	4	0	1	2	3	35	4	3	42	10	32	17	37	96	5	6	21	32
Nor.	0	9	3	5	17	3	3	6	12	1	5	2	5	13	2	0	9	11	1	0	7	8	13	11	8	32	0	8	4	2	14	6	5	10	21
Jac.	3	7	6	7	23	4	3	3	10	3	8	1	3	15	0	1	4	5	0	1	6	7	12	5	17	34	4	3	9	6	22	3	3	3	9
Tam.	1	0	1	1	3	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	1	1	0	2	2	3	2	12	19	1	0	1	2
Mob.	6	8	4	25	43	0	0	22	22	1	4	2	18	25	0	0	11	11	0	0	0	0	25	11	0	36	12	14	9	33	68	0	0	24	24
NO	9	34	16	58	117	0	2	24	26	5	20	10	61	96	0	0	23	23	0	2	9	11	96	23	11	130	17	40	29	89	175	0	5	44	49
Hou.	7	27	17	24	75	3	2	29	34	7	23	12	40	82	4	1	34	39	0	0	5	5	82	39	5	127	10	29	12	19	70	4	2	24	30
Wil.	2	5	3	2	12	2	0	3	5	0	2	1	5	8	0	1	3	4	0	0	6	6	8	4	6	18	7	7	3	4	21	1	0	5	6
SF	2	9	5	8	24	1	2	12	15	1	10	3	10																						

# THE GREAT LAKES SEAFARER



## Roen Crews Discuss Contract



Roen Steamship Company crews met in Sturgeon Bay, Wis., to give the SIU complete backing—including strike action—to attain contract demands. At the table (l-r) are SIU representatives Scottie Aubusson and Jerry Westphal.

## Higher Freighter Wages Okayed By 16 Lakes Co's

DETROIT—A new wage scale for bulk freighters increasing wages from 8½ cents to 10½ cents an hour has been agreed to by the SIU and 16 contracted dry cargo companies.

Membership ratification of the agreement has taken place at membership meetings throughout the Lakes.

Negotiations for the wage increase were provided for in the contract signed on October 20, 1961, and were realized early this year in agreements with the companies.

Meanwhile, negotiations are continuing with passenger, tanker and special operations companies toward completion of agreements to cover the crews of these vessels until July 15, 1963.

Besides the increased hourly rate for various specified ratings, corresponding increases also go

into effect for any other type of unlicensed rating carried aboard SIU-contracted freight vessels.

At fitout, new copies of the standard freight agreement will be available and will incorporate the new wage scale into the text of the contract.

The 16 companies which have agreed to the new scale are: American Steamship Company-American Sand Steamship Corp.; Browning Lines, Inc.; Erie Navigation Company; Erie Sand Steamship Company; Gartland Steamship Company; Redland Steamship Company; T. J. McCarthy Steamship Company; Midland Steamship Lines, Inc.; Tomlinson Fleet Corp.; Reiss Steamship Company; Pioneer Steamship Company; Buckeye Steamship Company; Huron Portland Cement Company; Penn-Dixie Company; Wyandotte Transportation Company, and Kinsman Transit Company.

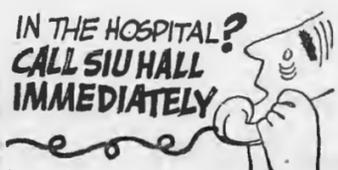
## Job Security Cards Issued

DETROIT—Thousands of Great Lakes Seamen's Welfare Plan job security program identification cards have been mailed out to Great Lakes seamen as the SIU begins preparing for the 1962 shipping season.

The blue, wallet-sized cards now in use by all Great Lakes seamen will serve a double purpose: identify members of the Welfare Plan and serve as seniority documents at fitout time.

During last year's lay-up, crews filled out lay-up lists to expedite job calls at the spring fitout. Job assignments will be made according to seniority within each fleet using these lists and the ID cards.

In cases where a man has accumulated seniority with more than one company, he will have to choose which company he wants to remain with, as this is a requirement of the program.



## Treasury OKs Lakes Pension

DETROIT—The US Treasury Department has approved the IBU's Great Lakes Pension Plan and benefits should go into effect shortly. Treasury approval has been pending since the retirement program, was initially negotiated last year.

The pension coverage is apart from the welfare program which has been operating for IBU Great Lakes Tug and Dredge Region members on the Lakes since last fall. The welfare set-up is the same as the Great Lakes Seamen's Welfare Plan that was originally negotiated for Lakes seamen and then broadened to include IBU members as well.

Welfare coverage for Lakes tug and dredge workers went into effect in September and has been building up since then. Now that the Government has approved establishment of the pension plan, details are being worked out on contribution rates from the companies.

## Congress Reversal Urged:

# Hodges Nixes Ore Ship Subsidy

WASHINGTON—The SIUNA and AFL-CIO Maritime Trades Department have urged Congress to reverse the decision of Secretary of Commerce Luther Hodges, denying construction subsidy for two giant ore carriers for the SIU-contracted Ore Navigation Inc. The Bethlehem Steel subsidiary had asked for a \$15 million construction subsidy to build two 51,400-ton ore carriers for American-flag operation.

The rejection was seen as a reaffirmation of the outdated policy of giving Government aid only to general cargo and passenger liners, even though the bulk of American foreign cargoes now consist of basic raw bulk materials such as iron, aluminum ore and oil as well as bulk grain cargoes.

Hodges rejected the subsidy application despite its support by virtually all segments of the maritime industry.

The rejection means that Bethlehem will build the ore carriers in foreign yards. It's probable that the two bulk ships will be registered under the Liberian or some other runaway flag.

The two 51,400 deadweight-ton ore carriers are expected to be operated on an ore run between Liberia and Sparrows Point.

Last summer, the old Federal Maritime Board provisionally approved the construction subsidy, but Hodges put off a final decision until this month. The Secretary now claims that subsidizing the ore carriers would establish a precedent and disrupt the Government's replacement program for liner-type vessels.

However, the old Federal Maritime Board noted that the 1936 Merchant Marine Act does not prohibit subsidizing private carriers as opposed to common carriers.

SIUNA President Paul Hall, in a telegram to Hodges protesting the rejection of Bethlehem's subsidy bid, noted "of all segments of our merchant marine, probably the most inadequate and obsolete is the ore carrying fleet."

Despite long-time Government operating and construction subsidies, the liner trade has been

declining over the years, while bulk cargo trade has become the most important part of the nation's overseas commerce.

"We are now importing about 25 percent of our iron ore, practically all of our bauxite and large percentages of other strategic ores on foreign-flag ships manned by foreign crews owing no allegiance to this country," Hall noted in his telegram.

Calling on appropriate Congressional committees to investigate Hodges' decision, Hall said that approval of Bethlehem's application would aid our shipbuilding program and would provide employment for skilled craftsmen

both at sea and ashore.

Telegrams of protest were sent to all members of the House Committee on Merchant Marine and Fisheries, headed by Rep. Bonner, and the Senate Commerce Committee, under Senator Magnuson.

The wire to Congressional committee members said, in part, "In view of fact that the Secretary's action has closed the door to American shipping companies interested in carrying vital bulk cargoes used in defense—which is currently carried almost exclusively in foreign-flag ships—we think it imperative that your committee examine the wisdom of this decision."

## LABOR ROUND-UP

An attempt by an airplane parts manufacturer to skip out on his unionized plant by subcontracting work and moving some machinery to a non-union area failed in St. Louis. A US District Court ruled that the company must rehire 167 Machinist District 9 members and pay \$190,000 in back wages. Meanwhile, the company's non-union plants in Rector and Walnut Ridge, Ark., voted for Machinist representation in an NLRB election.

The 28 regional offices of the National Labor Relations Board collected back pay totalling \$1.65 million last year for illegally-fired workers. This is an increase of 95 percent over 1959 and 31 percent higher than the 1960 total. In addition, 2,349 employees who were illegally discharged were offered reinstatement, and 31 back pay proceedings were initiated, more than in the three preceding years combined.

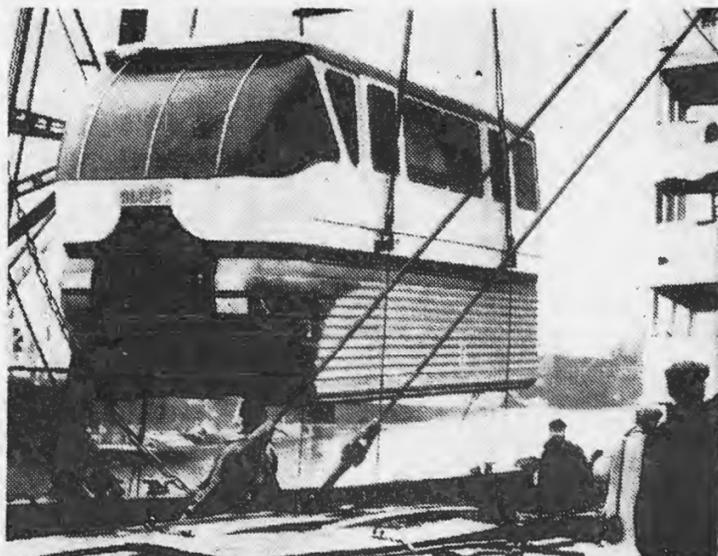
The Northern Virginia Sun, of Arlington, Va., was found guilty of unfair labor practices by the National Labor Relations Board. The newspaper was ordered to reinstate 24 members of Typographical Local 101 who were laid off or fired in 1959. The NLRB also ruled that the newspaper unfairly fired an advertising salesman because of his support of the Washington Newspaper Guild.

Labor Secretary Goldberg presented certificates of merit to 22 union, management and Government representatives for the role they played in bringing in two Atlas missile complexes weeks ahead of schedule. He cited the achievement as "a great voluntary effort" and read a letter from the President congratulating labor and management for their cooperation in expediting the projects.

The NLRB has found Florida's biggest roadbuilding firm, the Cone Brothers Contracting Company, guilty of misconduct "of the most flagrant type" against employees who went on strike in 1960. . . . Hourly pay rates of union building trades workers in major cities rose an average 15 cents during the year ended last July 1.

The Glass Bottle Blowers have served notice on employers that the "deliberate anti-labor moves" of the Ball Brothers of Muncie, Ind. could shatter a 77-year record of industrial peace. Ball Brothers is planning to close its plant at Muncie to transfer operations to a non-union plant. . . . The South Dakota Supreme Court has declared unconstitutional a Sioux Falls city ordinance prohibiting union membership by employees of the city's fire, police or health departments.

## Afoundria Carries Unusual Cargo



One of the sections of monorail train which is headed for Seattle fair is shown being loaded aboard the Afoundria (Waterman) in Bremerhaven. The high-speed German-manufactured cars are expected to be a prime attraction of the Seattle exposition.

**for SIU MEMBERS!**

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**IN THE NEW YORK & BALTIMORE HALLS**

# Sea-Land Buys Three Esso Tankers; Waterman Seeking Bull Line C-4s

Acting on its plans for expansion in the domestic trades, the SIU-contracted Sea-Land Service has purchased three Esso tankers for conversion into trailer-carrying ships. The Esso Raleigh, Esso New Orleans and the Esso Bethlehem, all T-2s, will be cut apart, be welded to new mid-body sections and converted to handle 476 trailer boxes. One other tanker, as yet unspecified, will also be converted, making a total of four ships for this trade in all.

The first of the midbody sections has been completed in West Germany and is now being towed to the US. It is due to arrive here sometime next month and the completion of the job is expected by July 1. Sea-Land is aiming to complete all four conversions by the end of the year.

In another move to expand operations in the domestic trades, Waterman of Puerto Rico wants to buy two C-4s, the Alicia and the Dorothy, which are also in the process of being made over into trailerships for Bull Line. The latter company has announced that it is asking the Maritime Commission for permission to sell the vessels to Waterman. Waterman of Puerto Rico would use the two ships in the Gulf to Puerto Rico trade.

The C-4s are undergoing a partial conversion in Todd's Shipyard in Seattle which would enable them to carry as much break-bulk cargo as conventional C-2s plus 168 35-foot trailer bodies and additional deck cargo. They are the former Marine Panther and Marine Fox.

Before buying the Esso tankers,

Sea-Land had purchased three other T-2s, the Summit, the Westfield and the Ridgefield, with the intention of converting them into trailerships. They have been bypassed for the Esso vessels because the latter have more horsepower. One of these three ships may be used for the fourth conversion job, or possibly another tanker may be purchased for that purpose.

At present, Sea-Land has three conventional C-2s operating in the intercoastal trade. The company entered the trade when Lucken-

bach, the last common carrier in the service, suspended operations last year. Luckenbach had been losing heavily in the service as a result of transcontinental rate cuts on canned goods by the railroads. Canned goods from California are the biggest single item in the intercoastal business.

Sea-Land's intercoastal operation with C-2s is a holding operation until the more efficient container-ships can be introduced in this service.

## Houston Will Open New Hall March 8

HOUSTON—March 8 has been designated as the target date for the opening of the new Houston hall for Seafarers. If no last-minute hitches develop, Seafarers should begin shipping out of the new building on that date.

The new hall is located at 5804 Canal Street, corner of Norwood. It is a two-story building located on a 100' by 75' plot, offering considerably more space for SIU men than the existing hall.

Houston has been on a consistent uptrend as a major SIU shipping port, reflecting booming conditions on the upper Texas Gulf

coast. The port complex of Houston, Galveston, Port Arthur, Texas City and Beaumont is rapidly becoming one of the country's top shipping centers. The SIU already has a hall operating in Port Arthur to further organizing campaigns among harbor craft and other related marine activities.

The main deck of the new hall will serve as a shipping hall and provide facilities for Union business operations, Union records and other functions. Recreation facilities and meeting space, are provided on the second deck. The hall is air-conditioned throughout.

The new hall is considerably closer to the waterfront than the existing offices. The turning basin, main piers and grain elevator are within easy reach.

The telephone number of the new hall is WA 8-3207. Seafarers who have deposited their gear at the existing hall are reminded to pick it up as soon as possible since there is no provision for a baggage room in the new building.

## Channel Work For Baltimore Now Underway

BAaltimore—Baltimore's main ship channel finally is going to get a 42-foot depth and an 800-foot width—after 15 years of trying.

The Arundel Corporation has been awarded the contract to proceed with the work. Arundel was low bidder with a \$5,858,365 offer.

The contract calls for pumping some 3,170,000 cubic yards of material from the Curtis Bay and Fort McHenry sections of the channel to a disposal area in Hawkins Point.

### Enclosed Area

That disposal area will have to be enclosed or diked in with an earthen structure of some kind.

In addition, another 12,200,000 cubic yards is to be removed from the outer sections of the channel and can be pumped overboard for the most part in specified disposal areas. This material is to be excavated from a 15-mile stretch from Craighill channel through the Brewerton-Fort McHenry angle.

## THE SIU INLAND BOATMAN

### Carolina Crew Now IBU



New IBU members are boatmen on tug Universal of Lynch Brothers Company, which has just come under IBU contract in Wilmington, NC. Pictured (l. to r.) are deckhand Morris Seller, mate Andy Squires, engineer Stacey Brown and assistant engineer L. C. Milliken.

## Kentucky Collier Voting Booms Rivers Campaign

BEATTYVILLE, Ky.—A key victory in the rivers area opened the new year for the SIU Inland Boatmen's Union when employees of Kentucky River Collieries voted to join the IBU. The win was scored in a National Labor Relations Board election here January 23. It follows an earlier victory in November of last year when employees at Inland River Company, which operates on the Mississippi River and the intra-coastal canal, also voted for IBU representation. Inland River has since come under IBU contract.

Kentucky River Collieries operates three boats and eight barges which transport coal from this river port to Ford, Ky., along a 78-mile stretch on the Kentucky River. There are 18 boatmen in the company who will be covered by the IBU.

### Await Certification

As soon as official certification is received, the IBU will begin negotiating a Union contract with the company. The firm maintains its headquarters in Winchester, Ky.

Last fall, employees of the company asked for union protection, and the IBU, which recently opened several offices to serve in its organizing campaign, was ready to act on their behalf. On October 10, the IBU petitioned for a representation election in the fleet and a preliminary NLRB hearing was held some time later.

Company officials were determined to keep the IBU off the Kentucky River. They tried the tactic of calling all-employees to a compulsory meeting in Winchester the day before the election in an attempt to coerce the boatmen's choice of a bargaining representative.

However, when the chips were down, the boatmen stood by the IBU. Eight votes were cast for the Union compared to four "no-union" ballots. One vote was challenged and could not affect the outcome anyway.

Captains and relief captains were not eligible to vote in the

election. The newest victory gives added impetus to the IBU rivers campaign and is expected to influence the outcome of the IBU drive throughout the non-union fleets in the area.

## Aluminum Barge Gets Gulf Trial

HOUSTON—The world's largest non-self-propelled aluminum barge is being put into service as part of the IBU-contracted National Marine Service fleet. It is designed to obtain chemical cargoes for water transportation that cannot be carried in steel barges.

### River Use

According to a company statement, the 50 by 100 foot barge is going into operation on the Mississippi-Ohio Rivers system in carrying alcohols, benzene, lube and edible oils, tallow and lard. Some of these substances cannot be hauled in conventional vessels because of their acid nature.

The barge is being made available to chemical and connected industries on a spot basis without the necessity for a long-term use contract. It will be used in integrated tows with steel barges in the operations of the company's fleet of eighty-five barges and twelve tugboats.

Aluminum barges, built of metal from five eighths to seven eighths of an inch thick, are more costly than steel barges of similar size but can carry up to 15 percent more cargo because of their lighter weight.

## THE INQUIRING SEAFARER

QUESTION: What's your reaction to the idea of having a working wife?

Jack Winley, deck: I think it's a darned good idea. Lots of Seafarers are raising families and buying homes and, with the wives working, they don't have any financial troubles. If a married woman doesn't have children, a job should keep her occupied and bring in extra money. Later, she can quit work and raise her children.

Leo McGravie, deck: Absolutely; a wife should go to work. Who else is going to keep the old man when he's on the beach? I definitely think a wife should go to work. This also keeps her out of mischief while her husband is at sea. Me? No, I'm not married.

Felix Bonefont, engine: A wife should work to help with household expenses. My wife doesn't work, but we have two kids and she has enough to do raising the family. Before we had any children, my wife went to work and helped pay the bills. With children, it's different. A mother ought to stay home and see that her children are raised right.

Juan Leon, deck: Never. A woman after she's married should never go to work. My wife doesn't work now and she never will as long as I make a living. Before we were married, my wife had a job, but she hasn't had to go back to work since our marriage. A woman has enough to do looking after a home and family.

A. Bell, steward: Heck no, with taxes the way they are now it would be worth it for me to pay my wife a salary instead of letting her go out to work and pay taxes. Anyway, it just creates more unemployment; women working keep men out of jobs. My wife doesn't work; it just isn't worth it.

Clarence A. Collins, steward: If there are young children in the family, I don't think a wife should go to work. A mother's place is at home looking after her children and the house. My wife just started to work, but I've been laid up for a while. Our children are all grown, anyway.

# World

Washington, D. C., 21 February 1962

## Do U.S. Ships Under Foreign Flags Help Our Nation?

The material on this page is reproduced from the weekly news magazine "World" where it appeared in the February 21, 1962, issue. It is from the "Point At Issue" section which presents the pros and cons of a controversial public issue.

Adm. Innis, who argues for the runaway point of view, is currently serving as a consultant to the Argentine government.

SIUNA President Paul Hall presents the unions' position on runaways.

### YES

By REAR ADMIRAL WALTER DEANE INNIS  
United States Navy, Retired

ACCORDING to the Maritime Administration statistics for ocean going ships of 1,000 gross tons and over, released 3 Oct. 1961, the number of U.S. privately owned merchant ships under foreign flags is reaching proportions which can cause grave concern in time of war.

Today there are more U.S. privately owned tankers under foreign flags than under the Stars and Stripes—356 as against 333.

Of the bulk carriers there are 50 under foreign flags and 60 under U.S.

Dry cargo ships—including combination passenger-cargo vessels—total 34 under foreign flags and 59 under U.S.

AMERICAN owners have 76 tankers under construction—all in foreign yards—all destined for foreign registry. Under construction in European yards are three American-owned dry cargo ships, all to be registered under the United Kingdom flag.

These few statistics are sufficient to show that something is wrong. Why are these ships flying what their owners call "flags of necessity," their competitors refer to as "flags of convenience," and the labor Unions term "Runaway flags?"

The first reaction is to blame the American owner as unpatriotic and concerned only with the maximum profit, and to say foreign registry should be stopped. But further study shows that this is not so; the owners are being driven from under the Stars and Stripes by the unrealistic demands of the unions and they are doing the best they can in the circumstances.

A National Academy of Science study in 1959 recommended that the U.S. government take steps to assure continuance of "flags of necessity" agreements pending possible development of economically competitive shipping under the U.S. flag. The Defense Department and Department of Commerce have declared the importance of their continuance for reasons to be shown below.

Registering U.S. owned ships under "flags of necessity" started before World War II. Oil companies, operating shipping as a supporting function, needed to expand their fleets of tankers to ensure a steady flow of petroleum. Because of the highly competitive market, economy of operation was imperative. Panama, Honduras and Liberia permit registration of U.S. ships with retention of control and ownership by U.S. interests, so many oil companies registered their tankers with these countries, paying wages equal to European standards, which enabled them to compete with European shipping.

As labor and operating costs under the U.S. flag increased, more and more owners have been forced to register under foreign flags. Strikes aggravated the situation. Shippers, whether American or foreign, want dependable, efficient transportation. Strikes mean delay and loss, so business is transferred elsewhere. With a world surplus of shipping this business is quickly absorbed, often is lost to the U.S. because it is usual to schedule operations well ahead, and most shippers sign 18-month contracts. U.S. owned "flags of necessity" are modern, efficient, and fast.

IT MUST not be supposed that "flags of necessity" are flown for economic reasons only. Before the U.S. entered World War II, the Neutrality Act forbade U.S. ships to enter the war zone. The delivery of goods to the Allies was essential to the interests and sympathies of the U.S. and these "flags of necessity" ships were able to deliver them.

In more recent crises, their value has been shown again, particularly in the Middle East. In spite of the understandings within the framework of NATO, shipping has not always been available for the support of military operations. Indeed, there have been times when this would have been detrimental. For example, the U.S. flag in support of either the Suez operation or the Lebanese crisis of 1958 would have added to the international repercussions in the area.

It is difficult to understand the unions' attitude in making more demands. As far as conditions on U.S. flag merchant shipping is concerned, accommodations for a seaman are superior to those of officers in the U.S. Navy and the pay of a young engineering officer on a C3 hull is equal to that of a rear admiral.

Further pressures on the "flag of necessity" owners will only succeed in removing millions of tons of shipping from U.S. control.

The ideal, of course, is to create such conditions that U.S. owned ships can operate effectively and competitively under the Stars and Stripes. If this is impossible, "flags of necessity" are the next best thing, for they are all that has prevented the unions from pricing the U.S. Merchant Marine completely out of the market.

If the union leaders are truly concerned with the interests of the American seaman—creating more jobs—they will use their influence and abilities to restore the confidence of shippers and owners, through effective labor-management teamwork. Their objective should be to build up a U.S. flag merchant fleet offering reliable, efficient service in a competitive world market.

### NO

By PAUL HALL *president, Seafarers International Union, and president, AFL-CIO Maritime Trades Dept.*

FOR SEVERAL YEARS, particularly since the end of the Korean War, the foreign commerce of the United States has been drifting out of the hands of the American people and the American government. This has happened because of the development of the runaway ship device.

What is a "runaway ship?" Let's make a comparison. Just suppose that a district was set up in the United States in which U.S. laws did not apply. Imagine that one of our automobile manufacturers set up a factory in that district. He then went to any part of the world where cheap labor was available and imported workers. These workers would receive the same rates of pay as prevail in their native lands, from \$40 to \$100 a month.

Since U.S. laws would not apply to the district, the United States would not collect any taxes from the earnings of the company. In fact, the company wouldn't pay taxes to anybody.

This, in a nutshell, is the runaway ship operation. The owners of runaway ships are in U.S. business. In most instances, they carry the raw materials upon which our great industries depend, for example: iron ore for such companies as U.S. Steel; aluminum ore for major outfits such as Alcoa and Reynolds; oil for Standard Oil, Gulf and Texaco; bananas for United Fruit; gypsum, manganese, copper, tin, coffee—almost every essential for every-day living. But these ships, which operate in American trade for the benefit of American industry, are registered under runaway flags. There are 1,600 of them in all, about one-third of them owned by Americans. Most of the rest are chartered to these giant American companies.

What is a runaway flag? Liberia is the most prominent example. To register a ship under the runaway flag of Liberia, the owner simply fills out some papers, pays a registration fee of \$1.20 per net ton on his ship, and annual dues of \$200 a year. From that point on, he pays taxes to nobody. His ship never goes to Liberia. He does not hire Liberian crews. He is not supervised in any way by the Liberian authorities. He is not making a genuine foreign investment. He has simply purchased a tax loophole. Before he had that piece of paper, he had to pay 52 percent of his earnings to the U.S. Afterwards, he keeps the 52 percent. The money, if properly handled, in the form of interest-free "loans," capital gains disbursements or investments overseas, never has to come back to the U.S. subject to income or corporation taxes.

HOW MUCH is this tax saving? On a single tanker voyage from the Persian Gulf, the value of the oil cargo will be increased by \$180,000 or more, depending on the vessel's size. An oil company, by transferring all of the gain to its runaway subsidiary in the form of a transportation fee, can avoid all of the 52 percent federal tax, in this instance, some \$93,000.

Are wages a factor? Sure, the runaway operator saves heavily on wages also. But the wage savings are often chicken feed compared to the tax item. On that same tanker voyage, the operator saves about \$18,000 in crew costs by recruiting a foreign crew. His tax savings are five times as great. The proof of the pudding is that British companies also use runaway flags, and in their instance, the wage savings are negligible.

Putting money issues aside, how does this practice affect our national security? The giant corporations which profit from the runaway device claim that these vessels are under "effective control" in times of emergency. But during the maritime negotiations last summer they claimed that these ships would transfer away from Liberia if U.S. maritime unions organized them. They declared flatly that the U.S. would then lose control of these vessels. An occasion for such a transfer is the chance to get a contract carrying Russian oil. When the Russians pay more than Jersey Standard, then the Russians have "effective control."

Many of the independent runaway operators, (those not directly linked to an oil company) such as the Niarchos interests, have long-term contracts with the Soviet Union. They simply register ships under another flag for this purpose. The Russians use this shipping to invade traditional American markets and weaken our economy. For many years now, Panamanian and Liberian-flag ships have traded with Communist China, though this is contrary to American policy.

The operation of runaway ships is old-fashioned dollar imperialism in its purest form. Crew members operate in American trade on behalf of American companies, yet they do not get American wages. They know they are being exploited as a cheap labor pool. Our union affiliates, who have been in touch with many of these workers, can testify to the terrific resentment these men feel toward the American companies which exploit them.

Certainly, maritime unions would be less than candid if they pretended they didn't have a personal stake in this situation. This practice has deprived seamen and maritime workers of thousands of jobs. But the nation as a whole also has a stake. None of the rationalizations which the runaway operators can come up with can cover up the fact that they have weakened the economy and security of the U.S.

## Atom Ship Gets First Sea Tests

Sea trials for the nation's first atomic-powered merchant vessel should get underway shortly in preparation for entering service in June. The NS Savannah has already been to sea under auxiliary power to test her handling and is now preparing for sea tests using steam supplied by the nuclear reactor.

The Savannah's first trip earlier coastwise was a brief run from Camden, NJ, to Yorktown, Virginia. She was constructed at the Camden yard and completed last year.

### Passenger-Cargo Combination

The vessel, which will carry 60 passengers as well as cargo, has cost the US almost \$50 million thus far, or about 2½ times as much as a similar vessel would cost if built with a conventional power plant. States Marine Lines is the operating agency for the ship on a charter from the Government.

## Speaking Out At NY Meeting

**SEAFARERS INTERNATIONAL UNION**  
of North America, AFL-CIO  
Atlantic-Gulf-Lakes and Inland Waters District  
**PORT OF NEW YORK**  
**MEMBERSHIP MEETING**



Seafarer M. J. Trulock takes the microphone at the February membership meeting in headquarters calling on the Seafarers to support the Union's fight to eliminate abuses of US shipping in the administration of the "50-50" law. He urged the members to write their Congressmen to correct defects in the law's administration.

# THE CANADIAN SEAFARER



## Canadian SIU Demands 12-Month Wage Program

**MONTREAL**—The Seafarers International Union of Canada has notified its 30 contracted companies that it will seek a guaranteed annual wage for the 8,000 seamen who man its Great Lakes vessels.

Union and management negotiations are already underway, in preparation for a new contract to replace the present one which expires in September, 1962.

### Ships Run Steady

The new demands for the guaranteed annual wage revolve around the fact that during the eight-month shipping season, Lake freighters are run constantly, and actually do 12 months' work in an eight-month period. Under the present contract, crewmen are paid at the end of the season and receive no pay until the ships are being readied for the new season in the spring. The new SIU contract would provide for payment of salary on a 12-month-a-year basis, instead of the present eight-month agreement, and a corresponding increase in monthly wages.

The new contract will also provide for a reduction in work hours, and for an increase in welfare contributions from employers. The shorter work week is in keeping with the progressive shortening of work hours, as evidenced by a four-hour reduction in the last contract. The request for an increase in welfare contributions from employers is essential in order to meet the growing responsibilities of the plan covering Canadian seamen and their families.

In the United States, the International Longshoremen's Association is seeking a guaranteed annual wage to offset possible job loss through the use of automation. The ILA has told its employers that it will seek such a contract

when negotiations begin this summer.

Maritime labor leaders assert that maritime workers either afloat or ashore are entitled to the same conditions as those existing in other industries to protect job and seniority rights.

## Wheat King In Lay-Up

**HALIFAX**—The runaway-flag Wheat King, battered and beaten throughout the Great Lakes in its attempts to scab on unemployed seamen, limped into this port empty last month and she will lay here for some time.

The vessel, together with her sister ship, the Northern Venture, was the means by which the Norris Grain Company tried to broaden runaway shipping on the Great Lakes. But both ships were effectively tied up during 1961 by picketing protest action of unemployed Canadian and American seamen.

Picket lines were respected by longshoremen, members of the International Longshoremen's Association, and company attempts to obtain court injunctions against the protest action failed here and in Three Rivers, Que., in the case of the Wheat King and in Duluth, Minn., for the Northern Venture.

Shippers are questioning the value of using these unreliable ships to move their goods. It is expected that runaway-flag vessels will have a hard time getting cargoes.

## Isthmian Entering Seaway Trade

Isthmian Lines, Inc. has announced its entry into the Seaway trade via a regular monthly freight service between the Lakes and the Near and Far East. It is the first American steamship line to service the Lakes area on a Far East run.

The company is planning seven voyages this year, to be kicked off by the Steel Recorder, which is due in the Lakes sometime in the middle of April. The Steel Seafarer should deliver

the first cargo from the Far East to Montreal, Detroit, Cleveland and other Lakes ports sometime in May. It is scheduled to arrive in Montreal on May 15 carrying

inbound cargo from Indonesia, Thailand and Malaya.

Ships on the run will handle all types of cargo, including liquids in deep tanks and refrigerated freight.

Traffic on the Seaway rose a reported 21 percent last season, but most of the increase involved foreign-flag shipping.

## US Halts Cuba Trade

**WASHINGTON**—All trade with Cuba has now been discontinued by Presidential order, with the exception of sales of medicine, medical supplies and limited amounts of food. The embargo, announced by President Kennedy on February 5, will discontinue imports of Cuban tobacco and some food products such as lobster tails and tropical fruits.

The ruling will not have any effect on US shipping which has not been active on the Havana run for many years. The West Indies Fruit and Steamship Company, American-owned Liberian-flag company on this run, had discontinued service late last summer as the result of the sharp drop in US-Cuban commerce.

## Mail Crew Lists To Union Office

In order to keep Union records up to date and to fully protect Seafarer's rights to welfare and other benefits, it is important that all ships' delegates mail a complete SIU crew list in to headquarters after the sign-on. The crew lists are particularly valuable in an emergency when it's necessary to establish seafaring eligibility for benefits on the part of a Seafarer, or a member of his family, particularly if he should be away at sea at the time.

Crew list forms are being mailed to all ships with this issue of the LOG and can be obtained from Union patrolmen in any port.

## SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



## Cleaning Compound Hazards

This column will deal with the hazards that are incidental to the use of cleaning compounds aboard ship, and will discuss the proper use of these products.

Some of the most widely-used items are the tank cleaning chemicals. These fall into four classifications, solvent emulsion, direct spray emulsion, the powdered type, and special products such as de-rusting compounds.

The solvent emulsion type is used for cleaning double bottoms, and is introduced into the tank by means of a sounding line. As the tanks are pumped down, they should be rinsed with water and ventilated to prevent hazardous residues from forming.

Another type, the direct spray emulsion, is designed to spray over the tank areas for removal of fresh oil deposits. This spray is highly inflammable. After it has been sprayed over the surfaces, and has penetrated the soil to wet the metal, a high-pressure water rinse should be applied.

Powdered cleaners are designed to be mixed with water and present no hazard. It is only when they are mixed with caustic soda that they become capable of inflicting serious burns. After the tank has been cleaned with these products the tank should be rinsed with generous amounts of water and ventilated by means of a steam-driven fan or wind sail. After the tank cools and has been ventilated, a certified chemist should examine the tanks.

The fourth type, the de-rusting compounds, have highly acidic qualities and can be quite irritating to the skin, as well as to the eyes. It is important to follow the manufacturer's instructions, and to protect the eyes and other exposed areas by goggles and suitable clothing.

Another class of cleaning compounds are those used for cleaning electric motors, switches and contacts, known as solvent-type cleaners. An ideal type of solvent cleaner is one which would remove all types of grease and oil. At the same time it should be able to evaporate readily without leaving a residue.

In the use of de-greasing compounds care should be taken in selecting a product. Some are solvent-emulsion cleaners, others are water-soluble. Generally, reading the manufacturer's literature and the labels on the drum should suffice.

In summing up, these basic safety rules are applicable to every situation: Use only certified cleansers. Read the labels and literature available on all cleaning products. Don't try to use one product as a universal cleaner. Each product has its own particular purpose and intermixing can be dangerous. Never leave oil-soaked rags about to collect, and handle the drums of chemicals with care and store in a safe place. And last and most important, obey the safety rules of your ship, and be certain that your eyes and other exposed areas are adequately protected when handling chemicals.

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

## British Stall Canada Shipping Aid Plans

**OTTAWA**—The Canadian Government's efforts to aid the Canadian-flag shipping and shipbuilding industry has met with limited success so far because of obstacles raised by the British government.

Efforts to stimulate the domestic shipbuilding industry through Government subsidies have been successful, as indicated by announcements that 40 projects, worth \$31 million, have been approved and 15 of these are actually under construction.

### Shipbuilding Help

Another 20 projects are being considered by the Canadian Maritime Commission and the majority of these are expected to be approved, Minister of Transportation Leon Balcer has indicated. The total value of this construction is approximately \$25 million, he said.

While the government has met with success in its subsidy program to shipbuilders, it has failed to provide aid to the Canadian-flag shipping industry on the Great Lakes, primarily due to stalling tactics by the British Government.

In May, the Government announced that it would move to revise the Commonwealth Shipping Act so that only domestic ships

could engage in the Great Lakes trade. Such action would require unanimous approval by the 11 signatories to the agreement.

Recent reports indicate that the British Government is delaying this by stalling on the Canadian Government's request for an early revision of the act. If there is no unanimous agreement, then the pact requires a year's notice before any changes can be made.

### Parliament Action

The full benefits of the Government's plan may be delayed still further because the Canadian Shipping Act will also have to be amended by parliament.

When the government made its original announcement, the move was hailed by the SIU of Canada and the SIUNA as a much-needed step to aid the hard-hit Canadian-flag industry. By limiting the Great Lakes trade only to domestic vessels, the government hopes to increase the job opportunities for Canadian seamen.

## None Are So Blind...



Reports that the Senate Commerce Committee intends to look into chartering practices relative to Government-financed cargoes are an encouraging response to the complaints about these practices made by the SIU and the Marine Engineers Beneficial Association. The two unions had charged that the activities of shipping brokers and Government agencies were nullifying the provisions of the "50-50" law. They submitted detailed documentation to Secretary of Labor Arthur Goldberg and to appropriate Government officials describing the manipulation of cargo assignments at the expense of the American-flag merchant marine and the employment of American seamen.

The immediate targets of the complaints were a group of shipping brokers who, for some mysterious reason, seem to have a stranglehold on the handling of the huge volume of farm surplus and foreign aid shipping. The unions pointed out that these favored brokers were employing extremely loose methods in handing out charters, without sealed bidding or any written record of bids. Also involved are the foreign missions of several countries which receive huge amounts of US assistance.

A major part of the responsibility for this situation lies squarely at the door of the Government agencies involved, such as the Department of Agriculture and the foreign aid agency (AID). Because of their refusal to supervise ship chartering or to establish specified chartering procedures where Government funds and Government cargo is involved, the agencies have given the brokers a free hand to proceed as if they were dealing with purely private, commercial transactions.

The brokers argue that they have been conducting their business without written bids for years. Whether or not this is desirable in handling commercial cargo is beside the point. What matters here is that Government cargo, Government funds and a Federal law—the "50-50" law—is involved. A thorough airing of this issue by the Senate committee will be all to the good since it is likely to result in tighter supervision of

Government cargo assignments and a fairer shake for American-flag ships. The SIU welcomes such an investigation and the opportunity to place in the record its complaints about the existing chartering practices.

### Automation Peril

Ever since the 1957 recession, the trade union movement has been warning the people of the United States that automation was slowly eating away at job opportunities. This warning has not made much headway until now, in part because of management propaganda. Management has let it be known that all this talk about automation and job security was simply an excuse for "featherbedding." Anyway, it said, automation would create more jobs than it destroyed.

Now though, there seems to be official awareness of the serious problems involved. Both the US Labor Department and the President have called automation-caused unemployment the number one domestic problem in the United States. The United States now has to create 35,000 brand-new jobs every week or face an increasingly-serious unemployment problem.

The size of that task can best be understood when you consider that the entire US merchant marine provides little more than 50,000 sea-going jobs. Creating 35,000 new jobs every week is a little bit like putting 800 freightships into business each week.

Concern about automation, which used to be the worry of blue collar workers, has now spread to white collar workers and to small businessmen. Office and clerical help are rapidly being displaced by business machines. Because of the huge sums of money needed to automate, smaller businesses face destructive competition from larger firms.

Admittedly, there is no easy solution for these problems. One answer, from the trade union point of view, is to fight as hard as it can to preserve the jobs of its membership until such time as the country develops an effective program for dealing with automation-produced unemployment.

## SIU LEGISLATIVE DEPARTMENT



**MARITIME ADMINISTRATION**—An application for operating subsidy from the Delaware River and Chesapeake Bay areas to ports in the United Kingdom, France, Belgium, the Netherlands, and Germany, with option to call at Ireland, has been opposed in a brief filed by the Public Counsel for MA. The Public Counsel concluded that there is no inadequacy of US-flag service — either for additional cargo facilities or for additional passenger facilities in the trade routes under consideration . . . The SIU and MEBA, in connection with the application of APL for modification of an MA waiver under which Signal Oil and Gas Company, an APL affiliate, is permitted to operate foreign-flag tankers in world-wide carriage of petroleum, have stated that recent waiver precedents seem to read the statute as requiring waivers unless there are strong reasons against, rather than as forbidding waivers unless there are strong reasons for foreign-flag operation. APL recently applied to MA for modification of a waiver previously granted that subsidized operator under terms of Section 804 of the 1936 Act, so as to permit Signal Oil, under the modification, to construct or take under long-term charter, not more at any time than five tankers of foreign registry and each of 20,000-65,000 tons capacity, for use in world-wide carriage of petroleum.

**1963 MARITIME BUDGET**—President Kennedy's budget for fiscal year 1963 showed that the Administration recommended a total of \$225 million for payment of operating-differential subsidies in that fiscal year. This compares with a total of \$182 million for the same purpose in 1962. The budget request for ship construction funds, however, showed a substantial cutback from the 1962 appropriation. The 1963 budget request of \$50 million for ship construction, compares with \$98 million appropriated in 1962. In commenting on the President's budget, the American Maritime Association stated that it saw nothing in the budget which would indicate that a program had been launched to upgrade and improve the American merchant marine.

"Our first reaction is one of great disappointment with respect to 1963 estimates for ship construction and operating differential subsidies. It is well known that the American merchant marine is rapidly reaching block obsolescence. We are falling behind our friends and even more important, behind our enemies in the size, speed and efficiency of our ships . . .

"According to the Budget, although 2,000 subsidized voyages were under contract in fiscal 1962, 1,724 were undertaken. The new proposal apparently anticipates that 2,000 voyages will be under contract but only 1,735 undertaken, an increase in actual voyages of only 11. This does not seem to us to be a reasonable estimate if our liner operations are to expand . . .

"Little or no provision is made for increasing and improving the unsubsidized segments of our merchant marine which make up about two-thirds of our fleet in number of ships and which are in dying position.

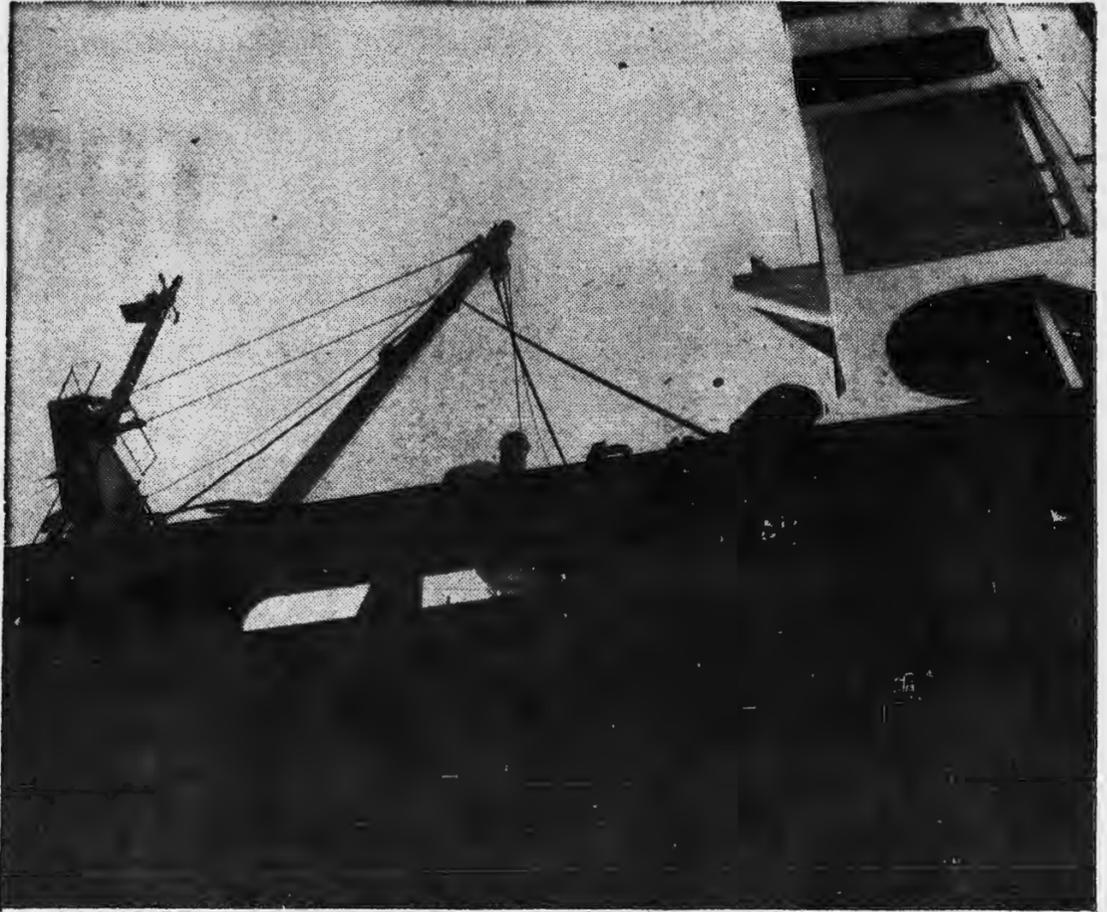
"We had been led to believe by statements of the President and others in authority that a program to upgrade and improve the American merchant marine was in prospect. We see none of this greatly needed program in the present Budget."

**LEGISLATIVE ROUNDUP**—Senator Magnuson (Dem.-Wash.) has introduced a bill, S. 2737, designed to grant a subsidy to domestic water carriers for transportation of merchandise of US industry in those cases where application of the coastwise laws causes such industry to lose a substantial portion of its business to foreign competitors. Senator Magnuson was joined in introducing the bill by Senators Church (Dem.-Idaho), Jackson (Dem.-Wash.), Morse, (Dem.-Oregon) and Neuberger (Dem.-Oregon). Similar legislation has been introduced in the House. The measures are known as HR 9820 and HR 9821 and have been referred to the House Merchant Marine Committee . . . Representative Pelly has introduced HR 9652, designed to make more uniform the laws governing the coastwise trade of the US and to eliminate a "loophole" in maritime law. The proposal would strike from Section 27 of the 1920 Merchant Marine Act the "third proviso" which, he pointed out, contains an exception or waiver "in favor of routes which are in part over Canadian rail lines and their own and connecting water facilities." The waiver in the third proviso presently opens the door to an operation such as was recently announced by Canadian rail lines under which they would move merchandise in bonded railroad cars from Midwestern points in the US to Prince Rupert, thence transshipped via their Canadian-owned railroad car carriers for discharge in Whittier, Alaska, a terminal of the US-owned Alaska Railroad.

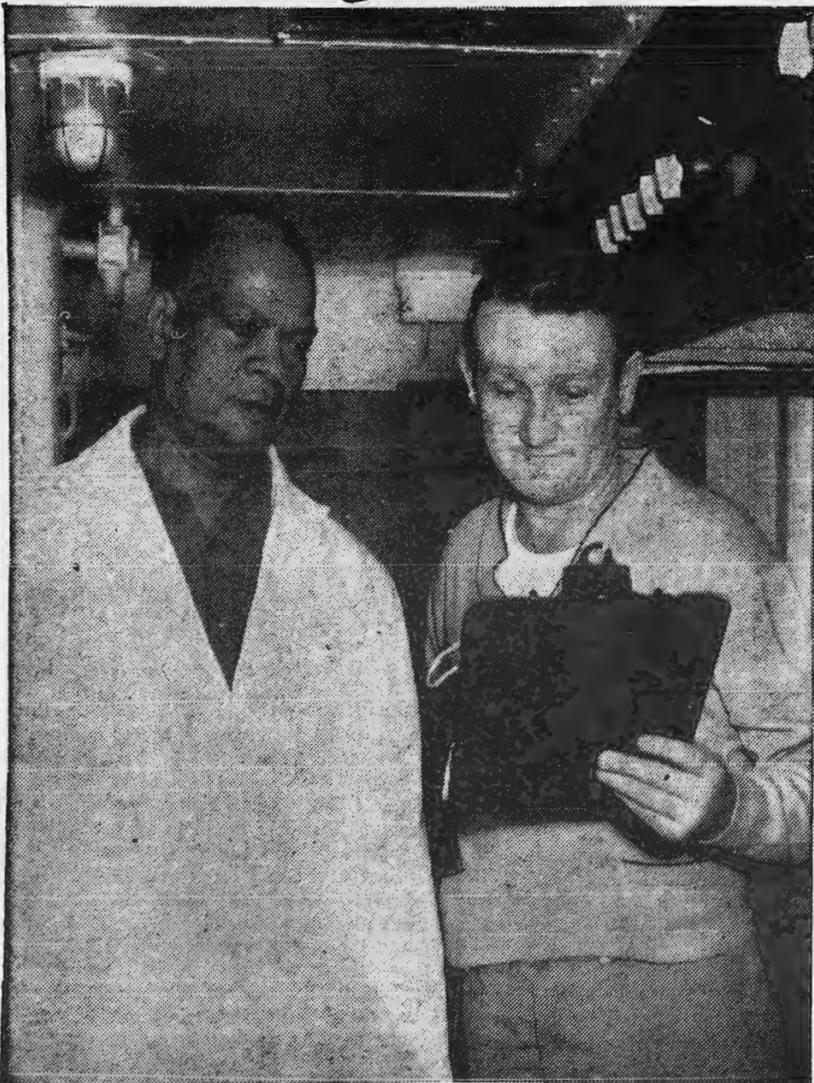
**CONSTRUCTION GAP**—Representative Shelley (Dem.-Calif.) has stated in an address on the floor of the House of Representatives that the Administration's fiscal year 1963 budget request of \$50 million for ship construction activities is not only inadequate to bring the vessel replacement program into phase with fiscal year 1962, but constitutes another step in the process of the erosion going back to 1958 and beyond. Representative Shelley told House members that the time had come for action—action on the Department of Defense appraisal of our maritime deficiencies. The time for action is long overdue. Congressman Shelley went on to say "Ironically, while the Russians are building with haste and almost unlimited funds a modern and efficient merchant fleet, we are permitting, with lethargy and insufficient funds our maritime capability to be marginal at best. It should be added that the Russian merchant marine is totally subsidized while ours is only partially subsidized. But, regardless, the diagnosis of the Russian merchant fleet is apparently strong, healthy and growing—while the diagnosis of ours is infirm, ailing, and shrinking.

"Will it be too late in taking an overdue first step in the long journey toward a strong and adequate United States-flag merchant marine? If the Executive Departments on whom the responsibility falls, fail to formulate an adequate policy in this field and ask for sufficient funds to carry out such a policy do not know their business enough to do the job, then I am sure the Congress must and will do it. In fact, Mr. Speaker, maybe the time is here for the appropriate committees of each party of the Congress to ask the present Administration what, if any, is the policy on the American merchant marine."

# From SIU Ships



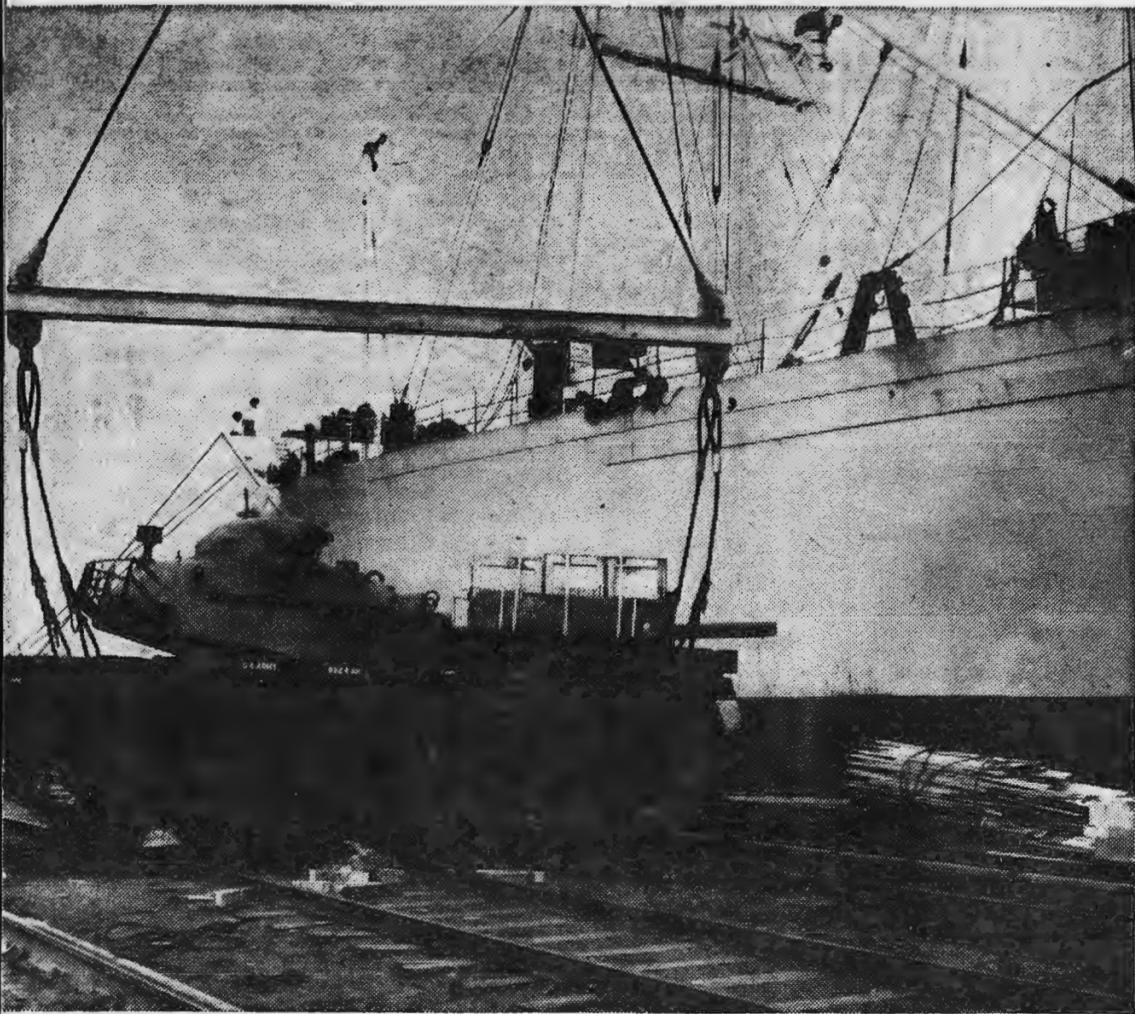
Unidentified Seafarer standing gangway watch peered from the deck of the **Cara Sea** (Bleakey Trans.) while ship was in drydock in Baltimore. Vessel has since gone back into service.



What's cooking for today? **Wilfred Chapman**, MM and steward department delegate on the **Steel King** (Isthmian), looks over the menu with fellow messman **Tom Gray**.



Under watchful eye of **Steel King's** chief electrician **Nat Muse**, **Bob Bird**, OS, works on winch. The Isthmian C-3 was in Philadelphia when these photos were taken.



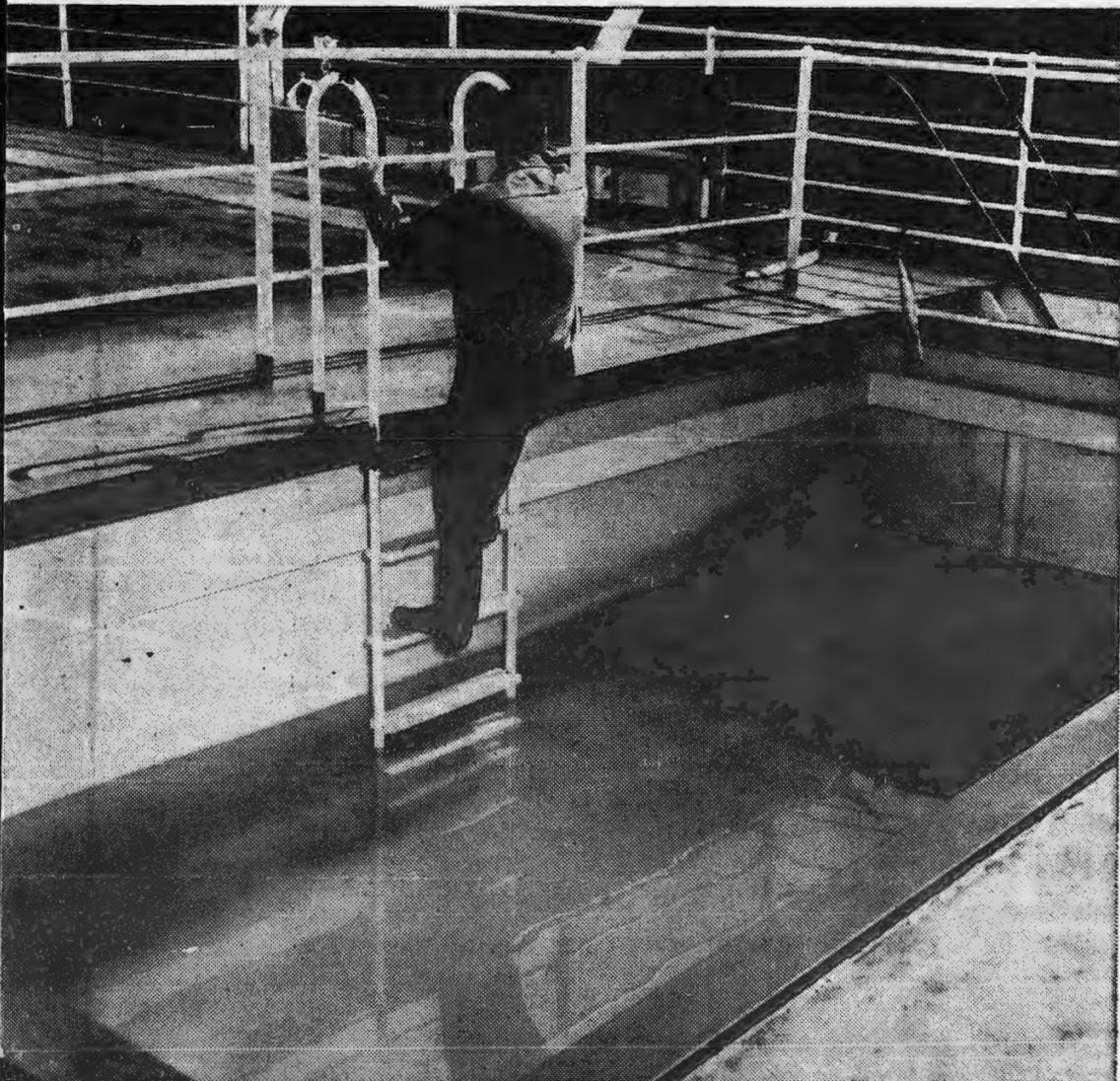
Shoreside heavy lift crane was brought into play to hoist this Army tank to the deck of the **Steel King**. Vessel was going out on round-the-world run via the Panama Canal and Far East with cargo from Philadelphia and other coastal ports.



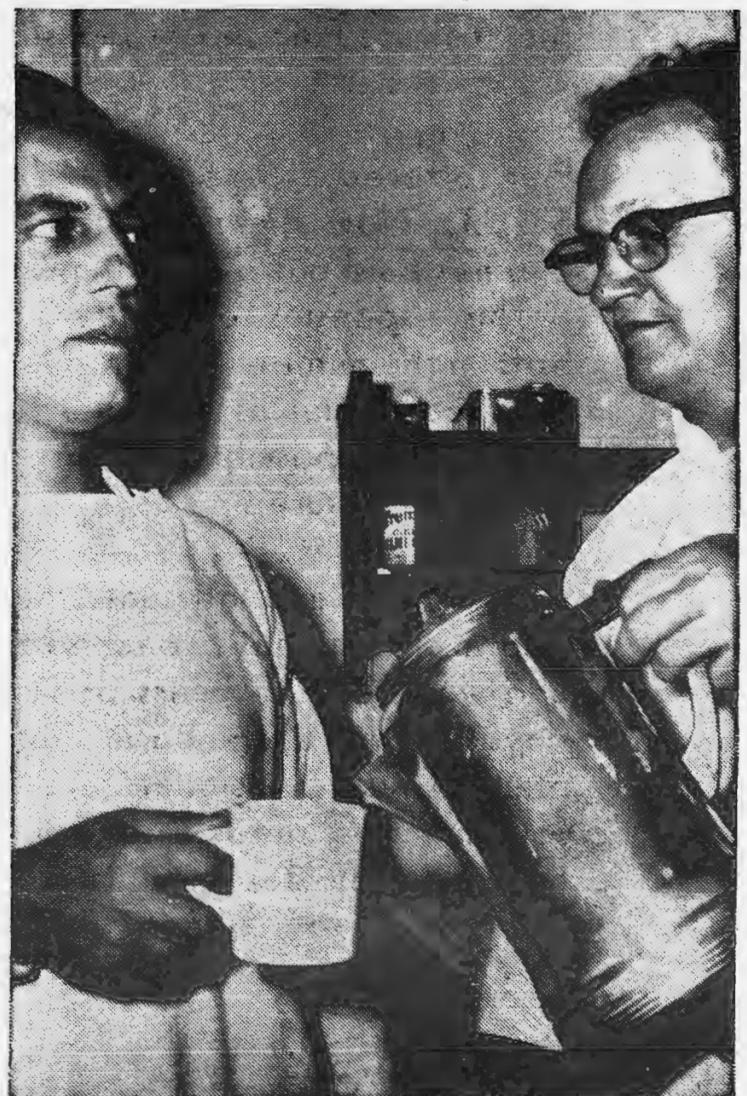
**Steel Architect** crewmembers Ivar Anderson MM (left), and John G. Brady, chief electrician (right), check point in SIU handbook with headquarters rep. Ed Mooney.



Conversation break on the **Madaket (Waterman)** features (l-r) Jeff Sawyer, OS; Bob McGonagle, AB, and ship's delegate John Devine.



No, this Seafarer isn't going to take a dip in the swimming pool with his clothes on. He's just demonstrating how one goes about it. Locale is the supertanker **Transeastern** (Transeastern Shipping).



No collection of shipboard pictures is quite complete without a coffee mug. C. S. Dayos, steward on the **Architect**, is on the receiving end from messman Anderson.

## Get Polio Shots, PHS Urges

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

# US Sponsors Study Of Ship Automation

A long-range study to determine the possible impact of automation on US shipping and seamen's jobs is now being sponsored by the US Government. The \$200,000, two-year project is being conducted by the Maritime Cargo Transportation Conference of the National Academy of Sciences on behalf of the Departments of Commerce and Defense.

As part of the study's preliminary phase, the SIU and other maritime unions are being consulted for information on employment of seamen.

Representatives of labor and

management are being asked to serve on advisory panels during the course of the study.

The areas that the study will explore will be mapped out by the Shipboard Mechanization and Manpower Committee, composed of individuals from the fields of education, government, labor and industry.

The initial step will be for the MCTC to collect data on current ship operations and employment of seamen, including number of seamen, number of seagoing jobs, entry and attrition rates, number of men employed, their earnings, training and experience.

The staff will then evaluate automation proposals in terms of their expected effects on shipboard operation and maintenance, and their impact on the employment and training of seafaring personnel.

Members of the labor and management panels will then be consulted to insure that the evaluations reflect the needs of the industry as a whole.

### Complete Information

The study is expected to provide a complete set of statistics, so that when management and labor get to the bargaining table and begin their discussions they will have impartial figures to work with. The study will confine itself to areas of fact finding and analysis, and will not concern itself with policy matters.

The MCTC was founded in 1953 when the Departments of Defense and Commerce contracted through the Office of Naval Research with the National Academy of Sciences to organize the conference. Now in its ninth year of research, the MCTC has produced a number of studies on the subject of cargo transportation by sea, in addition to some reports on the more advanced concepts in ocean transportation.

## Reds To Boost Price Of Oil

The Soviet Union has announced its intention to post a new sizable increase in the price of oil it is marketing in Western Europe. The Russians said that the new oil prices will reflect the true cost of oil exploration and the development of oil fields.

With the help of some Liberian-flag operators, the Russians have been making increasing inroads in the European oil market as well as markets in Asia and Latin America. All Cuban oil, for example, comes from the Soviet Union. Major run-away-flag operators have been carrying Russian oil because the Soviet Union does not yet have enough tankers of its own for that purpose. The new prices could cut trade and the business of the run-aways.

The Soviets have been able to sell huge quantities of oil abroad by cutting prices to as low as 75 cents a barrel. By comparison, the going rate for crude on the United States east coast is approximately \$3 a barrel or better.

## THE SIU INDUSTRIAL WORKER



### Speaking Out At UIW Meeting



UIW member Ronald B. Lockwood of Beam-Matic Speciality takes the floor to make a point at a membership meeting at headquarters.

## UIW Wins Optical Plan; Philadelphia Clinic Opens

Continue its program of providing the most extensive welfare protection possible, the UIW has won complete optical coverage for all Union members and their dependents.

Under the terms of the optical benefit, eligible UIW members and their eligible dependents are now entitled to one pair of eyeglasses every two years.

Children will be able to obtain safety glasses which do not shatter, thereby preventing injury to their eyes.

The plan also provides for free eye examinations every two years to determine the need for glasses.

Appointments for the eye examinations are to be made through the UIW halls in the cities where the plan is in operation. These cities are: New York, Philadelphia, Norfolk, Baltimore, Mobile, New Orleans and Houston.

After the eye examination, the eyeglass prescription is usually filled within a few hours, the only exception being cases where specialized lenses are needed.

Eligibility for the optical benefit is the same as for all other UIW welfare benefits. A member must have three months of continuous employment with a minimum of 60 hours worked in the month preceding the date of claim.

Eye examinations are also available separately through the network of UIW medical clinics. This Union program was also expanded in February, when members and their dependents became eligible to use the Union Health Center of the AFL-CIO International Ladies Garment Workers Union in Philadelphia.

Expansion of the UIW free medical examination program to that city means that UIW members are now able to use clinics in six cities. The other five are New York, Baltimore, Mobile, New Orleans and Houston.

The ILGWU center in Philadelphia, at 925 North Broad Street, is recognized as one of the finest union health centers in the country. It will provide the same type of complete head-to-toe medical examination which UIW members in other cities have been receiving at the other clinics since last fall, when the UIW program began.

Visits to the Philadelphia clinic can be arranged promptly by calling the Union hall for an appointment. This allows for the orderly scheduling of exams for all members and their dependents. The same practices are followed in the other clinics as well.

## UIW Pushes SI Oil Drive

The UIW is continuing to expand its organizing drive in the Staten Island oil distribution field. Contract negotiations with a second company have been completed and Union unfair labor charges against another concern and a so-called "Independent Local 355," which have been trying to block the desires of employees to join the UIW, have been decided in favor of the Union.

Richmond Burner company has agreed to a top UIW contract for its employees who joined the Union last fall. The contract calls for substantial wage increases retroactive to December 15 and improved welfare benefits. It runs for one year.

### Uphold Charges

The National Labor Relations Board has upheld UIW unfair labor practices charges against Flore Bros. and Local 355. The decision prevents the company and the "Independent"—from blocking Flore workers from joining the UIW. The Union will file for a representative election shortly.

Hearings on charges against Local 355 and another oil distributor, Salmirs Oil, have been completed and an early decision is expected. Salmirs employees have indicated a strong desire to join the UIW.

## Use Only One Mail Address

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

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

By SIDNEY MARGOLIUS

### Banks Battling For Your Savings

Interest rates paid to savers have risen again as the nation's banks, savings and loan associations and credit unions compete for your deposits. It pays even small savers to give attention to interest rates paid by various institutions. It's

quite common to meet families who shop with the greatest care for family needs, but have no idea what interest they get on their savings. One skilled worker we recently met stored his savings in a bank downtown paying three percent when the credit union right at his plant was paying a husky five.

Another matter of concern is the habit of buying Government savings bonds on the payroll-deduction plan, accumulating a few, and then cashing them in. This way, the bonds never get a chance to earn any interest. It's important to (1) shop for the best interest rate consistent with safety, and (2) use the right type of account for different kinds of savings—short-range and long-range.

As a result of the recent rate rise, many banks now pay three and one-half percent plus a bonus of one-half of one percent on deposits left in the bank a year or more. This rate puts the banks within closer distance of the savings and loan associations. For some time most savings and loan associations have been paying four to four and one-half. Most recently some of the associations—especially those on the West Coast—have edged up to 4.6 percent. Some associations which don't have their deposits insured by a Federal agency, but by private insurers, pay as much as five percent (but of course need to be evaluated with extra care).

Credit unions still generally are at the top of the list. Most credit unions pay four to five percent. Many also provide deposit life insurance, which is worth an additional one-half of one percent to young families, and even more to middle-aged and older people.

The Treasury Department says it has no plans to raise the present three and three-quarters percent rate on E bonds to meet the increase in bank rates. But E bonds have their own advantages for long-range savings.

In general, this department recommends using savings accounts for short-range funds—those you expect to draw on in less than two years. There is no use buying E bonds for temporary savings, because you merely will be trading cash back and forth with Uncle Sam, and neither of you will gain. E bonds earn no interest at all the first six months, and less than two percent the second six. Not until the third year do they earn over three.

The ideal use of E bonds is for retirement purposes or as a backlog against unemployment. Since you can postpone the tax liability until you actually cash the bonds, this way you probably would avoid any income tax at all on the increase in value, since you would be cashing them at a time of reduced income.

Another advantage of E bonds is that the interest rate is guaranteed for the next seven years and nine months. Conceivably banks and savings associations could cut their rates back to the previous lower levels in a time of recession.

Also, when you approach retirement you can exchange E bonds, both matured and unmatured, for Government H bonds and thus defer paying income tax on the E-bond increase in value for ten years more, or until you cash in the H bonds. Thus, moderate-income retired couples could very likely escape tax liability completely on their original E bond purchases.

Government H bonds earn the same three and three-quarters percent as E bonds, but the interest is paid by check every six months instead of accumulating until you cash in the bond. This is a useful arrangement for people who want the interest as a regular income, as in retirement.

Government savings bonds can be bought on the payroll-deduction plan or at a bank, and can be cashed in either at a bank or the nearest Federal Reserve office. In case of death, cashing bonds is simpler if you name a co-owner. A beneficiary named on the bond can cash it but must present a death certificate.

If a savings bond is ever lost, stolen or destroyed, write the Bureau of The Public Debt, Division of Loans & Currency, 536 South Clark Street, Chicago 5. State the serial number (with prefix and suffix letters), month and year of issue and your name and address. The bureau will send you a form to fill out and, after you return this form, will issue a new bond.

But we don't recommend putting your money in either the higher-rate savings accounts or E bonds while you still owe installment debts or continue to buy on time. There is no point to paying finance charges of 12-22 percent on credit purchases, or interest rates of 8-12 percent on cash loans, while your savings earn just three and three-quarters to five percent.



**THE FISHERMAN  
and  
CANNERY WORKER**

**SIUNA Fishermen  
Plan New Program**

**SAN FRANCISCO**—Fishermen and cannery workers' unions affiliated with the SIUNA met here recently to map out plans and a legislative program to improve the bargaining position of fishermen across the nation.

Prime target of the SIUNA fishermen and cannery workers representatives was Federal legislation which now excludes fishermen from the classification of "employees" and prohibits them from bargaining for minimum fish prices which form the basis on which they are paid.

Chairman of the meeting was John Hawk, SIUNA international representative. Also attending were John Calise, San Pedro Fishermen's Union; Lester Ballinger, San Diego Fishermen and Cannery Workers Union; John Crivello, Monterey Fishermen's Union; George Issel, San Francisco Cannery Workers Union; George Johansen, Alaska Fishermen's Union; Abe Lehto and Bill Lehto, also of the Alaska Fishermen's Union; Jack Tarantino, of the San Diego Fishermen's and Cannery Workers Union; Andrew Neimi, representing the Alaska Marketing Association,

and Duane Vance, Seattle attorney who has been representing SIUNA West Coast fishing affiliates.

The unions resolved to collect pertinent data and transmit it to the International to further its fight for fishermen's rights.

Each union will gather information on:

1. Type of boats, nets and other gear used in catching fish and species of fish caught by members in each jurisdiction.

2. How minimum fish prices were recognized as wages and included in union contracts for many years.

3. Part played by the OPA and by the War Labor Board during World War II in controlling fish prices and, consequently, fishermen's wages.

4. Devices used by canners, particularly tuna canners, such as delaying by weeks the unloading of refrigerated boats, thereby holding up fishermen's wages and reducing their earning power by idling fishermen in order to force prices down.

5. Destruction of boatowners' associations by fish canners, and how canners, by indirect ownership of boats through mortgages, control fish deliveries and prices.

6. The fluctuation of boatside fish prices, set at auction or by bargaining, which has little effect on consumer prices.

**'Copter Aids  
Tuna Catch**

**SAN DIEGO** — The seiner Nautilus, largest tuna boat under the American flag, has returned from her first trip to the fishing grounds with what is probably the largest catch ever brought to a California cannery by an American ship.

Capt. Eddie Madruga and his crew had 650 tons of yellowfin and skipjack caught while ranging over 3,000 miles of fishing waters between Mexico and Ecuador.

The Nautilus was gone 2½ months and after a few minor alterations will leave for her second voyage this month.

Nautilus scored another "first" in being the first California clipper to carry a helicopter as a regular part of the equipment.

After 'copter pilots learn more about spotting fish and the techniques of seining, the machine will be a wonderful help in tuna fishing, Madruga believes.

**Cannery Worker  
Rescues Brother**

**TERMINAL ISLAND, Calif.**—A woman member of the Cannery Workers' Union of the Pacific, an employee at the Star-Kist tuna plant here, saved a fellow union member from drowning.

Isabel Ramirez, of Star-Kist, was driving to work in December when she saw the car ahead of her plunge over the bridge between the mainland and Terminal Island.

She stopped her car, took off her shoes and dove into the water to save Ausenico Vigil, an employee at Van Camp Sea Food and also a member of the SIUNA-Cannery Workers union.

**Seafarer And Son In New Orleans**



Snapped in the New Orleans Seafarers hall are Seafarer M. C. "Blackie" Foster and his son, M. C. Foster, Jr. Photo was taken last Christmas at the annual holiday dinner.

**All Officers  
Reelected  
By Pursers**

All incumbent officers of the Staff Officers Association, the SIUNA-affiliated pursers union, have been reelected in recent voting.

Reelected by near-unanimous votes were: Harry Moreno, president; John Aitken, vice-president; Bert Lanpher, secretary-treasurer, and Paul Tonnarelli, assistant secretary-treasurer.

The membership also approved amendments to the SOA constitution, including revisions in the duties of officers, the executive board and trial procedures. The constitution also allows for waiving of initiation fees during organizing drives.

SOA members have also ratified the union's contract with American Export Lines by a vote of 84 to one as a consequence of the union's successful organizing drive on ships of that company.

The union is now conducting a drive to secure a manning scale change which would place purser-pharmacist mates on all American-flag ships.

**ILA Starts Meeting  
On Pact Demands**

The International Longshoremen's Association has announced that it will seek a new contract calling for higher wages this year for Atlantic and Gulf coast longshoremen.

The announcement was made by Thomas L. (Teddy) Gleason, executive vice-president of the ILA, who added that the maritime industry must also consider the possibility of paying a guaranteed annual wage for pier workers if it insists on going ahead with its automation plans.

Gleason emphasized the fact that the increases that were obtained in the last contract have been largely wiped out by the rising cost of living, and that the ILA has employed the services of an economist in order to devise a formula by which union and management "can live under an annual wage pattern."

Although the union contract does not expire until September 30, ILA and management officials have already met with the Federal Mediation and Conciliation Service in an effort to iron out any disputed issues before actual contract negotiations begin.

In the past, mediators took action only when union and management had reached a dead end in their negotiations.

**SIU FOOD and  
SHIP SANITATION  
DEPARTMENT**



Cliff Wilson, Food and Ship Sanitation Director

**Insect Control On Ships**

Vermin control, which includes control of insects and rodents, is an important factor in maintaining healthful conditions on a vessel. Bugs, insects and rodents are all capable of transmitting disease. In order to suppress vermin infestation on vessels, continuous control measures are necessary. Good sanitation practices should be carried on at all times.

Good sanitation habits are a most important factor in the prevention and control of vermin. Living quarters and areas where food is stored, prepared or served, or where utensils are cleaned and kept should be regularly cleaned and maintained. Simple cleanliness, with frequent and abundant use of soap and water is essential.

Some other basic rules for prevention and control of vermin are:

- Eliminate enclosed spaces where trash, food particles and dirt may accumulate.
- Use screens on all openings leading to food service areas especially during those seasons when insects are prevalent.
- Store and dispose of trash and garbage in closed, covered containers.
- Use suitable insecticides properly.

If cleanliness is maintained, then there will be few occasions when insecticides have to be brought into play. When they are, they should be handled with care as they are also harmful to humans, not just vermin. They should be stored at a distance from food-handling areas to prevent their being mistaken for foodstuff. Poisonous types should be colored and clearly marked "POISON."

Insecticides are of two kinds: residual sprays and dusting powder, or space sprays. The residual spray or dusting powder leaves minute but long-lasting poisonous crystals on the treated surface. These residues kill vermin as they emerge from their hiding places and crawl over the treated area.

Space sprays are quick-killing mists containing agents that kill vermin when they come in contact with the insects. They are not of a long-lasting nature and their effectiveness is spent after a while.

When insecticides are used, they should not come in contact with food, utensils or the person using the spray. Any contaminated article should be cleaned immediately. Contaminated food should be discarded.

Ratproofing activities should, for the most part, be confined to maintaining in good condition the ratproofing which has been built into the vessel. When ratproofing is necessary, as in the case of concealed spaces and structural pockets which cannot be inspected, efforts should be directed to closing off the area by using heavy gauge sheet metal or other material that cannot be gnawed by rats. Collars using rat-proof material, should be installed around penetrating fixtures.

When necessary, rodenticides and traps should be used. Rodenticides should be clearly marked, stored away from all foodstuffs and used according to instructions. Most rodenticides are toxic to humans and must be used with care.

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



San Diego tuna fishermen mend the huge nylon net used on modern purse seiners like the Nautilus. New techniques, including power-operated nets which measure from 400 to 600 fathoms, have revolutionized the tuna industry.

MEET YOUR OLD SHIP  
MATES AT THE SIA'S OWN  
**Port O'Call**  
IN THE BALTIMORE  
AND N.Y. HALLS, SWAP  
YARNS AND WATCH  
THE FIGHTS ON TV.  
NEW LOW PRICES  
AND YOU'RE ALWAYS  
WELCOME HERE AT  
YOUR OWN PLACE.  
OWNED AND OPERATED  
BY THE SEAFARERS  
INT'L UNION-AEG-AFL

**Drawing A Bead On All Corners**



Packing all the artillery are Jamey, 4, and Steven, 3, sons of Seafarer James Lupo. They were brandishing the irons in the New York hiring hall.

**25 In '62 Competition For 5 SIU Scholarships**

Approximately 25 Seafarers and children of SIU men have completed or are completing all of the eligibility requirements to compete for the five \$6,000 SIU scholarships. The five scholarships, one of which is reserved exclusively for a Seafarer, will be awarded in May. The awards are based on the recommendations of a board of college administrators.

Thus far, 17 of the applicants have taken the College Entrance Board Examination and have met all of the other requirements called for under the scholarship plan. An additional eight applicants have either taken the exam or will be taking the last test given early in March.

The rules of the plan call for the full qualifications to be met

**Off-Job Benefit Totals \$49,000 In One Month**

The importance of the new Sickness and Accident program in providing coverage for Seafarers who suffer injury or illness off the job is shown by the completed figures received for the month of December. The Seafarers Welfare Plan reports that benefits paid to outpatients under this program amounted to \$49,263 in that month (see adjoining Welfare, Vacation Plan report).

The S&A program was set up to protect those Seafarers who would not be eligible for maintenance and cure because their illness or injury occurred while they were on the beach and not in the employ of any shipping company. It provides up to 39 weeks' coverage both in and out of the hospital at a rate comparable to maintenance and cure benefits.

The new benefit went into effect on October 1, 1961, as an outcome of the shipping negotiations of last summer.

by the time of the March examination so that the committee which makes the awards can have full information available to it when it meets in May.

Up to this year 43 scholarships have been awarded by the Plan to active Seafarers and to children of seamen. Last year's winners included Seafarer John R. Sweeney and the children of Seafarers Garland Hogge, William Peterson, Harold Welsh and William Walsh. Twenty of the 43 awards issued under the program thus far have gone to Seafarers themselves.

The \$6,000 scholarship benefit covers four years' study at any recognized college or university in the United States. In some instances, upon application to the trustees of the Seafarers Welfare Plan, scholarship winners have been able to apply their awards to graduate study in medicine, dentistry and other fields.

Selection of the winners is based on their previous scholastic record, their performance on the College Entrance test and their extra-curricular and community activities.



*In the hospital?*

**Call SIU Hall immediately!**

**SIU SOCIAL SECURITY BULLETIN BOARD**

**SEAFARERS IN DRYDOCK**

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

- USPHS HOSPITAL NEW ORLEANS, LA.**
  - Virgil Alford, Jr.
  - Paul Arthofer
  - Robert Banister
  - Felipe Basalda
  - Paul Bates
  - Percy Boyer
  - Clyde Brown
  - Cloise Coats
  - Thomas Dalley
  - Ignazio D'Amico
  - Earl Davidson
  - Henry Dill
  - John Dooley
  - Albert Doty
  - J. B. Dyeas
  - Ramose Elliott
  - Thomas Folse
  - Needem Galloway
  - John Graves
  - Clarence Hafner
  - Charles Hanners
  - Lee Harryey
  - Jim A. Jenkins
  - George Kaspryk
  - Edward Knapp
  - Mellar Linsey
- USPHS HOSPITAL BALTIMORE, MD.**
  - Russell Aldrich
  - William Barber
  - James Bergeria
  - Ralph Bradshaw
  - Joseph Buckler
  - Joseph Carroll
  - John Chelton
  - C. Crockett
  - Millard Cutler
  - Friedof Fondila
  - Patrick Foy
  - Robert Fravel
  - Peter Galvin
  - Henry Gawkoski
  - Gorman Glaze
  - F. Gonzalez
  - John Hannay
  - Paul Huggins
  - Joseph Kisten
  - Howard Lahym
  - Frank Liro
  - Leon Lockey
- MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MD.**
  - Theodore Valmas
  - George Lenansky
- USPHS HOSPITAL GALVESTON, TEXAS**
  - Robert Auziler
  - Allen J. Bullard
  - Walter Ballou
  - R. D'Ferralet
  - D. A. Dutton
  - Steve Ericsson
  - C. Hippard
  - H. Holmes
  - LeeRoy Hoffman
  - J. V. Johnson
  - Pat Jones
- USPHS HOSPITAL SAVANNAH, GA.**
  - Malcolm Foster
  - Donald Gagnon
  - Sanford Kemp
- USPHS HOSPITAL SEATTLE, WASH.**
  - Louis Bernier
  - Lucien R. Elie
  - Mike Orcins
- USPHS HOSPITAL BRIGHTON, MASS.**
  - Alfred Duggan
  - George Fleming
  - George Hubner
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Jefferson Brigham
  - Thomas Conway
  - Jose Ferrer
  - F. Fulbright
  - Paul Hansen
  - Harry Lowther
  - Phillip Mason
- USPHS HOSPITAL STATEN ISLAND, NY**
  - Edward Bergevin
  - Gordon Bell
  - C. Anderson
  - Omar All
  - W. Bergulst
  - Kurt Binemanis
  - Alfred Cedeno
  - Thomas Connell
  - W. Connolly
  - Wilbur Coutant
  - George Crabtree
  - Rulof DeFrettes
  - John Dern
  - M. Diamantis
  - S. DiBella
  - Jose Doletins
- USPHS HOSPITAL SEATTLE, WASH.**
  - Robert Reinken
  - Herman Sprainis
- USPHS HOSPITAL BRIGHTON, MASS.**
  - Joseph Hunt
  - Herbert McIsaac
  - C. Robinson
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - C. Neukirchner
  - William Rogers
  - Richard Ripley
  - Edward Smith
  - Thomas Trollinger
  - S. Villaflores
  - William Williams
- USPHS HOSPITAL SEATTLE, WASH.**
  - Albert Nelson
  - Robert Nielson
  - F. Nielsen
  - Aneus Olson
  - Nick Papageorgio
  - John Pasko
  - Major Reid
  - Candido Reyes
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - Benjamin Deibler
  - Abe Gordon
  - Thomas Leahy
  - Max Olson
- SAILORS SNUG HARBOR STATEN ISLAND, NY**
  - Henning Bjork
  - Alberto Gutierrez
- VA HOSPITAL WEST ROXBURY, MASS.**
  - Raymond Arsenault
- VA HOSPITAL KERRVILLE, TEXAS**
  - Willard T. Cahill
- USPHS HOSPITAL KEY WEST, FLA.**
  - Carl Copper
- PINE CREST HAVEN COVINGTON, LA.**
  - Frank Martin
- US SOLDIERS HOME WASHINGTON, DC**
  - William Thomas
- VA HOSPITAL WEST HAVEN, CONN.**
  - James Gorman
- E. Reyes**
- V. Sanabria**
- B. Savage**
- H. F. Smith**
- William Vidal**
- H. R. White**
- James Williams**

**Physical Exams—All SIU Clinics**

December, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	80	12	7	99
Houston	144	5	4	153
Mobile	55	6	1	62
New Orleans	172	10	13	195
New York	358	19	14	391
<b>TOTAL</b>	<b>809</b>	<b>52</b>	<b>39</b>	<b>900</b>

**SIU Blood Bank Inventory**

January, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	5	4	0	9
New York	112	30	18	124
Philadelphia	85	2	2	85
Baltimore	43½	5	0	48½
Norfolk	14	4	0	18
Jacksonville	33	2	0	35
Tampa	2	3	0	5
Mobile	30	6	0	36
New Orleans	18	21	4	35
Houston	17½	11½	9	20
Wilmington	26	5	24	7
San Francisco	(14)*	3	4	(15)
Seattle	15	0	0	15
<b>TOTAL</b>	<b>387</b>	<b>96½</b>	<b>61</b>	<b>422½</b>

\* Figures in parenthesis ( ) indicate shortage to be made up.

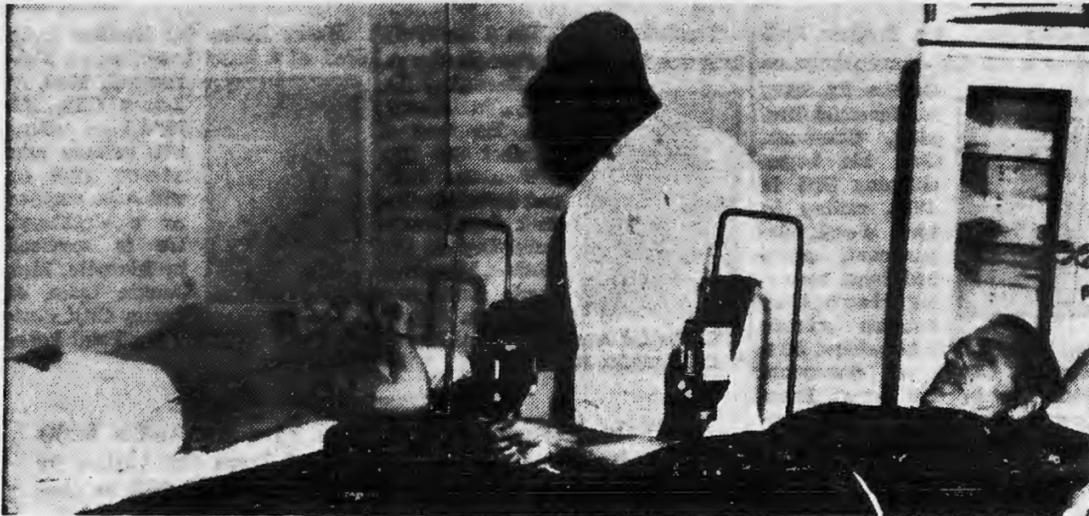
**SIU Welfare, Vacation Plans**

Cash Benefits Paid—December, 1961

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)	7402	\$36,191.72
Death Benefits (Welfare)	12	36,668.82
Disability Benefits (Welfare)	282	42,300.00
Maternity Benefits (Welfare)	41	8,200.00
Dependents Benefits (Welfare)	216	57,663.94
Optical Benefits (Welfare)	60	750.73
Outpatient Benefits (Welfare)	610	49,263.00
<b>Summary (Welfare)</b>	<b>8623</b>	<b>\$231,038.21</b>
<b>Vacation Benefits</b>	<b>1491</b>	<b>\$239,791.41</b>
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD</b>	<b>10,114</b>	<b>\$470,829.62</b>

# SIU SOCIAL SECURITY DEPARTMENT

## Seafarer And Wife Donate To SIU Blood Bank



Having made several donations to the SIU blood bank on previous occasions, Seafarer **George McAlpine**, electrician, brought his wife, Irene, to the New York health center with him the last time around. McAlpine last sailed aboard the *Fairland* (Sea-Land). Lab technician **Esmond Field** handles the technicalities.

## Benefit Improved:

# Extend SIU Optical Aid To Three More Ports

Continuing its policy of improving benefits for Seafarers and their families, the SIU has extended its optical plan to three more ports and has expanded coverage to provide safety glasses for dependent children.

The three new ports joining the nine cities in which optical benefits are available to wives, children and dependent children as well as Seafarers are Jacksonville, Norfolk and Seattle.

Coverage is the same as in the other ports, providing for free eye examinations and, if needed, regular or bi-focal eyeglasses once every two years.

Under the expanded coverage of the plan, dependent children are

now able to receive safety eyeglasses. This type of lens is more resistant to shock and less likely to break, thereby reducing the possibility of glass injury to dependent's eyes.

Originally providing coverage just to Seafarers, the plan was expanded late last year to include their families. This was followed by coverage for Seafarers and their families who live in areas without SIU optical centers. Up to \$25 in benefits is payable when they visit optical facilities closer to their home.

The ports in which coverage was provided previously are: New York, New Orleans, Mobile, Baltimore, Philadelphia, San Francisco, Boston, Chicago and Houston. Actually, Houston coverage is for the whole state of Texas as the optometrists used by the plan have offices through the state.

In order for a Seafarer or his dependents to be eligible for the optical benefit, a Seafarer must have at least 90 days of employment in the previous calendar year and one day of employment in the six months immediately preceding the date of application. This is the basic eligibility rule for all SIU welfare benefits.

Under the terms of the benefit, Seafarers and their eligible dependents are entitled to one pair of eyeglasses every two years except in cases requiring glasses more frequently due to special medical reasons. In addition, complete eye check-ups are available through the separate network of SIU medical centers.

Appointments for the eye examinations can be made through the Union halls in the 12 ports where the plan is now in operation.

## Notify Union On LOG Mail

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

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

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

## 7 Pensioners Start The New Year Right

After many years of active seetime, seven veteran Seafarers began the New Year on Union pensions following trustee approval of their benefit applications last month.

The first Seafarers to be approved for \$150 per month lifetime pensions in 1962 are **Leo Gillis**, **Regnwald Hans Hansen**, **Charles Frances Jeffers**, **Edward Jones**, **Pedro Rodriguez Penelas**, **Daniel Rucker** and **Manuel Da Silva**.

With seetime extending back to 1918 on American bottoms, Brother **Gillis** joined the Union in 1938 in Philadelphia and has been sailing in the deck department since then. The 66-year-old Seafarer retired to that city last year when he signed off the *Yorkmar* (Calmar) on August 22, 1961.

Afr 13 years on foreign-flag ships, Brother **Hanssen** joined the Union in 1940 in New York and began sailing in the steward department. The 74-year-old veteran paid off the *Steel Recorder* (Isthmian) on August 16, 1961. He has a daughter, **Eleanor Skoog**, in Brooklyn.

A deck department veteran, Brother **Jeffers** joined the SIU in 1941 in Baltimore. He called it quits on October 18, 1961, signing off the *Del Campo* (Mississippi). The 65-year-old Seafarer makes his home with his sister, **Mrs. E. J. Murphy**, in St. Simons Island, Georgia.

With 10 years of foreign-flag sailing plus SIU seetime since 1943 behind him, Brother **Jones** paid off his last ship, *Seatrain* (Texas) (Seatrains), on November 28, 1961, as a baker. Born in England, the 65-year-old veteran makes his home in Union City, New Jersey, with his wife, **Ellen**.

A native of Spain, Brother **Penelas** joined the Union in 1939 in Miami, sailing in the steward department. He signed off the *Florida State* (Everglades) on October 16, 1961. The 65-year-old



Hanssen



Jeffers

seaman lives in Miami, Florida, with his wife, **Antonia**.

The oldest Seafarer receiving a pension this month, Brother **Rucker** is 75 years of age. His seetime includes nine years on foreign bottoms before joining the SIU in 1944 in NY. Shipping in the deck department, he paid off the *Del Norte* (Mississippi) on October 23, 1961. He lives with his wife, **Rosemary**, in New Orleans, La.

Originally from Portugal, Brother **Da Silva** joined the Union in 1948 and has been shipping in the steward department. His last ship was the *Steel Rover* (Isthmian) which he signed off on June 9, 1961. The 63-year-old veteran and his wife, **Laurentia**, live in Newark, New Jersey.



Jones



Penelas



Rucker



Da Silva

## SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



## Compensation For Radiation Burns

The expanded use of radioactive material in industry and the problem of radiation injury to workers is increasingly becoming a problem. The nation-wide failure of states to provide adequate compensation has resulted in efforts by the labor movement to have the Government establish a Federal compensation program for workers disabled by radiation exposure.

While almost all states list radiation-induced disability as compensable, AFL-CIO spokesmen have pointed out, this is more illusory than real. Many states provide that industry does not have to have its employees covered, thereby affording no real protection to workers if the company decides not to have state coverage.

Other states have time limits or dollar restrictions on coverage, which make compensation ineffective. Nationally, only half the states provide full medical care for radiation-induced occupational diseases which will become more frequent as atomic energy is employed more and more in industry.

Secretary of Labor **Arthur Goldberg** also cited the deficiencies in state programs. "I think it may be fairly concluded," he said, "that the existing programs in many states do not provide adequate protection against work-connected radiation injuries." He added that the Labor Department has prepared proposed regulations dealing with radiation hazards which will become an integral part of the safety and health standards for Federal supply contracts.

While the Government has taken some action in this area, the AFL-CIO has proposed that present laws be modified to take into account the delayed nature and lingering aspects of radiation injuries. Unless this is done, states are going to have to stretch their compensation laws beyond recognition if employees suffering latent injury from exposure to radiation are to receive adequate protection.



The nation's economy has been bolstered and helped by the rise in the Federal minimum wage to \$1.15 an hour last September, and establishment of a \$1 an hour minimum for over three million workers not previously covered, the Government reported to Congress.

Forecasts of opponents to a higher minimum that the increase would force price increases, touch off inflationary wage raises and price many workers out of their jobs have not come true. Instead, the Government reported, both retail and wholesale prices have remained stable since September and unemployment has gone down slightly.

At the same time, the increased purchasing power of the lowest-paid group has been a contributing factor to the general economic upturn. There is no doubt that the uses to which the additional income were put were immediately beneficial to the wage earner and the economy.

The wage-earner used the added income on necessities, thus raising his living standard closer to what is generally considered the current US level. The increased money, in turn, boosted the economy so that the whole nation benefited. Wage increases resulting from the new minimum will add up to \$536 million in the first year, adding that much more to the nation's wealth.

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

**SIU MEDICAL DEPARTMENT**



Joseph B. Logue, MD, Medical Director

**Breakthrough On Deafness**

In the past few years, there has been a marked advance in the rehabilitation of persons with defective hearing. Modern advances in surgical techniques and hearing aids are now restoring a useful and happy life to many who were totally lost behind the barrier of silence. This revolutionary breakthrough has been interestingly described by Robert O'Brien in "Today's Health."

Many can remember when the hard of hearing were resigned to being "shouted" at. We have the picture of older persons sitting by the fire using a trumpet-type hearing implement or being relegated completely behind the silence barrier.

In promoting the use of hearing aids, there has been the barrier of prejudice that had to be overcome. The use of hearing aids is at the present time at the stage where the use of visual aids was 50 years ago. Now, no one has any inferior feeling about using glasses. We hope a similar situation will eventually prevail in the use of hearing aids.

The ear is roughly divided into three areas. The outer ear, canal and drum. The middle ear contains three small bones or ossicles (hammer, anvil, stapes) which transmit the sound to the third portion or inner ear. The inner ear contains a conch-like body which is attached to the auditory nerve that transmits the impulse to the brain.

The two major types of hearing impairment are conductive deafness, and perceptive or nerve deafness, or a combination of the two called a "mixed-type deafness."

Conductive-type deafness occurs when the sound waves do not reach the inner ear. It may be caused by anything which obstructs the sound waves in the ear canal, or muffles the vibrations in the middle ear. This could be caused by a foreign body in the ear canal, wax, bony growths, perforation of the ear drum, swelling of the fluid in the middle ear, the result of infection, or a break in the chain of vibrations through the three tiny bones of the middle ear.

Conductive-type deafness is seldom complete, as the skull bones themselves conduct vibrations to the inner ear. Thus, these patients frequently hear well over the telephone, as the vibrations are transmitted through the temporal bone to the inner ear when the telephone receiver is pressed over the ear.

In nerve or perceptive-type deafness, the outer and middle ear function normally, but the circuit to the brain is not functioning. This is due to damage to the nerve endings in the inner ear, to fibers of the auditory nerve or to the hearing centers in the brain.

The causes of nerve deafness may be loud noises such as gunfire, head injuries, tumors or diseases that affect the brain. A common cause in infants occurs in those born to mothers who have measles during the first three months of pregnancy.

In nerve deafness, high frequency sounds are not heard. In conversation, speech tones usually missed are the p's, k's and t's, so that only part of the words are heard. The victims complain that the sound does not make any sense. Bone conduction is of no assistance, and they hear poorly over the telephone.

As nerve damage cannot be repaired, nerve-type deafness presents a serious problem for medico-surgical treatment. However, much can be done in the way of rehabilitation. New techniques in lip reading, speech analysis, auditory training, tape recording and educational television are greatly benefitting the nerve deaf today, especially children. This training, together with proper hearing aids, is making great strides in rehabilitating the victims of nerve deafness.

One of the most frequent causes of conductive deafness, particularly in children, is chronic middle ear infection. This can be caused by measles, scarlet fever, head colds and upper respiratory disease, and frequently, by diseased tonsils or adenoids. The middle ear becomes inflamed; the mucous lining swells; infectious fluid accumulates behind the ear drum, and eventually may perforate the drum, producing a running or draining ear called a "chronic ear." If the drum does not perforate, the drum thickens and movement of the drum is inhibited, and hearing loss develops.

If "chronic ear" is treated immediately, it can be controlled, or cured. If neglected, serious hearing loss develops.

Fantastic progress has recently been made in the field of micro-surgery. The development of binocular surgical microscopes and minute cutting instruments enables the surgeon to work in the small area of the ear. With micro-surgery, and new techniques in tissue grafts, the surgeon is able to restore hearing to patients who were previously written off as hopeless.

In otosclerosis, a frequent cause of conductive-type deafness, Dr. John J. Shea, Jr. of Memphis, Tenn., has developed the stapedectomy. He removes the stapes, cuts away the otosclerotic bone growth from the inner ear, takes a vein graft from back of the patient's hand, grafts over the opening in inner ear. He then uses a plastic tubing as a substitute for the stapes. This type of operation is successful in about 90 percent of cases of otosclerosis.

Another type of operation, "tympanoplasty," according to Dr. W. D. Schlosser, has now restored hearing to many "chronic ears." Using the operating microscope and grafts, the ear specialist is able to clean out a chronic middle ear and graft a new drum, thus clearing up chronic infection and restoring hearing to the many who heretofore were hopeless. Dry ears are restored in about 70 percent of cases and hearing restored in almost as many.

Many young children of school age are frequently apparently dull in class, are slow to learn and unable to make their grade. These children are often of normal intelligence, but are handicapped by defective hearing. All school age children should be screened for hearing impairment, and proper correction made.

Hearing aids are an indispensable tool to many of the 15 million of hard-of-hearing Americans.

Don't just buy a hearing aid. Have an examination by a competent otologist. Follow his advice. Surgery may do the job. If not, and a hearing aid is required, take his advice as to type of hearing aid best suited for you. All hearing aids should be individually fitted.

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

**SIU ARRIVALS and DEPARTURES**

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$28,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates).

**Walter Stoll, 79:** Brother Stoll died of a cerebral hemorrhage on



October 29, 1961, in Memorial Hospital, Savannah, Ga. He began shipping SIU in 1938, sailing in the deck department, and had been receiving disability benefits since 1955. Surviving is his widow, Mrs. Wilma B. Stoll, of Savannah. Burial was in the Forest Lawn Cemetery, Savannah. Total benefit: \$4,000.

‡ ‡ ‡

**John Brickhouse, 57:** Brother Brickhouse died of injuries

sustained while aboard a tug at Cape Fear, NC, on November 26, 1961. He sailed in the engine department after joining the SIU in 1960. Mrs. Marie Brickhouse, of Portsmouth, Va., and Murray Resnick were appointed administrators of his estate. Burial was at St. Stanislaus Cemetery, Baltimore, Md. Total benefit: \$4,000.



‡ ‡ ‡

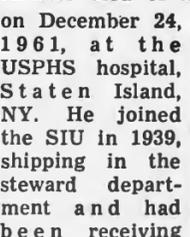
**William Howland, 67:** A heart



attack was fatal to Brother Howland on December 25, 1961, aboard the SS Cantigny. He joined the SIU in 1945 and shipped in the steward department. His daughter, Beverly Coughlin, of La-Crosse, Wis., survives. Burial was at Lauderdale Memorial Park, Fort Lauderdale, Fla. Total benefit: \$4,000.

‡ ‡ ‡

**Mal McAllister, 62:** Brother Mc-



Allister died of natural causes on December 24, 1961, at the USPHS hospital, Staten Island, NY. He joined the SIU in 1939, shipping in the steward department and had been receiving disability benefits since last July. Surviving is his widow, Mrs. Helen McAllister, of Philadelphia, Pa. Burial was at Mount Lawn Cemetery, Sharon Hills Pa. Total benefits: \$4,000.

‡ ‡ ‡

**John A. Morris, 54:** A heart ail-



ment was fatal to Brother Morris on January 29, 1962, in Baltimore, Md. He joined the SIU in 1938, sailing in the deck department. He is survived by a friend, Frank Hickey of Baltimore, Md. Burial was in Sacred Heart Cemetery, Baltimore, Md. Total benefit: \$4,000.

**Frank Lundgren, 38:** A heart at-



tack was fatal to Brother Lundgren on December 17, 1961, in Miami, Fla. He was a member of the SIU since 1960 and sailed in the deck department. Surviving is his mother, Mrs. Gertrude Lundgren, of Staten Island, NY. Burial was in Staten Island. Total benefit: \$4,000.

**Harry Luke, 56:** Brother Luke



died of a heart condition on February 1, 1962, in Jersey City, NJ. He'd been sailing SIU railway tugs since 1960 on which he shipped as a deckhand. He is survived by his wife, Mrs. Jennie Luke, of Jersey City. Burial was in Jersey City. Total benefit: \$4,000.

All the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$6,400 in maternity benefits and a maturity value of \$800 in bonds:

**Carla C. Swafford,** born January 17, 1962, to Seafarer and Mrs. Joseph C. Swafford, of Cedartown, Ga.

‡ ‡ ‡

**Irina Figuero,** born December 27, 1961, to Seafarer and Mrs. Manuel A. Figuero of New York City.

‡ ‡ ‡

**George A. Everett, Jr.,** born November 15, 1961, to Seafarer and Mrs. George A. Everett, Mobile, Ala.

‡ ‡ ‡

**James L. Brantley, Jr.,** born November 2, 1961, to Seafarer and Mrs. James L. Brantley, Jacksonville, Fla.

‡ ‡ ‡

**Becky Lynn Martiniere,** born October 4, 1961, to Seafarer and Mrs. William E. Martiniere, Fairhope, Ala.

‡ ‡ ‡

**Francisca Nicolas,** born September 25, 1960, to Seafarer and Mrs. Francisco V. Nicolas, Baltimore, Md.

‡ ‡ ‡

**Lorraine Butler,** born September 8, 1960, to Seafarer and Mrs. Owen R. Butler, Gibson, La.

‡ ‡ ‡

**Patrick Frankewicz,** born December 27, 1961, to Seafarer and Mrs. Stephen J. Frankewicz, Baltimore, Md.

‡ ‡ ‡

**David Hawley,** born December 26, 1961, to Seafarer and Mrs. John C. Hawley, Palisades Park, NJ.

‡ ‡ ‡

**Isabella Serrano,** born January 9, 1962, to Seafarer and Mrs. Felix Serrano, Brooklyn, NY.

‡ ‡ ‡

**Beth Ann Gulley,** born December 16, 1961, to Seafarer and Mrs. William Gulley, Clarkesburg, West Va.

‡ ‡ ‡

**Suzle Scroggins,** born December 29, 1961, to Seafarer and Mrs. Euell Scroggins, Houston, Texas.

‡ ‡ ‡

**Denise Reyes,** born October 4, 1961, to Seafarer and Mrs. Felipe M. Reyes, Jr., Houston, Texas.

‡ ‡ ‡

**Margarita Sanford,** born January 1, 1962, to Seafarer and Mrs. Tommie R. Sanford, Texas City, Texas.

‡ ‡ ‡

**Vincent Kendorski,** born January 1, 1962, to Seafarer and Mrs. Ralph Kendorski, Philadelphia, Pa.

‡ ‡ ‡

**Edens Ramon Aragonés,** born November 24, 1961, to Seafarer

and Mrs. Abraham Aragonés, Fajardo, PR.

‡ ‡ ‡

**Paula Saylor,** born December 4, 1961, to Seafarer and Mrs. Alvin Saylor, Baltimore, Md.

‡ ‡ ‡

**Tracy Hill,** born January 5, 1962, to Seafarer and Mrs. Charles E. Hill, Houston, Texas.

‡ ‡ ‡

**Ronald Taylor,** born November 11, 1961, to Seafarer and Mrs. Robert G. Taylor, Mathews, Va.

‡ ‡ ‡

**Mary Frances McNellage,** born January 2, 1962, to Seafarer and Mrs. John W. McNellage, Mobile, Ala.

‡ ‡ ‡

**Tedd Terrington, Jr.,** born December 7, 1961, to Seafarer and Mrs. Tedd P. Terrington, New Orleans, La.

‡ ‡ ‡

**Paul Warhola, Jr.,** born January 3, 1962, to Seafarer and Mrs. Paul Warhola, Middle Village, NY.

‡ ‡ ‡

**Joni Everett,** born January 10, 1962, to Seafarer and Mrs. Alfred V. Everett, Norfolk, Va.

‡ ‡ ‡

**Michael Patrick O'Mara,** born October 26, 1961, to Seafarer and Mrs. James P. O'Mara, West Hollywood, Fla.

‡ ‡ ‡

**Rebecca Pierce,** born January 2, 1962, to Seafarer and Mrs. Benjamin Pierce, Jacksonville, Fla.

‡ ‡ ‡

**James Johnson,** born December 22, 1961, to Seafarer and Mrs. James Johnson, Jr., Los Angeles, Calif.

‡ ‡ ‡

**Nancy Dee Barber,** born December 11, 1961, to Seafarer and Mrs. William B. Barber, Elizabeth City, NC.

‡ ‡ ‡

**Anthony Loscalzo,** born November 14, 1961, to Seafarer and Mrs. Michael Loscalzo, Bronx, NY.

‡ ‡ ‡

**Mark San Juan,** born December 24, 1961, to Seafarer and Mrs. Vincent San Juan, Savannah, Ga.

‡ ‡ ‡

**Michael Dean Ingram,** born January 25, 1962, to Seafarer and Mrs. William Ingram, Jr., San Antonio, Texas.

‡ ‡ ‡

**Carlos Bonefont, Jr.,** born December 14, 1961, to Seafarer and Mrs. Mrs. Carlos Bonefont, Brooklyn, NY.

‡ ‡ ‡

**Michael D. Hicks,** born October 26, 1961, to Seafarer and Mrs. Fred R. Hicks, Norfolk, Va.

# Ex-Seaman Plans Spring Tour Of National Parks

Retired Seafarer Donald Catlin, now beached in Tucson, Arizona, can't wait for spring to arrive. When it does, "I'll heave anchor and leisurely work my way northward," he says, visiting the many national parks on the way.

A black gang member, joining the SIU in 1951, Catlin had to retire last year because of bronchial asthma. Doctors told him he must live where it is high or dry, preferably both, so he settled down in Arizona, living in a trailer pulled by a jeep station wagon.

Catlin has the Seafarer's emblem painted on the trailer together with a telegraph with the arrow pointing to "Finished With Engines."

The name of the trailer is "The FWE, I guess you know why," he writes. "The trailer is 17 feet long with plenty of room for me. It's a 'self-contained' model, which means it not only is wired for electricity and capable of being connected to trailer park sewers, but is also completely equipped with propane gas appliances—refrigerator, gas lights and gas water heater.

"In addition, the trailer has a 20-gallon water tank into which I can pump 20 pounds' air pressure, assuring running water at all times when I am not connected to a water main. The gas refrigerator works even when I am on the road so I can store food to last me a considerable time."

He has attached a small anchor and chain to the trailer's hitch-bar which he "lets go" when parking. "This arouses much interest and I never tire of telling about seafaring."

His voyage northward from Tucson will be to "Zion National Park, Capital Reef, Bryce Canyon, Salt Lake, Grand Teton Park and Yel-

lowstone, then southward through Wyoming and Colorado to the Pike's Peak country at Colorado Springs, then Mesa Verde Park, Arches National Monument, through the Goosenecks of the San Juan to Monument Valley which spraddles the Utah-Arizona border, through the Navajo Indian Reservation to Grand Canyon, returning in the late fall to Tucson."

Born in the Pacific Northwest, Catlin knows of the beauty of the country he is going to visit. Now that he is retired, he will have a chance to visit the places he heard of while a child. When he gets to a park, he should be well equipped to do exploring by horseback as he's a World War I cavalry veteran.

Catlin's last ship was the Penn Shipper (Penntrans), which he signed off in April, 1961.



Catlin

The concern of Seafarers for the welfare of others has again been illustrated by the action of crews aboard several vessels at sea.

Living up to the best tradition of the "Brotherhood of the Sea," Seafarers aboard the Steel Designer (Isthmian) took up a fund to help steward department member Oreste Vola speed home to his sick mother, Mrs. Mary Vola, in Brooklyn.

Crewmen on the Sword Knot (Suwannee) did their bit by donating \$100 to a Capetown, South Africa, newspaper, the "Cape Argus," which will forward the contribution to a local orphanage. This practice has become traditional with SIU missile ship crews in recent years, writes ship's reporter Roy Elford, who's a member of the steward department contingent on the Sword Knot.

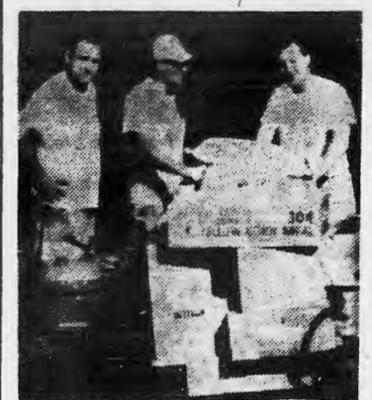
Appreciative of the fine meal-time fare prepared and served by the galley crew aboard the Mankato Victory (Victory Carriers) for

some time, the rest of the crew went right along with the idea of having the cooks prepare a cold supper in Honolulu before Christmas. In this way, galley personnel were assured a half day off for the holiday.

On the Jean LaFlite (Waterman), a vote of thanks was given to radio operator Vern Bean for putting out a fine daily newspaper so the ship would know the latest world doings. Ship's reporter Marcel Jette commented that "Sparks" and "old Judge Bean, the hoss thief from down in old Texas" were not related.

The radio operator on the Santa Emilla (Liberty), Raymond L. Bacholtz, was similarly cited by his shipmates for many past kindnesses, including occasional medical assistance and all-around efficiency in operating the slop-chest.

As far as the Seatrain Texas (Seatrain) is concerned, Marshall Dillon is back on the correct wavelength now that the vessel's TV set has been repaired. The crew contacted a television repairman in



Moving stores from midship to the after store room on The Cabins (Texas City Refining) while at sea are (l-r) M. Spencer, third cook; J. Hewitt, baker, and F. Colleton, BR. C. Brown, OS, sent in the photo.

Texas City, Texas (naturally!) after the set went on the blink the last trip out.

The Longview Victory (Victory Carriers) has put in an order for small soup spoons and steak knives. Could be they have spread out a bit from too-steady use of regular-size utensils. The compact-size cutlery might give them a hand in reducing the calory intake.

An order for foam rubber to cover the tops of the messroom tables has been put in by the Lucile Bloomfield (Bloomfield), but we don't think it will work, fellows. You still won't be able to use the meat balls as ping pong balls. They just don't have the same bounce.

## LOG-A-RHYTHM:

### Your Last Voyage

By Ferol Kniekerbocker

*It is so very close to sailing time,  
I can see you are about to leave me.  
I shall go with you to this last dock,  
For you have to go, but it won't grieve me.*

*I'll watch your ship sail out the Golden Gate  
As I wave a final farewell to you—  
Then I'll thank God for our years together . . .  
And that your pain and suffering are through.*

*I know the "King of Skippers" is aboard—  
"Heaven's Haven" shall be your Port of Call.  
Many shipmates will be there to greet you,  
Also your dear Dad, with Mother in her shawl.*

*So this is to be your last voyage, dear,  
And we will say our last good-bye.  
You will sail on to a new adventure—  
To your old friends, your loved ones in the sky!*

Send 'em to the LOG

**OCEAN ULLA (Maritime Overseas),** October 22—Chairman, Frederick Pehler; Secretary, R. Maldonado. Some disputed OT in engine and deck departments. All repairs taken care of except few minor items. Crew asked to keep recreation room clean.

**ERNA ELIZABETH (Albatross),** November 12—Chairman, J. Falasca; Secretary, B. Wagner. The ship's delegate gave an educational discussion on the ship's articles, SIU constitution and SIU agreement. Some disputed OT on deck. The port captain complimented the crew on the cleaning of the tanks. No beefs reported by department delegates. Chief steward Samuel Doyle and his department given a vote of thanks for a job well done. G. Fargo, deck delegate, given vote of thanks for carrying a large alopchest.

**MARGARET BROWN (Bloomfield),** October 7—Chairman, John Mahney; Secretary, W. D. Makin. \$17.50 in treasury. No beefs. Laundry and sink to be kept clean. Change brand of coffee. Request better variety of night lunch. Vote of thanks for steward department.

**PENN VANGUARD (Penn Shipping),** September 17—Chairman, R. Cook; Secretary, Keith M. Cole. H. M. Smith elected new ship's delegate. Discussion on soogie work in foc'les. Letter to be sent to headquarters regarding fresh water and obtaining new stainless steel sink in crew pantry. Lockers in foc'les to be overhauled or replaced. Request fumigation of all spaces, foc'les, pantry, etc., before next voyage and renewal or replacement of galley range.

**OVERSEAS JOYCE (Maritime Overseas),** October 22—Chairman, Emil Gretskey; Secretary, Bill Hay. Few hours disputed in OT. No beefs reported by department delegates. Request better supervision of sanitary conditions. Watch to be served before other members in messhall. All delegates to make out repair lists.

**PENNMAR (Calmar),** November 11—Chairman, S. Foti; Secretary, John Biehell. No beefs reported. Too much noise in passageway. Remove all lockers from passageway. \$5.00 in treasury.

**KENMAR (Calmar),** November 5—Chairman, N. D. Earley; Secretary, F. Quintayo. All repairs on list have

been done except a first aid kit has not been put in the engine room. Ship's delegate suggested that a timer be installed on the washing machine.

**HILTON (Bull),** November 11—Chairman, C. W. Hall; Secretary, P. L. Shauger. Everything running smoothly. Captain said plenty of money is aboard for draw in every port. No beefs reported by department delegates. Discussion on ways to keep foreign longshoremen out of inside passageways and messrooms.

**TRANSYORK (Transeastern),** October 8—Chairman, J. Miller; Secretary, R. Marrell. No beefs reported. All OT beefs to be cleared up before payoff.

## DIGEST of SIU SHIP MEETINGS

Repair lists to be made up by all department delegates.

**PENN VANGUARD (Penn Shipping),** November 5—Chairman, H. Smith; Secretary, K. M. Cole. No beefs and no disputed OT. Patrolman should check stove. New stainless steel sink needed in crew pantry. Move night cook and baker from present room to laundry room and vice-versa as vessel is going on Persian Gulf run. Spare fans and parts needed. All ladders on masthouses and holds to be checked for rusted-out rungs. Fumigation of entire ship needed badly.

**ELIZABETH (Bull),** November 4—Chairman, George Leach; Secretary, N. L. Renley. Ship's delegate left at San Juan. No beefs reported by department delegates. D. Tapman elected new ship's delegate. All ship's toilets are not working properly. Suggestion made to have a gangway on the side door or properly rigged otherwise.

**PORTMAR (Calmar),** October 15—Chairman, Winburn; Secretary, H. "Tiny" Kennedy. No beefs reported. Only three mattresses put aboard

though five were ordered. Crew asked to bring cups back to pantry and return cots to room when finished with them.

**CITIES SERVICE NORFOLK (Cities Service),** October 1—Chairman, D. E. Edwards; Secretary, F. Flanagan. No beefs reported. D. E. Edwards elected new ship's delegate. Discussion re putting TV on board ship. Men who want TV to put up the money for same. Keep ship's library circulating among crewmembers.

**HASTINGS (Waterman),** October 29—Chairman, Thomas A. Pradat; Secretary, John E. Wells. Few hours disputed OT. Trip has been smooth. Department delegates asked to make up repair list as soon as possible. Some of the repairs can be done before ship arrives in port. Safety meeting to be held by captain. Department delegates asked to take any safety suggestions from the members and present them at the meeting.

**TRANSYORK (Transwestern),** November 2—Chairman, V. Shook; Secretary, R. Marrero. Disputed OT and subsistence to be turned over to patrolman on arrival. New ship's delegate elected. Men who have beefs about other departments should see their own delegate regarding same. Fifty cents donated by each man to ship's fund.

**BENTS FORT (Cities Service),** September 4—Chairman, Ed Wright; Secretary, W. Cassidy. Number of beefs aboard, including repairs not done. New electric heater to be installed in galley. One crewmember taken off due to sickness at last minute in Brownsville. Some disputed OT in engine department to be settled by patrolman. Beef regarding lodging money in shipyard at Savannah, Ga. Ed Yates elected ship's delegate.

**STEEL MAKER (Isthmian),** September 25—Chairman, Terry White; Secretary, N. A. Huff. One man left in hospital at Gibraltar. Ship's delegate stated this is one of the finest crews he has ever sailed with. \$25.00 in ship's fund. No beefs reported by department delegates. Men getting off to turn in keys. Repair lists to be made up. Discussion on cold water being hot. Vote of thanks to steward department for the fine food and service.

**TRANSYORK (Transwestern),** October 8—Chairman, J. Miller; Secretary,

R. Marrero. Captain, chief mate and chief engineer will repair items as they come up to their attention. No beefs reported by department delegates. Discussion on men wearing pants in messroom. Steward promised to order six mattresses.

**AZALEA CITY (Sea-Land),** November 14—Chairman, Scotty McCormick; Secretary, A. J. Fonatine. Everything okay. Request safety meeting. Check with patrolman regarding securing platforms on after crane. \$2.50 in ship's fund. Twenty-five cents to be collected from crewmembers at payoff. Vote of thanks to 4-8 watch for cleaning messhall in morning. Vote of thanks to crew messman for fine service and consideration. New mattresses to be ordered by steward.

**ALCOA PARTNER (Alcoa),** September 9—Chairman, Stephen H. Fulford; Secretary, Gilbert Troclair. Logging and wages due crew from last trip. One safety meeting held and not much done. Captain and others topside complained about the food; crew is well satisfied. Repair list turned in. Balance in ship's fund of \$6.00. Since the company and Union have joined forces on safety aboard ship, the ship's minutes forms should have space for safety comments and action to be taken. When negotiating on working rules, deck department should be allowed 1/2 hour instead of fifteen minutes for readiness and coffee when called out. On extra meals served, charge of \$1.00 should be paid instead of splitting fifty cents. Captain always threatening to call Coast Guard on just about any matter that does not go his way. Doctors have been giving light duty slips. Crewmen not being able to speak the language, don't know what is going on until they are back aboard. All men getting off to show reason for leaving ship. Vote of thanks to steward department.

**ROBIN HOOD (Robin Line),** Nov. 4—Chairman, J. Straka; Secretary, R. Sadowski. \$12 in ship's fund. G. Stanley elected ship's delegate. Crew asked not to leave coffee cups on deck. When in foreign ports, keep midship house doors closed except one leading to gangway.

**MOUNT EVANS (American Tramp),** Oct. 22—Chairman, Mike Doherty; Secretary, Paul J. Onufer. Leroy Temple elected new ship's delegate. Brakes and safety catches on winch

handles don't work. Dishes and glasses are not rinsed enough. Heater in deck department bathroom doesn't work. No beefs reported by department delegates.

**MERMAID (Metro Petroleum),** Dec. 12—Chairman, Tate Hall; Secretary, Wilbur C. Sink. No beefs reported by delegates. Motion not to elect new ship's delegate until after Lake Charles when new crew comes aboard. Smith asked to keep job until then.

**PENN TRANSPORTER (Penn Shipping),** Nov. 19—Chairman, William J. Anderson; Secretary, Robert Stewart. No beefs reported. Motion made that all ships going to hot weather countries should have air conditioners. Ship's delegate to see chief engineer about the salty drinking water. Wash water tank should be cleaned next port. Too much smoke in messhall from stack.

**FORT HOSKINS (Cities Service),** Dec. 2—Chairman, T. D. York; Secretary, Luke A. Brace. Bought new TV antenna and suggest each man donate \$1 to ship's fund. No beefs reported by department delegates. Need new toaster for crew mess.

**ALAMAR (Calmar),** Nov. 20—Chairman, Cal. Bettinger; Secretary, Sidney A. Garner. No beefs reported by department delegates. Request to order a new washing machine. Some overtime beefs to be given to patrolman at payoff.

**STEEL KING (Isthmian),** Nov. 13—Chairman, Thomas Bolton; Secretary, Fred Tampol. Permanent awnings should be hung back aft. H. Bergine elected new ship's delegate. Ice trays should be filled and put back in the icebox. Ship's delegate to see the chief engineer about pulling ice twice a day.

**BIENVILLE (Sea-Land),** Nov. 26—Chairman, Paul Cathcart; Secretary, M. Degollade. No beefs reported. \$17.36 in treasury. Ernie Kolnovski elected safety delegate. Steward department given a vote of thanks for the layout on Thanksgiving Day.

**STEEL FABRICATOR (Isthmian),** Nov. 27—Chairman, James Pulliam; Secretary, Edwin Brown. John Thompson elected new ship's delegate. Request to have hospital moved topside and make present space available for more crew quarters.



Al Oromaner raises hand over board.



Hand comes down with full force.



Four-inch board is cleanly split.

# Breaking Boards Is Fun, So Says One Seafarer

With one swipe of his hand, Seafarer Al Oromaner can split a four-inch board. This feat, along with others of the same calibre, has made Al one of the few Americans to be awarded the Japanese Black Belt, symbolic of excellence in the Japanese sports of karate and judo.

Al, a former New York City Police Department instructor in judo, says he started sailing because of his wife's aversion to cigars. Al, an inveterate cigar smoker, was admonished by his wife for smoking in the house, so he packed up and went over to Japan to find peace and quiet and a place where he could smoke his cigars in solitude.

The scene of the breaking of the block (see photos above) was on the fantail of the Alice Brown (Bloomfield). The whole crew assembled for what was considered a feat of extraordinary strength.

*(The following article and accompanying photos were submitted to the LOG by Seafarer William Calefatto.)*

but Al passed it off with a shrug of the shoulder. He can break an 8x8 inch thick brick the same way. Considering that there is only one Japanese champion alive that can break two bricks, doing this with one brick is no mean accomplishment.

Al's romance with karate and Japan began many years before

World War II. While there, he was under the tutelage of one of Japan's foremost instructors in the art of judo and karate. When he finished his training he was granted the status of a professional, and performed in various exhibitions with some of Japan's great champions. Karate blows are administered with the edge of a hand, tips of the fingers, fists and knuckles and feet and hands. When delivered with force, the blows are capable of inflicting serious injury.

Back home, sport writers from the San Francisco area heard of Al's proficiency in karate and judo

from the Japanese newspapers, and Al's work became known in the States.

Among Seafarers, Al is known as a quiet, easy-going guy, who doesn't get excited easily. On many ships Al has conducted classes. As a result, many Seafarers have acquired a working knowledge of the principles of karate and judo. Some of them are able to battle two or three men at a time and can also split boards.

Those who recall the feats of Al Oromaner are quick to add, however, that his greatest asset is being a good shipmate.

## LOG-A-RHYTHM:

### Always The Same

By J. F. Wunderlich

Love can be wild,  
Burning in passion.  
Love can be madness,  
Hearts put aflame.  
Strolls through a garden,  
Kisses in rapture,  
Secluded places,  
Always the same.  
Love can deny you,  
Love can forget.  
Impulsive desirers,  
You'll later regret.  
You think she's the only one  
That lives in your heart.  
You think you would die  
If you ever should part.  
But as you grow older  
Your spirit will be tamed.  
You'll find out  
It is always the same.

## After The Hunt



A day's hunt in Grimes County, Texas, saw Seafarer James H. Smith and his sister bag these fine deer. Smith sails in the deck department.

**MERMAID (Metro Petroleum), Nov. 26**—Chairman, T. Hall; Secretary, W. C. Sink. Unless the ship has a fire and boat drill in the Canal Zone it will be necessary to have one in New York. This would probably hold up the payoff. Hand vote taken and majority wanted the drill in the Canal. Vote of thanks to the cooks and steward department for a good trip. Suggestion to clean up messman's fo'c'sle. Faucet leaks on washing machine.

**MADAKET (Waterman), Nov. 25**—Chairman, V. Suska; Secretary, Albert G. Espenada. No beefs. \$3.19 in ship's fund. See chief engineer about painting all rooms back aft and chief electrician's room. Need light at gangway for safety. Request steward department to dump all garbage aft. Water glasses should be put in the side table and not in the sink.

**MOUNT VERNON VICTORY (Victory Carriers), Dec. 2**—Chairman, L. W. Pepper; Secretary, L. J. Doty. Vote of thanks to chief cook and steward department in general for job well done. Vote of thanks to all delegates.

**COE VICTORY (Victory Carriers), Nov. 28**—Chairman, B. Webb; Secretary, F. Allen. Crew asked to stop beeing about service in messhall if they won't speak up at meetings. Ship's delegate suggests reading full stories in SEAFARERS LOG. Each department should use own heads and showers when possible. Crew to cooperate in keeping garbage off decks.

**BEATRICE (Bull), Nov. 26**—Chairman, R. Vellinga; Secretary, C. F. Boyle. No beefs reported by department delegates. Repair list to be made out.

**TIMBER HITCH (Savannah), Nov. 20**—Chairman, H. Murranka; Secretary, Paul Magro. \$8.89 in treasury. No beefs reported by delegates. Steward suggested that all excess linen be turned in for inventory.

**HASTINGS (Waterman), Nov. 5**—Chairman, G. Caruso; Secretary, John Wells. No beefs reported by department delegates. Ralph R. Nay elected new ship's delegate.

**STEEL TRAVELER (Isthmian), Nov. 26**—Chairman, R. L. O'Brien; Secretary, A. H. Schwartz. \$13.40 in treasury. A. Doromal elected new ship's delegate. No beefs reported. Ship to be painted and cleaned up. A vote of thanks to steward department for a fine Thanksgiving dinner.

**MOUNT WHITNEY (Bull), Nov. 26**—Chairman, George Marumoto; Secretary, Doyle Huff. \$2.45 in treasury. No beefs reported by delegates. Patrolman check quality of linen. George Marumoto elected new ship's delegate.

**MONTAUK (American Bulk), Nov. 19**—Chairman, Ralph Ewing; Secretary, Robert L. Fagan. Steward reports \$18.75 in treasury. No beefs reported. Motion made to put in for

a day's lodging since there was oil in all of the shower lines and it was impossible to take a shower. One man did and had to be scrubbed down with kerosene. Smoke only in smoking areas where signs are posted. Try to keep the messhall clean after leaving all ports. Vote of thanks to the steward department.

**KYSKA (Waterman), Nov. 19**—Chairman, C. Kempzynski; Secretary, R. Simeon. No beefs reported by department delegates. Washing machine completely useless as it tears light clothing full of holes. Must have new machine, preferably in Wilmington, Calif.

**BETHCOASTER (Ore Navigation), Dec. 3**—Chairman, Lou Smith; Secre-

## DIGEST of SIU SHIP MEETINGS

tary, John Abrams. No beefs reported by department delegates. Vote of thanks to steward department. Remove dry clothing from drying room. Clean coffee cups after using.

**MAIDEN CREEK (Waterman), Nov. 26**—Chairman, Gibson Coker; Secretary, Johnny P. Ballday. \$3.61 in treasury. No beefs reported. Patrolman should see the captain about shortage of cigarettes this trip. Motion adopted to have Union contact company about unsafe condition of deck cargo. Headquarters urged to negotiate a 30-minute call-out before turning to an overtime and a clarification concerning shifting ship in area between Moji and Kobe, Japan.

**LONGVIEW VICTORY (Victory Carriers), Nov. 19**—Chairman, Juan S. Rueda; Secretary, Karl G. Hagstean. One dollar in treasury. No beefs reported by department delegates. Request smaller soup spoons. Preparation of food below standard.

**RAPHAEL SEMMES (Sea-Land), Dec. 3**—Chairman, J. C. Thompson; Secretary, H. Conley. Two solid doors will be installed back aft to keep the heat in. Crew to cooperate by keeping the doors closed during cold weather. \$74.90 in treasury. No beefs reported. Al Silva elected new treasurer. Suggested to have all crew quarters aft fumigated for roaches upon arrival in Newark. Steward will write to the company office about same. Vote of thanks to the steward department for a job well done.

**NEVA WEST (Bloomfield), Sept. 18**—Chairman, H. B. Butts; Secretary, C. B. Brown. Jack Osse elected

ship's delegate. \$21.73 in treasury. No beefs reported by department delegates. Delegates to try and get a small donation from each department member for ship's fund. Beef about shortage of fresh fruit on coastwise part of voyage.

**Oct. 15**—Chairman, H. B. Butts; Secretary, E. K. Iverson. \$15.73 in treasury. No beefs reported by department delegates. Fresh vegetables obtained at last port in Europe. Poor selection of salads. All excess linen to be turned over to steward to be sent to laundry.

**OCEAN ULLA (Maritime Overseas), Dec. 18**—Chairman, Charlie Fox; Secretary, Leo M. Morseffe. No beefs reported by department delegates. Brother Gunder Hansen was elected ship's delegate.

**STEEL SCIENTIST (Isthmian), Aug. 20**—Chairman, John F. McConnel; Secretary, F. S. Omega. Ship's delegate spoke to captain about cold water shower and was told there could be no remedy at present. \$16 in ship's fund. No beefs reported by department delegates.

**Sept. 17**—Chairman, John F. McConnel; Secretary, F. S. Omega. The water problems will be taken up with the proper authority. \$6 in ship's fund. No disputed OT beefs reported. Chief steward reported a shortage of certain items that went aboard ship. Vote of thanks to whole steward department, particularly the chief steward, for good food and service.

**FAIRLAND (Sea-Land), Nov. 30**—Chairman, Walter Newberg; Secretary, Walter Newberg. Ship's delegate reported no beefs. Two wipers paid off in Jacksonville and only one was replaced. Third cook missed ship in New York; sailed short. Repair list turned in to captain. Vote of thanks to steward department for a job well done especially on Thanksgiving Day meal. \$1.85 left in ship's fund. Chief cook selected as new ship's delegate. Discussion on safety. Each department to act as safety man for each department. Crew requested to donate to ship's fund after payoff. Steward will see about repairing washing machine and check if crew can get a clothes dryer.

**WILD RANGER (Waterman), Nov. 26**—Chairman, J. F. Wunderlich; Secretary, C. L. Stringfellow. Repair list turned in to captain. No beefs reported by department delegates.

**FORT HOSKINS (Cities Service), Oct. 19**—Chairman, T. D. York; Secretary, Norman Chasse. Three men taken off ship by doctor. No replacements obtained as it was too late. \$14 on hand in ship's treasury. Crewmembers to notify ship's delegate in case they are taken off ship by doctor so that replacements can be ordered.

**MASSMAR (Calmar), Oct. 15**—Chairman, R. L. Morrow; Secretary, R. L. Morrow. Everything running smooth-

ly and no major beefs. A few disputed hours to be referred to the patrolman. All fo'c'sles painted except one in engine department, which will be sooged. Change of brand in canned milk requested; present brand has a tendency to sour. Mattresses ordered.

**DEL MONTE (Mississippi), Oct. 9**—Chairman, Howard Hutchison; Secretary, Ramon Irizarry. Ship's delegate reported that a few of the items on repair list were taken care of in New Orleans. Vote of thanks to outgoing ship's delegate. S. W. Noal elected new ship's delegate. Crew messman should give better service as some of the members have little time to eat before going on watch. Schedule for cleaning laundry to be put up. All members should board ship on time prior to sailing. Captain will report all late arrivals.

**GATEWAY CITY (Sea-Land), Nov. 18**—Chairman, M. Machel; Secretary, O. Guerrero. Repair list turned in with special request for galley repairs. Crew quarters inspected and found in need of painting. Crew asked to clean washing machine. Vote of thanks to steward department for good feeding.

**OCEAN EVELYN (Maritime Overseas), Nov. 18**—Chairman, A. Harrington; Secretary, R. M. Romanoff. Most items on repair list completed. Some disputed OT in deck and engine departments. Motion that NY baggage room be continued. Motion to revise welfare plan since an active seaman puts in twice as much on the job as a shore worker. Retirement age should be lowered. Captain should give deck men full 15 minutes to get ready when called for docking and undocking. Beef about shortage of milk. Company not living up to agreement.

**TRANSWARREN (Transeastern), Oct. 29**—Chairman, A. Peura; Secretary, E. J. Len. No beefs reported by department delegates. Ship to be fumigated for bugs and roaches.

**ALCOA POINTER (Alcoa), Nov. 25**—Chairman, W. O. Wandell; Secretary, Campbell. Request for more fruit in season and more milk. Too many roast beef sandwiches and hot dogs on menu. No beefs reported by department delegates.

**CITIES SERVICE BALTIMORE (Cities Service), Nov. 12**—Chairman, J. C. Whitley; Secretary, W. Willbridge. W. Willbridge resigned as ship's delegate and was given a vote of thanks. James C. Whitley elected new delegate. No beefs reported by department delegates. Need new silverware. Discussed duties of BR re cleaning top passageway.

**SEATRAN SAVANNAH (Seatrains), Nov. 26**—Chairman, C. W. Emanuel; Secretary, A. W. Walsh. Fo'c'sle being painted as requested. No beefs reported. Request new heavy duty

washing machine. C. Emanuel elected new ship's delegate and will see patrolman about repairing bunks and bunk springs. Need clarification on breaking sea watches in port when we are in less than 24 hours.

**FANWOOD (Sea-Land), Oct. 3**—Chairman, Johnnie Hoggie; Secretary, John Banett. No beefs reported by department delegates. Deck and engine departments to take care of laundry. Messroom to take care of recreation room.

**VILLAGE (Consolidated Mariners), Aug. 27**—Chairman, Paul Zellner; Secretary, Pete Triantafillos. No beefs. Discussion on sanitary work for laundry and recreation room. Steward department thanked for a job well done with 3rd cook short. Crew thinks some drastic measures should be taken against men walking off ships at the last moment before sailing time. There are men on the beach that would appreciate these jobs.

**ATLAS (Bull), Nov. 26**—Chairman, O. B. Gillispie; Secretary, A. Tremor. No beefs reported by department delegates. Very poor medical attention. Request to bring back cups and glasses. Need clarification on deck maintenance. Coke machine will be stopped when coke runs out. No cooperation from engineers on repairs.

**SEATRAN TEXAS (Seatrains), Nov. 26**—Chairman, C. J. Frey; Secretary, William Clegg. \$83.15 in treasury. No beefs reported by department delegates. Motion made to buy new television antenna. Crew was reminded to go to respective delegates with beefs.

**ATLAS (Bull), Oct. 24**—Chairman, R. Mills; Secretary, J. M. Dalton. Rooms to be painted as soon as possible. \$191 worth of coles on board. No beefs reported by department delegates. Union officials given a vote of confidence for previous payoff and handling of repairs.

**MAXTON (Marine Carriers), Oct. 19**—Chairman, A. Michalski; Secretary, J. Mates. No beefs reported. Ship's delegate will check with captain to have icebox and washing machine repaired in Japan. Vote of thanks to steward department for good chow.

**DEL ORO (Mississippi), Nov. 19**—Chairman, L. Watts; Secretary, W. Russell. No beefs reported by department delegates. Suggestion made to try and keep the stvedores out of the crew lounge. Vote of thanks to the steward department.

**CANTIGNY (Cities Service), Nov. 23**—Chairman, J. F. Hill; Secretary, J. A. McNeil. Objection to steel wire brushes on deck and in passageways. Discussion on smoking in passageways near pumproom.

### Article Repeats Same Old Line

To the Editor:  
I am enclosing an article from the July 22, 1961 issue of the "Saturday Evening Post" that I think would be of interest to the Union. Many of the members probably saw this article written by a retired Navy Admiral.

It concerned the runaway ships and repeats the usual line about how important this kind of operation is supposed to be and why efforts by American

### 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.

unions to bring these ships up to standard should be opposed. I don't think this fooled many people, especially American sailors who have seen the affect of the runaways on union seamen's jobs.

Oscar A. Rosenfelt

### Lauds Union's Welfare Help

To the Editor:  
I want to thank the SIU Welfare Plan for its help and assistance in paying my hospital and doctor bill during my recent confinement. I would also like to tell you how much my family enjoys the LOG.

Mrs. Edward Lyons

### Report Fine Crew Mans Steel Rover

To the Editor:  
As every Isthmian sailor and those Seafarers who happen to board one of the ships with the big buff stack knows, the Persian Gulf run is no prize. With a crew such as ours though, it can be made as pleasant and comfortable as the "Delta Line Romance Run."

With Captain George Denny as our skipper, Ove V. Hultin as chief mate and Philip Enegess as chief engineer, we have a topside hard to beat. Our third officer, Norman Dahl, is eager to give any struggling seaman advice and a hand in learning how to become a mate.

First order of the day is a good day's work from a competent SIU crew. We have "old-timer" (but still looking young) "Red" Simmons making out the tasty menus. If any Baltimore boys have been wondering where "Willie Nickel" was, well he has been right here for three years, serving the chief's best. He says he's working on his own five-year-plan.

Pushing him for longevity honors are James Rodder, AB,

Mack (Don Pelayo) Sharpe, AB and Bob Sipse, DM. Among the newcomers who are ending their first year aboard are Ed (ex-Delta Lines) Keagy, chief electrician and Larry Springer, oiler.

Put these and some of the rest of us who are interested in a little social life in places like Cadiz, Spain; Istanbul, Turkey; Massawa and other Persian ports together, and one can cease to wonder why most of us have thrown our suitcases and seabags over the side.

Of course, there are some that "can't take the good life" of a ship and run like this, so they strike out for other ports of the world. But for those of us who like a smooth-running ship with overtime, appetizing food and comforts of home, this is the only ship afloat.

All Seafarers with the better cards had better hurry up to the dispatcher's desk and throw in on her, as there isn't going to be many jobs open on her.

R. (Sandy) Sanderlin  
Ship's delegate

### Cites Two Crews For Assistance

To the Editor:  
My wife and I would like to thank the purser and crew of the Del Sol and the crew of the Del Sud (Mississippi) for their assistance to me. Thanks also to Father David, Leonor, Emma and Rodriguez of Buenos Aires, Argentina, for their kindness shown to me.

I was hospitalized for 23 days in that city as a result of an injury to my right foot due to a fall on the Del Norte.

I would also like to thank Union port officials in New Orleans for the help and cooperation shown to my wife in receiving her final allotment check.

Joseph Collins

### LOG-A-Rhythm Recalls Husband

To the Editor:  
On December 22, 1961, my husband, Lester B. Knickerbocker, passed away at the San Francisco USPHS Hospital. He had been confined for six months with cancer. My heartfelt gratitude goes to all of the wonderful people who loved and cared for him during his illness—the chaplain, doctors, nurses and attendants.

I am also most appreciative of the loyalty and kindness of the SIU officials and members, as well as the \$56 weekly benefit which made it possible for me to be with my husband much of the time.

When I knew the end was near, I wrote the enclosed poem, and I would be grateful to you if you would publish it in the LOG.

Ferol Knickerbocker  
(Ed. note: See Log-A-Rhythm feature on page 19.)

## Night-time Transfer At Sea Saves Ill Messman's Life

A dramatic night-time transfer at sea probably saved the life of Seafarer Patrick Odgen Thompson who, while a messman aboard the Hastings (Waterman), came down with an attack of bleeding ulcers.

The severe attack required the immediate attention of a doctor and the nearest ship with a doctor and a hospital was the French liner Columbie. Thompson was transferred to the Columbie by way of the Hastings' motorized No. 2 lifeboat. The maneuver took place about 1,500 miles at sea after the C-2 altered its course and steamed 12 hours to meet the liner inbound for Southampton, England, and Le Harve, France.

Nine volunteers manned the lifeboat. The transfer began at 2021 hours with the launching of the boat into a breaking sea with moderate swells of five to six feet whipped up by a three to four-mile-an-hour westerly wind.

The tricky night maneuver took place when the Columbie was about one half mile from the Hastings. Thompson was tied to the stretcher and then put into the lifeboat which had been lowered to the deck. The Hastings was stationed so that the swells broke on its bow to reduce rolling during the launching. In spite of this, the rolling caused the boat blocks to swing back and forth, raising the possibility that the heavy metal would smash into the boat crew at any moment.

Following the successful launching, the lifeboat transferred Thompson to the French vessel and returned in about a half hour. If the engine had failed, the crew was ready to man the oars.

Reboarding the Hastings presented as big a problem for the lifeboat as launching. It received some dents in its hull when being picked up due to the rolling. Recovery was completed in five minutes with no injury to the crew.



Volunteers manning the lifeboat that transferred messman Patrick Odgen Thompson from the Hastings (Waterman) to the French liner Columbie were J. J. Pucci, chief officer; W. E. Brownlee, first engineer; J. T. Hannon, third engineer, and Seafarers R. J. Herbert, DM; G. Carnso, DM; N. J. DeLapouyade, AB; W. Y. Miss, AB; L. Palmer, OS, and R. R. Nays, MM.

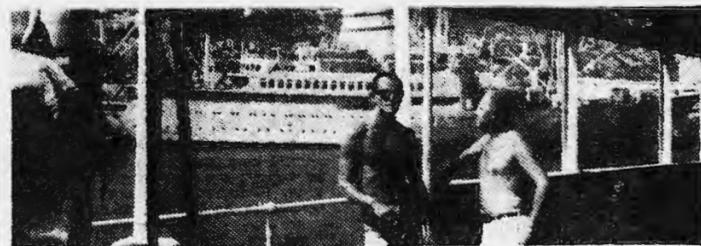
The successful launching, transfer and recovery was due to the fine seamanship displayed by the volunteer boat crew of six Seafarers, two engineers and one mate. The ship's master, Ben Martin, has recommended that the crew be cited for their action.

Thompson was hospitalized in England for a short while for treatment before being flown back to the US. He received further treatment in the Staten Island USPHS Hospital and then continued to his home in New Orleans.

### Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law. Be sure to get a master's certificate before you leave a vessel as a means of assuring your right to benefits later on.

### On A Holy Land Voyage...



Seafarers on a recent Globe Explorer (Bulk Ships) run to Israel include: upper left, W. Guillory, OS; V. Douglas, steward; upper right, F. Crosbie, oiler, with radio officer G. Blevins; lower left, L. Pool, wiper, D. Emerick, MM; J. Hodges, engine utility; J. Halladay, third cook; lower right, F. V. Dusen, utility; A. Queary, OS; J. Thomas, wiper; F. Cisneros, BR; M. Henton, AB. Douglas turned in the photos.



# Shipwrecks And Torpedoing —All In A Lifetime's Work

Many an oldtimer with a bagful of sea stories has dropped in to chat at the LOG, but few can match the yarns spun by R. Hans Hanssen, 72-year-old chief steward who recently went on the SIU pension list.

After a quick mental calculation, Brother Hanssen recalled that he first went to sea in 1903, at the age of 14, out of Bergen, Norway. Actually, he sailed a total of 47 years when you count the time he spent ashore, some of it as night manager of one of the Brass Rail restaurants in New York City.

### Tells Of Shipwreck

Shipwrecks? Brother Hanssen saw plenty. "I was on the Washingtonian in January, 1915, when she went down in seven minutes in Chesapeake Bay; we lost one oiler in that one."

Hanssen was chief steward on the Norwegian-American liner Kristeaniafjord when it was shipwrecked off Newfoundland in July, 1917. The liner was carrying 1,260 passengers and only one was lost.

Back in August of 1910 he was on the Alice when she sank in the Caribbean 173 miles from Kingston, Jamaica. After six nights in lifeboats, the crew, all saved, landed on a jungle beach in Nicaragua.

### Food Shortages

"We traveled 190 miles to a seaside hotel, then we got a schooner, with a load of gold, for British Honduras. That schooner cook used flour, water and grease, not much else. In British Honduras we ate rice, beans, and rolls and when we caught a Norwegian freighter to New Orleans, we ran out of food the last two days."

Brother Hanssen, carrying the story to its bitter end, recalled that at a seamen's flop in New Orleans, they were fed a familiar diet: beans and rolls, for lunch, supper, and breakfast.

Finally, the Alice crew got a ship to New York, skippered by

a Captain Daas. "I'll never forget him. We got food that the firemen didn't want, and the captain used to say, 'If you don't like it, take a swim.'"

Back in New York in October, 1910, a little over two months after the wreck, the Alice crew received their compensation — a half month's pay.

War stories too are a part of Brother Hanssen's unerring memory. Back in 1944, Hanssen was steward aboard the Gabriel Frencher, an Isthmian vessel bound in convoy for Europe and loaded to the marks with 10,000 tons of explosives.

### Dangerous Cargo

The dangerous cargo was unloaded in England and the ship returned to the States. Brother Hanssen remembered that 300 miles off Sandy Hook, the skipper announced to the crew that the explosives had reached their final destination: the load had been used to sink the German battleship Tirpitz.

Toting up a few vital statistics, Hanssen figured he had been shipwrecked eight times and torpedoed twice.

The recent years, however, have been better. Brother Hanssen joined the SIU in 1946, when Isthmian came under SIU contract, after helping to organize the Steel ships.

Before the Union hiring halls, Brother Hanssen knows well how seamen were exploited by shipping agencies. He declared that he personally knows at least one operator of a seamen's employment agency who retired as a millionaire after years of preying on seamen. Brother Hanssen, who has a

married son and a married daughter, is a grandfather (with five grandchildren) and has a nephew who is a skipper and another who is a chief engineer in their native Norway.

Plans for the future? Brother Hanssen is thinking about making a trip to the island where he was born, 23 miles south of Bergen. But it would be just a visit. The US is still the best place to live, Hanssen declared, and Brooklyn is a good home port.

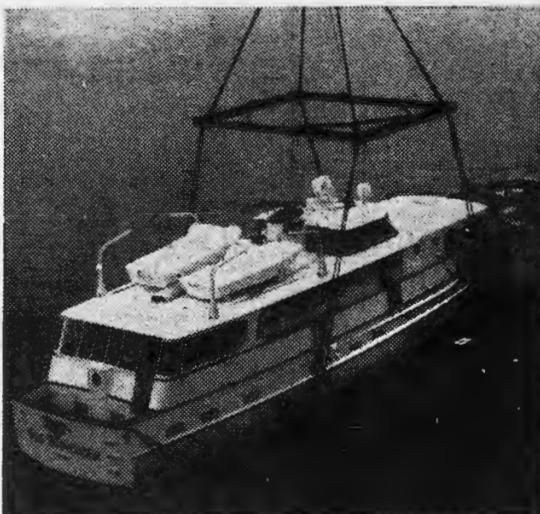
## Shipboard Sketches

by Ben Graham



"But they were hamburgers when I started."

# \$500,000 Cargo—A Yacht



The Ocean Dinny (Ocean Clippers) carried an unusual cargo from San Francisco to Tampa—the \$500,000 yacht "Miss Budweiser," built in California for the Anheuser-Busch brewery. At right, dockside crane prepares to lift yacht off C-2; above, boat rests in water with crane gear still holding her. Dinny is manned by Seafarers.



**ROBIN SHERWOOD (Robin)**, December 10—Chairman, W. E. Messenger; Secretary, W. D. White. No beefs. \$10.15 in treasury. Question on time changes being made on only two watches, thus requiring men to stand 4½-hour-watches. Ship's delegate to see captain on locking up all cigarettes at Capetown. Members advised to declare all items in their possession. Request less noise in passages. Vote of thanks to steward department.

**CHICKASAW (Waterman)**, December 17—Chairman, John Cantrell; Secretary, Frank Kusturs. No beefs reported by department delegates. \$11.05 in treasury. Crew to keep all portholes and doors closed and locked while in Korea. Crew reminded to stay sober and be on the job.

**ROCKY POINT (Bull)**, December 23—Chairman, George L. Hayes; Secretary, C. E. Martin. No beefs. Suggestion that cots be used aft on ship instead of in passages for safety reasons. Steward reported Christmas dinner will be served Sunday instead of Monday due to transit of Panama Canal. Crew agreed. Cooks thanked all hands for cooperation. Vote of thanks to steward department for food and service.

**EAGLE VOYAGER (United Maritime)**, December 5—Chairman, L. A. Williams; Secretary, Florencio Isit. No beefs. Cooperation should be given to wipers regarding head and shower. No butts, matches, papers or bits of soap should be thrown on deck. Put icetrays back in the freezer. Congratulations to the steward department for a job well done.

**MONTAUK POINT (Bulk Carriers)**, December 10—Chairman, Barney Kelly; Secretary, none. New pump requested for the crew machine. Request to have the crew mess painted. Need a new supply of linens and new fans for all departments.

**SEATRAN NEW JERSEY (Seafair)**, December 19—Chairman, I. A. Pedersen; Secretary, L. Reilly. \$7.25 in treasury. Discussion on men putting slugs in coke machine and taking cokes from storage racks. Unanimous vote to keep operation of machine independent from ship's fund.

**STEEL WORKER (Isthmian)**, no date—Chairman, W. M. Handy; Secretary, John R. Johnson. Many thanks

to headquarters for a terrific payoff on disputed OT. \$14.50 in treasury. No beefs reported by department delegates. Drinking fountain on crew deck needs repair. Crew requested to stay out of pantry during meals so pantrymen have room to work. Care should be taken when hanging clothes in fideyes so they won't fall on engine. Slopchest prices to be posted. Chairs to be left in messroom.

**ORION STAR (Orion Shipping)**, December 17—Chairman, James Robinson; Secretary, Lovis B. Thomas. Captain is going to put out checks and yen in Japan. They are going to put new steam line in crew pantry and repair the fans in the crews'

## DIGEST of SIU SHIP MEETINGS

quarters. \$3.00 in treasury. Request to put all chairs back in messroom, books back in library after use. Men going to engine room asked to close doors quietly. Vote of thanks to the cooks.

**FRANCES (Bull)**, December 16—Chairman, F. Seinyk; Secretary, Wilfred Grant. No beefs reported. Request to have a fan in the laundry, more variety and quantity of food and more linen. Vote of thanks to the baker.

**ALICE BROWN (Bloomfield)**, November 5—Chairman, Robert A. Burdick; Secretary, John J. Marry. \$12.25 in treasury. No beefs reported. See chief engineer about a new wringer on washing machine. Vote of thanks to steward department.

**STEEL EXECUTIVE (Isthmian)**, September 24—Chairman, Alexander D. Brodie; Secretary, Cedric R. Wood. \$9.89 in treasury. No beefs reported. New toaster needed for crew. Steward discussed the fact that some crewmembers were bringing aboard seafood from bumboats in foreign ports.

This seafood is often bad and steward said it would not be cooked in galley or kept in ship's refrigerator.

**OCEAN ULLA (Maritime Overseas)**, November 14—Chairman, W. C. Thomas; Secretary, F. A. Pahler. \$13.40 in treasury. No beefs reported by delegates. Repair list and everything else okay.

**ROBIN SHERWOOD (Robin)**, November 5—Chairman, W. Messenger; Secretary, C. Michnay. D. Whittaker, chief electrician, hospitalized in Capetown. \$12.15 in fund; \$6.85 spent. Crew asked to be more considerate of men sleeping. Vote of thanks to the steward department for a job well done. Brothers asked that a closer check be made on stores. Ship left with 85 days' stores and it was a 90-day-run.

**GLOBE PROGRESS (Maritime Overseas)**, September 10—Chairman, Stanley F. Schuyler; Secretary, Andy Noah. Andrew Lustaves is the new ship's delegate. Everything running smoothly; no beefs reported by department delegates. Repairs to be done on next trip. Bunks and bunk light will be repaired later as there is no welding machine aboard ship. Too much chlorine in the fresh drinking water.

**STEEL RECORDER (Isthmian)**, November 4—Chairman, James D. Mann; Secretary, E. Pappas. Library will be locked in port. No beefs reported by department delegates. Vegetables have been served cold. Suggested that hot rolls be served more often. Washing machine should be repaired or replaced.

**CITY OF ALMA (Waterman)**, October 31—Chairman, Vic Harding; Secretary, Bob Garron. Thanks given to crew for donations toward a wreath for the late Brother Haggerty. Repairs almost completed. Further effort is to be made at New York regarding pay for the penalty cargo. No port as yet nominated for drydocking. \$113 in movie fund and \$28 in treasury. Some disputed overtime reported.

**PENN MARINER (Penn Shipping)**, November 11—Chairman, Louis W. Moore; Secretary, S. Rothchild. Two men missed ship in Brazil. Captain informed ship's delegate there will be no draws upon arrival in Tampa. Ship is definitely sold. No beefs reported. Crewmembers would like to

receive layoff slips so they will be able to receive unemployment benefits without delay. Vote of thanks to steward department, especially to crew pantryman. Ship was in Brazil three weeks and did not receive any LOGS.

**BEATRICE (Bull)**, October 29—Chairman, Ernest de Baulte; Secretary, J. Keating. All disputed OT will be settled at payoff. Discussion on improving quality of fresh fruit.

**TITAN (Overseas Oil Transport)**, October 29—Chairman, Joseph E. Hannon; Secretary, R. C. Pappan. No beefs reported by delegates. W. J. McDonald elected new ship's delegate. Company leaves mail in office a month or more before sending to ship. Men to let ship's delegate know if stores are okay.

**CHILORE (Marven)**, October 15—Chairman, M. H. Jones; Secretary, E. B. Tart. No beefs reported by department delegates. C. Thorpe elected new ship's delegate.

**MAE (Bull)**, October 14—Chairman, John Emmerick; Secretary, W. Morris, Jr. Stanley Johns elected new ship's delegate. Discussion on ship's fund and new TV set.

**ELIE V. (Ocean Cargoes)**, September 10—Chairman, J. Mora; Secretary, G. B. Gapac. Ship's delegate saw captain about drinking water being too salty. No beefs reported by department delegates. Washing machine not working properly. All agreed to have new washing machine installed.

**COASTAL CRUSADER (Suwannee)**, October 29—Chairman, Cliff Taggart; Secretary, O. Stevens. \$2.00 in treasury. O. Stevens elected ship's delegate.

**YORKMAR (Calmar)**, November 7—Chairman, Carlyle Stack; Secretary, J. A. Rockko. Disputed OT in deck gang concerning longshore work in Aberdeen. Six men paid off and replaced on West Coast. Food is not up to standard and is greasy.

**EVELYN (Bull)**, October 29—Chairman, J. Busslack; Secretary, E. W. King. No beefs reported by department delegates. \$8.45 in treasury.

**DEL MAR (Mississippi)**, October 1—Chairman, M. B. Bronsason; Secretary, Edward Achee. No beefs reported.

George McFall thanked the membership for the way he was received on the ship.

**COTTONWOOD CREEK (Bulk Transport)**, November 6—Chairman, Claude M. Sturgis; Secretary, Walter J. Wallace. No beefs reported by department delegates. Request all to help keep pantry clean.

**DEL ALBA (Mississippi)**, October 22—Chairman, John E. Redding; Secretary, Max Fabricant. No beefs reported by department delegates. John E. Redding elected ship's delegate. All department sanitary men to agree on cleaning of slop sink, laundry and recreation room.

**STEEL AGE (Isthmian)**, November 5—Chairman, Tony Radsick; Secretary, Felizardo T. Motus. \$53.00 in treasury. No beefs reported by department delegates. Ship's delegate suggests that crew donate a few cents each for the ship's library. Vote of thanks to all delegates for a job well done.

**STEEL DESIGNER (Isthmian)**, October 29—Chairman, Gene Flowers; Secretary, R. M. Moody. Patrolmen squared away slopchest beef, room allowances and OT beefs. Safety meetings being held regularly. \$26.00 in treasury. No beefs reported by department delegates. Discussion on coffee. The crew agreed to try to get a better brand of coffee. Request more variety in menus and less salt in food.

**OCEAN EVELYN (Maritime Overseas)**, October 14—Chairman, Mike Rozalski; Secretary, Cecil B. Thomas. \$8.00 in treasury. Everything in good shape. No beefs reported by department delegates.

**HURRICANE (Waterman)**, October 10—Chairman, Tom Hill; Secretary, E. Ray. Repairs being taken care of and rooms painted. No beefs reported. Old books given to Seamen's Club at Rotterdam. Vote of thanks to ship's delegate. Vote of thanks to steward department.

**PETROCHEM (Valentine Chemical)**, October 3—Chairman, John Townsend; Secretary, J. Prestwood. \$17.00 in ship's fund. No beefs reported. Discussion on canned and fresh milk. Majority agreed it would be good for breakfast, cereals, etc., on long runs as long as it didn't cut out fresh milk where obtainable in foreign ports.

# Whose Right to Work? The Promoters of Course

WASHINGTON—Thanks to some energetic activity by an Indiana Congressman, it's been discovered whose "right to work" the National Right-To-Work-Committee is talking about. The organization, which is devoted to the cause of outlawing the union shop, spends most of its fund-raising receipts to assure the job security and working conditions of its own fund-raisers.

Rep. Ray J. Madden (Dem.-Indiana) cited a report of the National Better Business Bureau, Inc. which disclosed that 42 percent of all the funds raised by the group went for fund-raising expenses.

The business group reported that the national "work" committee took in \$418,732 in contributions from businessmen and dues from 15,000 members. Of this total, \$3,000 a month plus a one-third commission of net income went to a professional fund-raising outfit. The commission was based on whatever was left after the firm's fixed fee and expenses had been deducted from the organization's gross income.

The group has been trying to spread the impression that contri-

butions to its activities are tax exempt as a business expense, but it conceded that it has not received any such ruling from the Internal Revenue Bureau. In fact, one company in Indiana, the local Coca Cola Bottling Company, was rebuffed by Internal Revenue when it attempted to list a contribution to the group as a deduction. The regional Internal Revenue director classified the contribution as a "payment to influence legislation."

Indiana is one of the few heavily-industrialized states which has "right to work" legislation on the books.

The National Right-To-Work Committee has never registered as a lobby under state or Federal laws although its objective is to help secure the passage of anti-union legislation. The committee claims it exists to "assist and advise" local "right to work" groups but has no "official" connection with such groups.

## PERSONALS and NOTICES

**Oliver N. Myers**  
Contact your wife, at 2804 Third St., Bay City, Texas.

**William Drew**  
Get in touch with your attorney, Bernard Rolnick, 320 Broadway, New York 7, NY.

**Uldarico Meyudio**  
Contact Mrs. Helen Doro, 161 Indiap Field Road, Poq. Bridge, Conn., or phone Hilltop 5-1342.

**Henry T. Buckner**  
Important. Get in touch with your brother, James B. Buckner, at 409 Maupas Ave., Savannah,

Georgia, or phone Adams 3-3279. Manning passed away in Galveston on January 14.

**August Charons**  
Get in touch with Mrs. Anne Harding, 25-28 42 St., Long Island City 3, NY.

**Bernt L. Soland**  
Contact Norman Hansen of Sam Hansen & Son, Storage Warehouse, 4909-11 Fourth Ave., Brooklyn 20, NY.

**Harry E. O'Brien**  
Your wife would like to hear from you at 307 Eslava St., Mobile, Alabama.

**Ex-Pacific Navigator**  
Checks being held in the Boston hall for the following:  
Robert Wigfall, Melvin Smith, James Fort, Austin Daniels, Francis Smith, John Gates, Harry Schultz, Claude Brown and Gilbert Essberg.

**Reginald Siros**  
Contact your sister, Mrs. Cecile Akin, 1814 East Hill Ave., Escondido, California.

**Roy Como**  
Contact your mother, Mrs. Edith Como, 121 E. Center St., Lawrenceburg, Ind.

**Ex-Ore Line**  
Checks are being held in the Baltimore hall for the following:  
Louis Brown, James Bergbower, Edward Celkos, V. Colas, Robert Duff, M. Jensen, Edgar Kurz, Frank Koski, William Lanier, S. McCormick, Geoffrey Mills, Luis Moya, Allen Myrex, James Nelson, Charles Nelson, Earl Pattee, Gerald Shaffer, Charlie Shurpinski, Herbert Simms, Franklin Taylor and Samuel Torina.

**James Terry**  
Daughter Cheryl would like to see you March 16, 1962, at 3738 22nd St., San Francisco 14, Calif.

**Breadun Duncan Miles**  
Contact Mrs. B. D. Miles, PO Box 18101, Easton Station, Houston 23, Tex.

**Hiak Alexanderian**  
Contact Mrs. F. Alexanderian,

# SIU BULLETIN BOARD

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

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

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

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

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

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

## SIU HALL DIRECTORY

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**JACKSONVILLE** 2808 Pearl St., SE, Jax  
William Morris, Agent      ELgin 3-0987

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

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

**NEW YORK** ..... 675 4th Ave., Brooklyn  
HYacinth 9-6600

**NORFOLK** ..... 418 Colley Ave.  
Gordon Spencer, Acting Agent      625-8505

**PHILADELPHIA** ..... 2804 S. 4th St.  
DEwey 6-3818

**SAN FRANCISCO** ..... 450 Harrison St.  
Douglas 2-4401

**SANTURCE, PR** 1313 Fernandez Juncos  
Stop 20

Keith Terpe, Hq. Rep.      Phone 723-0003

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

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

**WILMINGTON** Call 505 N. Marine Ave  
Beed Humphries, Agent      Terminal 6-2522

c/o S. Alexanderian, Sabet-Pasal Co., Inc., PO Box 1523, Teheran, Iran.

**John Oslandes**  
Contact Irene Kydoniefs, 83-45 Broadway, Elmhurst 73, NY.

**Charles Rerdue**  
Contact Mary E. Rerdue, 12220 W. Golf Dr., Miami 68, Fla.

**Ottie D. Walker**  
Contact Mrs. Annie Walker, PO Box 301, Stone Mountain, Ga.

**Charles T. Miller**  
Important mail is being held for you in the Baltimore hall.

**George E. Harrison**  
Please contact Mrs. Clarice Harrison at Beaverlett PO, Mathews, Virginia.

**Money Due**  
Hedge Haven Farms, Inc., of 80 Broad St., New York City, is holding checks for transportation for

the following: H. Waller, M. Sanchez, B. Cherry, J. L. Blanc, D. S. Coggins, W. Frederick.

**John L. Whisman**  
Contact wife Bertha at 2089 Market St., San Francisco 14, Calif.

Anyone knowing the whereabouts of this man is asked to contact Mrs. Whisman.

**John H. Murray**  
Important you contact your son at Brownell St.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—  
please put my name on your mailing list.  
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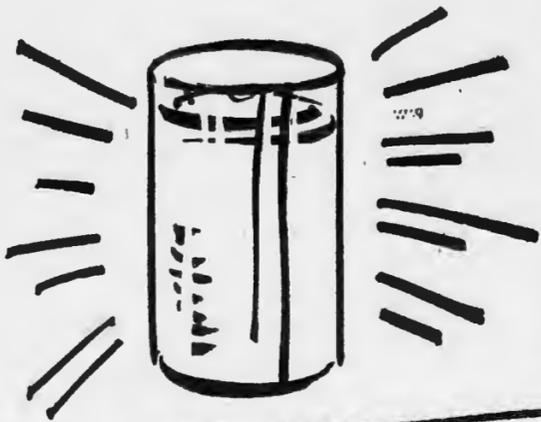
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## Fresh Milk: All Voyage Long!



AFFILIATED WITH THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA • AFL-CIO  
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VICE-PRESIDENT  
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VICE-PRESIDENT  
HERBERT BRAND  
DIRECTOR OF ORGANIZING  
AND PUBLICATIONS

February 14, 1962

TO: All Signatory Companies  
Parties to the Plan of the  
"Food and Ship Sanitation Department"

### RE: CLARIFICATION ON CANNED WHOLE FRESH MILK

Gentlemen:

This will serve to clarify numerous inquiries that have been received on the use of "Canned Whole Fresh Milk"

1 Vessels making a foreign voyage shall store Canned Whole Fresh Milk at the rate of 1 pint per man per day for the duration of the voyage

2 While a vessel is in Continental U S ports, fresh milk from local dairies is to be served three times a day Prior to a vessel departing from any domestic ports going to another domestic port and/or a foreign port, forty (40) gallons of local fresh milk must be placed on board

3 After departure from the last Continental U S port and the supply of fresh local milk has been consumed, Canned Whole Fresh Milk is to be served at breakfast only while at sea

4 While in a foreign port, Canned Whole Fresh Milk is to be served three times a day as per agreement.

5 No purchases of milk shall be made in Foreign ports while Canned Whole Fresh Milk is available

Trusting this clarification is understood by all parties. I am,

Sincerely yours,

CLAUDE SIMMONS  
Vice-President in Charge of  
Contracts and Contract Enforcement

The newest benefit for Seafarers, fresh whole milk throughout the voyage, has been in effect now from the first of the year. All shipping companies have been notified that their vessels are to stock canned whole milk to be used after the supply of US fresh milk has been used up. This pioneering benefit for Seafarers has been made possible by new processing techniques. The adjoining letter to SIU-contracted operators details the agreement reached on storing milk so that all Seafarers may be familiar with its provisions.

**FOR SEAFARERS  
AND  
THEIR FAMILIES**

**SURGICAL SCHEDULE**

**AND**

**DIGEST OF ALL WELFARE PLAN BENEFITS**

**THE SEAFARERS  
WELFARE PLAN**

**THE SEAFARERS  
PENSION PLAN**

# Seafarers Welfare Plan Surgical Schedule

	MAXIMUM PAYMENT
<b>ABDOMEN</b>	
Two or more surgical procedures performed through the same abdominal incision will be considered as one operation.	
Abscess, subdiaphragmatic, incision and drainage.....	\$150.00
Adrenalectomy, partial or total (removal of part or all of adrenal glands).....	300.00
Appendectomy (removal of appendix).....	150.00
Appendiceal abscess—incision and drainage of.....	150.00
Bile ducts, plastic repair or reconstruction.....	225.00
Bowel, resection of.....	300.00
Cholecystectomy (removal of gall bladder).....	225.00
Cholecystectomy and exploration of common duct (removal of gall bladder).....	225.00
Cholecystoduodenostomy (joining of gall bladder to intestine).....	225.00
Cholecystoenterostomy (joining of gall bladder to intestine).....	225.00
Cholecystotomy (cutting into gall bladder, including removal of gall stones).....	225.00
Choledochoplasty (operation on the bile duct).....	225.00
Choledochostomy (operation on the bile ducts).....	225.00
Choledochotomy (operation on bile ducts).....	225.00
Cholelithotomy (cutting into gall bladder, including removal of gall stones).....	225.00
Colectomy (partial removal of colon—large intestine)....	300.00
Colon, resection of (partial removal of colon—large intestine).....	300.00
Colostomy (formation of artificial anus).....	187.50
Colostomy, revision.....	150.00
Colostomy, closure of.....	150.00
Common bile duct, opening of with exploration, drainage or removal of calculus with or without removal of gall bladder.....	225.00
Common bile duct, opening of, secondary, in absence of gall bladder.....	225.00
Common bile duct, resection or reconstruction of.....	225.00
Diverticulum, Meckel's or intestinal (removal of pocket in the intestine).....	200.00
Duodenal ulcer, perforation, closure of.....	150.00
Enterectomy, with or without anastomosis (cutting away of intestines, with or without rejoining).....	300.00
Enterorrhaphy (suture of intestine).....	150.00
Enterotomy, including removal of foreign body (cutting into intestine).....	150.00
Gall bladder, removal of (cholecystectomy).....	225.00
Gall bladder, operation other than removal.....	225.00
Gastrectomy, partial or total (removal of stomach).....	300.00
Gastric or duodenal ulcer, perforation, closure of.....	150.00
Gastrooduodenostomy (joining of stomach to intestine)....	225.00
Gastroenterostomy (joining of stomach to intestine).....	225.00
Gastrojejunostomy, with or without vagotomy (joining of stomach to intestine).....	225.00
Gastroscopy—diagnostic (examination of stomach by gastroscope).....	60.00
operative (operation thru gastroscope).....	75.00
Gastrostomy or gastrotomy (forming opening in stomach).....	150.00
Gastrostomy, closure of.....	150.00
Gastrostomy with exploration or foreign body removal (cutting into stomach).....	150.00
Hepatectomy, partial (resection of part of liver).....	300.00
Hepatorrhaphy (suture of liver).....	150.00
Hepatotomy (incision of liver for drainage of abscess or cyst, one or two stages).....	150.00
Herniotomy — heriorrhaphy — hernioplasty (repair of hernia—rupture)	
single—inguinal, femoral, umbilical, ventral or incisional.....	150.00
bilateral—inguinal, or femoral.....	187.50
hiatal or diaphragmatic.....	300.00
Intestinal obstruction—operation for, not requiring resection.....	150.00
Intestine—reduction of volvulus or intussusception by cutting (repair of folding or twisting of intestines)....	150.00
Intestine, large, resection of.....	300.00
Intestine, small, resection of.....	300.00
Laparotomy—exploratory (cutting into abdomen).....	150.00
Liver, aspiration (tapping) or punch biopsy.....	22.50
Liver, biopsy by laparotomy.....	150.00
Liver, marsupialization of cyst or abscess of.....	225.00
Liver, suture of wound or injury (hepatorrhaphy).....	150.00
Pancreas, drainage of, or marsupialization of cyst.....	150.00
Pancreas, excision of, partial or total except marsupialization of cyst.....	300.00
Pancreas, radical excision of Ampulla of Vater, with resection of duodenum and portion of pancreas, gastrojejunostomy and anastomosis of biliary tract to alimentary tract, one or more stages.....	300.00
Pancreaticogastrostomy (joining pancreas to stomach)....	225.00
Pancreaticenterostomy (joining pancreas to intestine)....	225.00
Pancreatotomy (cutting into the pancreas).....	150.00
Pancreolithotomy (removal of stone from pancreas).....	225.00
Paracentesis, abdominal cavity (tapping).....	22.50
Peritoneoscopy—diagnostic (examination of lining of the abdomen by peritoneoscope).....	60.00
Operative (biopsy).....	75.00
Pneumoperitoneum—induction of (injection of gas into abdominal cavity).....	37.50
Each refill—(not more than 17).....each	15.00

Pyloric stenosis, operation for (repair of constriction of lower opening of stomach).....	150.00
Ramstedt's operation for pyloric stenosis (repair of constriction of lower opening of stomach).....	150.00
Rectum, resection of.....	300.00
Splenectomy (removal of spleen).....	225.00
Splenorrhaphy (suture of spleen).....	150.00
Stomach, resection.....	300.00
Umbilectomy (removal of naval).....	150.00
Vagotomy (cutting of vagus nerve in stomach).....	150.00
<b>ABSCESSSES</b>	
Incision and drainage—	
requiring hospital residence.....	37.50
not requiring hospital residence.....	15.00
Peritonillar abscess, incision of—	
requiring hospital residence.....	37.50
not requiring hospital residence.....	22.50
Suprlevator (above levator muscle of anus), incision and drainage.....	52.50
<b>AMPUTATIONS</b>	
Coccyx (removal of bone at lower end of spine).....	75.00
Ear—unilateral.....	75.00
bilateral.....	150.00
Fingers, each (one or more phalanges).....	25.00
Foot (thru metatarsal bones or above)—unilateral.....	150.00
bilateral.....	300.00
Forearm—unilateral.....	150.00
bilateral.....	300.00
Hand, entire (thru metacarpal bones or above)—	
unilateral.....	150.00
bilateral.....	300.00
Leg—unilateral.....	187.50
bilateral.....	300.00
Nose.....	75.00
Thigh—unilateral.....	200.00
bilateral.....	300.00
Thumbs, each (one or more phalanges).....	25.00
Toes, each (one or more phalanges).....	25.00
Upper arm—unilateral.....	150.00
bilateral.....	300.00
<b>ARTERIES AND VEINS (Vascular Surgery)</b>	
Aneurysm (dilatation of blood vessel) arterial or arteriovenous, operation for (excision of or wiring)	
Extremities.....	75.00
Intra-abdominal.....	150.00
Intracranial.....	300.00
Intrathoracic.....	300.00
Angiogram, cutting operation for exposure of vessel where necessary for.....	37.50
Aorta, excision of coarctation of.....	300.00
Artery, anastomosis (joining or forming a connection between arteries)	
in extremities.....each	75.00
Intra-abdominal.....	150.00
intracranial.....	300.00
intrathoracic.....	300.00
Artery, excision of temporal.....	37.50
Artery, excision or ligation of major artery of extremity.....	75.00
Artery, excision of coarctation (contraction) of aorta.....	300.00
Artery, ligation (tying) of result of accidental wound each.....	15.00
Carotid artery, ligation (tying) of.....	112.50
Catheterization of heart (independent procedure).....	75.00
Embolectomy—arteriotomy or venotomy with exploration or removal of embolus or thrombus (clot)	
In abdomen.....	150.00
in chest.....	300.00
in extremities.....	75.00
in neck.....	150.00
in skull (intracranial).....	300.00
Femoral vein, ligation (tying) of, for other than varicose veins—unilateral.....	37.50
bilateral.....	75.00
Hemangioma (blood vessel tumor) simple, not requiring hospital residence.....	15.00
requiring hospital residence.....	37.50
Hemangioma (blood vessel tumor) cavernous.....	75.00
Saphenous vein, ligation (tying) of, for other than varicose veins—unilateral.....	37.50
bilateral.....	75.00
Temporal artery, excision of.....	37.50
Varicose veins—Injection treatment, complete procedure (one or both legs).....	60.00
cutting operation, complete procedure—one leg.....	75.00
both legs.....	120.00
Vein, ligation (tying) of, result of accidental wound, each.....	15.00
Venogram, cutting operation for exposure of vessel where necessary for.....	37.50
Venous Anastomosis (forming connection between veins) porto-caval anastomosis.....	300.00
superior mesenteric caval anastomosis.....	300.00
spleno-renal anastomosis.....	300.00
<b>BIOPSY</b>	
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
<b>BLOOD TRANSFUSION (OR PLASMA)</b>	
Each.....	37.50
<b>BREAST</b>	
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.....	75.00
unilateral.....	150.00
bilateral.....	150.00
not requiring hospital residence.....	15.00
Simple amputation—unilateral.....	150.00
bilateral.....	300.00
<b>BURSAE</b>	
Bursae, aspiration, injection, irrigation, or needling (or any combination).....each	22.50
excision of (bursectomy) prepatellar and olecranon shoulder, Hip.....	112.50
incision and drainage (bursotomy).....	37.50
requiring hospital residence.....	15.00
<b>CHEST</b>	
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**

<b>EAR</b>	
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, electrocoagulation 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 epiglottis) .....	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
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
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, electrocoagulation or electrode- siccation—unilateral .....	22.50
bilateral .....	45.00
Tonsillectomy, adenoidectomy, or both.....	50.00
Torus palatinas, 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 peritoneoscopy) diagnostic .....	60.00
(operation on lining of the abdomen by peritoneoscopy) 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 curet- tage (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
Blepharotomy, excision of benign lesion of eyelid.....	30.00
Blepharotomy, 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
Corectysis (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
Discission: 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
Iridencleisis: 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><i>Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers; dependents of Seafarers on pension, and dependents of Seafarers on special disability list.</i></p>	\$15 per day room and board PLUS UP TO \$400 FOR HOSPITAL EXTRAS.	Payments continue for as long as hospitalized.	*Basic seetime requirement.
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.	Claim must be filed with Welfare Plan not later than 180 days after surgery or discharge from hospital.
Blood transfusions			Maximum of six transfusions at \$37.50 each.†	This is in addition to hospital extras benefit; dependent must be confined in hospital.	File enrollment card, marriage license and birth certificate with names of both parents.
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.	For adopted children: File adoption papers with Plan office.  For stepchildren: Notarized affidavit showing support for all of previous calendar year.
Surgical			Up to \$300 maximum as specified in surgical schedule.	Payable for surgery in hospital or in doctor's office.	For dependent parents: File support claim form showing Seafarer furnished major portion of support to parents previous calendar year.
Maternity			All Seafarers.	\$200. (In addition to the Welfare Plan benefit, the Union will provide a \$25 U.S. Savings Bond in the baby's name.)	Payment for each birth; additional payments for multiple births.
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.	*Basic seetime requirement ONLY.
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.

\*BASIC SEETIME REQUIREMENT

		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.	Three years' discharges including basic seetime requirement for Seafarer applying or father of child applying; 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 5th day.
Sickness and accidents		Seafarers ill or injured on or off the job, if they are not receiving maintenance and cure, wages from employer, disability or workmen's compensation. Where there is a question on M & C payments, benefits apply subject to collecting M & C.			
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.  A beneficiary who is a dependent is eligible for a \$4,000 death benefit. All other beneficiaries eligible for a \$1,000 death benefit.		*Basic seetime requirement.  Employment record showing 12 years of employment (at least 4,380 days) with signatories 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.
Meal books		All Seafarers.	Meal book credit.	Facilities available in all SIU ports.	*Basic seetime requirement. 30 days ashore on shipping list.
Hospital movies		Patients at USPHS hospitals.		Regular movie showings provided at no cost to Seafarers and other patients.	

# SEAFARERS PENSION PLAN

Pensions		Seafarers who reach the age of 65.	\$150 monthly until death. Unlimited medical and hospital benefits for pensioners. Pensioners' dependents eligible for schedule of dependents' benefits under Seafarers Welfare Plan.  A beneficiary who is a pensioner's dependent is eligible for a \$4,000 death benefit. All other beneficiaries eligible for a \$1,000 death benefit.	At least 65 years of age; basic seetime requirement; 15 years of employment (5,475 days) with signatories to the Plan.
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**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

(Continued from page 3)

Xanthoma, excision of—requiring hospital residence.....	37.50	tion of ureter—partial .....	225.00	operation on ureter .....	300.00
not requiring hospital residence .....	30.00	complete .....	300.00	Pyelotomy (cutting into kidney) with drainage.....	300.00
<b>FRACTURES</b>					
Simple fractures, closed reduction or treatment, unless otherwise specified.					
The amounts shown below are for simple fractures. For a compound fracture, the maximum payment will be one and one half times the amount shown below for the corresponding simple fracture.					
For a fracture requiring an open operation, the maximum payment will be twice the amount shown below for the corresponding simple fracture. (Bone grafting, bone splicing and skeletaltraction pins are considered open operations.)					
Removal of bone plates or pins except removal of traction pins or other traction appliances (as this is always a separate and distinct procedure).....					
.....	37.50	Cystocele, repair of (hernia of bladder).....	112.50	Pyelotomy (cutting into kidney) with exploration.....	300.00
<b>SKULL</b>					
Non-operative .....	75.00	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) repair of.....	112.50
Operative, with cutting into cranial cavity (drill taps excepted) .....	300.00	Cystocele 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
<b>FACIAL BONES</b>					
Hyoid (at base of tongue).....closed	37.50	Cystorrhaphy (suture of bladder wound, injury or rupture) .....	150.00	with or without cystocele with perineorrhaphy or perineoplasty .....	187.50
Malar (cheekbone).....closed	37.50	Cystoscopy, diagnostic, including retrograde pyelography or flushing of kidney pelvis.....	37.50	Renal capsulectomy (decapsulation of kidney) .....	187.50
Mandible (lower jaw) alveolar process .....	75.00	Cystoscopy, operative, unless otherwise specified in schedule .....	52.50	unilateral .....	150.00
excepted .....	75.00	Cystolithotomy (cutting into bladder, including removal of stone) .....	150.00	bilateral .....	225.00
with or without inter-dental wiring.....	75.00	Cystostomy (cutting into bladder) .....	150.00	Renal (kidney) vessels, division or transection of aberrant Salpingectomy (removal of fallopian tubes) or salpingo-oophorectomy (removal of tubes and ovary).....	150.00
Maxilla (upper jaw) alveolar process .....	75.00	Cystotomy (cutting into bladder) .....	150.00	Salpingo-oophorectomy (removal of oviduct and ovary, one or both sides) .....	150.00
excepted .....	75.00	Dilatation and curettage, non-puerperal (not associated with pregnancy) .....	37.50	Salpingoplasty (plastic repair of fallopian tubes).....	150.00
with or without inter-dental wiring.....	75.00	Enterocoele, repair of .....	112.50	Scrotum (pouch containing testes) abscess, incision and drainage of requiring hospital residence .....	37.50
Nasal .....	25.00	vaginal approach, without cystocele or rectocele.....	112.50	not requiring hospital residence.....	15.00
Zygoma (cheek bone) .....	37.50	abdominal approach .....	150.00	Scrotum (pouch containing testes) resection of.....	37.50
<b>SPINE AND TRUNK</b>					
Clavicle (collar bone).....closed	75.00	vaginal approach, with cystocele or rectocele.....	150.00	Skene's gland, incision of—requiring hospital residence .....	37.50
Coccyx (lower end of spine).....closed	15.00	vaginal approach, with or without cystocele or rectocele with perineoplasty or perineorrhaphy.....	187.50	not requiring hospital residence .....	15.00
Rib or ribs—three or more.....	37.50	Epididymectomy (removal of epididymis appendage of testicle)—single .....	75.00	Skene's gland, excision or fulguration of .....	37.50
less than three.....	25.00	bilateral .....	112.50	Sympathectomy, pre-sacral .....	150.00
Sacrum, alone or with pelvic bones.....closed	112.50	Epididymis (appendage of testicle) abscess, drainage of Epididymovasostomy (connecting of epididymis to vas deferens, unilateral or bilateral).....	112.50	Testis, reduction of torsion (twisting of cord) of.....	75.00
Scapula (shoulder blade) .....	75.00	Epiopereorrhaphy (suture of recent injury of vulva and perineum) .....	37.50	Trachelectomy (excision of cervix) independent procedure .....	75.00
Sternum (breast bone) .....	22.50	Epiorrhaphy (suture of recent injury to vulva).....	22.50	Tracheloplasty (plastic repair of uterine cervix).....	75.00
Vertebra, one or more (bones of spinal column) closed	112.50	Fallopian tube transection (dividing) of.....	150.00	Ureter (tube from kidney to bladder) opening of, strictures of (endoscopic procedures) .....	52.50
Body or lamina .....	80.00	Fallopian tube, ligation (tying off) of.....	150.00	Ureter (tube from kidney to bladder) transplantation to skin (ureterostomy)—unilateral .....	150.00
Articular, lateral or spinous processes only.....	20.00	Fistula, closure of vaginal .....	75.00	bilateral .....	300.00
<b>PELVIS—one or more of following bones including acetabulum (ilium, ischium, pubis, or sacrum).....closed</b>					
.....	112.50	Fistula, vesicovaginal (bladder-vaginal) or vesicouterine (bladder-uterus) closure of .....	225.00	Ureter (tube from kidney to bladder) tumors or stones, removal of—by open cutting operation.....	150.00
<b>UPPER EXTREMITY</b>					
Carpal bone, one or more (each hand).....closed	25.00	Hydrocele (collection of fluid in outer sac of testicle) excision of—single .....	75.00	by endoscopic means.....	52.50
Colles (wrist) .....	75.00	bilateral .....	112.50	Ureterectomy (excision of ureter) complete or partial... ..	150.00
Humerus (upper arm) .....	75.00	Hydrocele (collection of fluid in outer sac of testicle) tapping of (paracentesis) .....	22.50	Ureterocystostomy (anastomosis of ureter to bladder) .....	150.00
Metacarpal bone, one or more (each hand).....closed	25.00	Hymenectomy (cutting away of hymen).....	15.00	unilateral .....	150.00
Phalanx, each finger .....	25.00	Hymenotomy (incision of hymen).....	15.00	bilateral .....	300.00
Radius, or radius and ulna (forearm).....closed	75.00	Hysterectomy (removal of uterus) total or sub-total irrespective of approach .....	225.00	Ureteroenterostomy (anastomosis of ureter to bowel) .....	150.00
Ulna or ulna and radius (forearm).....closed	75.00	Hysteropexy (fixation of uterus) .....	150.00	unilateral .....	150.00
Elbow .....	75.00	Hysterotomy (cutting into uterus) .....	150.00	bilateral .....	300.00
<b>LOWER EXTREMITY</b>					
Astragalus (foot) .....	75.00	Hysterorrhaphy (suture of ruptured uterus).....	150.00	Ureterolithotomy (removal of stone from ureter) with removal of calculus, open operation.....	150.00
Femur (thigh) .....	112.50	Hysterosalpingostomy (connecting of fallopian tubes to uterus) .....	150.00	Ureteroplasty, plastic operation on ureter (stricture) without plastic operation on renal pelvis.....	150.00
Fibula or fibula and tibia (leg).....closed	75.00	Kidney abscess, drainage of, independent procedure... ..	150.00	with plastic operation on renal pelvis.....	300.00
Metatarsal bone, one or more (foot).....closed	25.00	Kidney, fixation of .....	225.00	Ureterotomy (cutting into ureter) with exploration or drainage .....	150.00
Os calcis (foot) .....	75.00	Kidney, removal of or cutting into.....	300.00	Ureterostomy (transplantation of ureter to skin)—unilateral .....	150.00
Patella (Kneecap) .....	75.00	Manchester or Pothergills Operation (fixation of uterus-hysteropexy) .....	150.00	bilateral .....	300.00
Phalanx, each toe .....	25.00	Meatotomy (cutting of external opening of urinary passage) .....	15.00	Ureteropyelostomy (anastomosis of ureter and renal pelvis) .....	300.00
Potts, (ankle) .....	75.00	Myomectomy (removal of fibroid or muscular tumor of uterus) independent procedure .....	150.00	Urethra, excision of carcinoma of.....	150.00
Tarsal bone, one or more (foot).....closed	25.00	Nephrectomy or heminephrectomy (removal of all or part of kidney) with or without ureterectomy.....	300.00	Urethra, prolapse of mucosa, female, repair of.....	75.00
Tibia or tibia and fibula (leg).....closed	75.00	Nephrolithotomy with removal of calculus (removal of kidney stone) .....	300.00	Urethra, stricture of, open operation.....	75.00
<b>GENITO-URINARY TRACT</b>					
Abscess, periurethral, drainage of.....	37.50	Nephropexy (fixation or suspension of kidney).....	225.00	Urethra, stricture of, intra-urethral cutting operation through endoscope .....	52.50
Bartholin gland, incision of .....	15.00	Nephrorrhaphy (suture of kidney wound or injury).....	225.00	Urethral caruncle, excision of or electro-cauterization....	37.50
not requiring hospital residence.....	15.00	Nephrostomy (cutting into kidney).....	300.00	Urethral sphincter, female, plastic operation.....	112.50
requiring hospital residence .....	50.00	Nephrotomy (cutting into kidney) with exploration.....	300.00	Urethrocele, repair of (female) independent procedure..	112.50
excision of, one or more.....	50.00	Oophorectomy (removal of ovary) or salpingo-oophorectomy (removal of ovary and fallopian tubes).....	150.00	Urethroplasty, plastic operation on urethra, including hypospadias or epispadias, complete procedure.....	112.50
Biopsy, through cystoscope .....	52.50	Oophoropexy (fixation or suspension of ovary).....	150.00	Urethrorrhaphy (suture of urethral wound or injury).....	75.00
Bladder, diverticulum (pouch) excision of .....	150.00	Oophoroplasty (plastic repair of ovary).....	150.00	Urethrostomy (cutting into urethra) independent procedure .....	75.00
Bladder, punch operation on neck of.....	150.00	Orchidectomy (excision of testicle)—single.....	75.00	Urethrotomy (cutting into urethra) open operation, independent procedure .....	75.00
Bladder, tumor or stones, removal of .....	150.00	bilateral.....	112.50	Urethrovaginal fistula (abnormal opening between urethra and vagina) closure of .....	150.00
By open cutting operation .....	52.50	Orchidectomy (excision of testicle) for malignant tumor .....	150.00	Uterus, cutting operation on this organ and its appendages with abdominal approach (unless otherwise specified in schedule) .....	150.00
By endoscopic means .....	52.50	Orchidopexy (fixation of undescended testicle)—single.. ..	75.00	Vagina, reconstruction of congenital deformity.....	112.50
Bulbourethral gland, excision of (removal of gland in urethra) .....	52.50	bilateral .....	112.50	Vaginal septum, excision of.....	37.50
Cauterization of cervix, when done separately and not in conjunction with other procedures .....	37.50	Ovarian cysts or abscesses, drainage or excision of.....	150.00	Varicocele, excision of (removal of varicose swelling of spermatic cord)—unilateral .....	75.00
Cervicectomy (amputation of cervix) .....	75.00	Pan-Hysterectomy (complete removal of uterus).....	225.00	bilateral .....	112.50
Cervix (neck of uterus) amputation .....	75.00	Penis, amputation of, partial .....	75.00	Vasectomy (removal of vas deferens)—unilateral.....	30.00
Cervix, biopsy of (independent procedure) .....	15.00	Penis, amputation of, complete .....	150.00	bilateral.....	45.00
Cervix, conization (removal) of.....	37.50	Penis, amputation of, complete, including regional lymph nodes .....	225.00	Vasotomy (cutting of vas deferens) or ligation (one or both sides—independent procedure)—unilateral .....	22.50
Cervix, insertion of radioactive substance, or treatment by X-Ray with or without biopsy (for malignancy).....	75.00	Penis, excision or fulguration of warts.....each .....	15.00	bilateral .....	37.50
Circumcision (removal of foreskin of penis).....	22.50	Penis, epispadias complete procedure (repair of defect of urethra) .....	112.50	Ventrofixation (fixation of uterus—hysteropexy).....	150.00
Clitoris, amputation of all or part.....	22.50	Penis, hypospadias complete procedure (repair of defect of urethra) .....	112.50	Ventrosuspension (suspension of uterus).....	150.00
Colpocleisis (complete obliteration of vagina).....	150.00	Perineoplasty (plastic repair of perineum).....	75.00	Vesiculectomy (removal of seminal vesicle)—unilateral... ..	150.00
Colpoperineoplasty: (repair of vagina and perineum; pelvic floor repair, independent procedure).....	187.50	Perineoplasty (plastic repair of perineum) including repair of laceration of rectum .....	150.00	bilateral.....	225.00
Colpopexy (plastic repair of vagina) .....	112.50	Perineorrhaphy (suturing of perineum) independent procedure .....	75.00	Vulvectomy (removal of vulva)—partial .....	75.00
Colpoplasty, repair of cystocele (hernia of bladder) or rectocele (hernia of rectum), independent procedures .....	112.50	Perineorrhaphy (suturing of perineum) with other gynecological repair procedures .....	187.50	complete .....	112.50
Colpoplasty, repair of cystocele (hernia of bladder) and rectocele (hernia of rectum) .....	150.00	Perirenal (adjacent to kidney) abscess, drainage of, independent procedure .....	150.00	radical, including regional lymph nodes.....	187.50
Colpotomy (incision into vagina) with exploration or drainage .....	37.50	Polypectomy (removal of polyps) one or more.....	37.50	<b>GLANDS</b>	
Cryptorchidectomy (undescended testicle) single .....	75.00	Pregnancy, ectopic (outside of uterus) operation for.....	150.00	<b>LYMPH GLANDS</b>	
bilateral .....	112.50	Prepuce (foreskin) dorsal or lateral "slit" of.....	15.00	Excision of lymph node for diagnosis or biopsy.....	20.00
Culdoscopy (examination of uterus by culdoscope) .....	37.50	Prostate, removal of, by open operation (complete procedure) .....	225.00	Lymphadenectomy, radical, upper neck or axilla—unilateral .....	150.00
diagnostic .....	37.50	Prostate, removal of, by endoscopic means (transurethral resection) .....	150.00	bilateral .....	187.50
(operation on uterus by culdoscope) operative.....	52.50	Prostatolithotomy (removal of prostatic calculus (stones)) .....	112.50	Lymphadenectomy, radical, cervical or groin—unilateral .....	187.50
Cyst, ovarian, drainage or excision of.....	150.00	Prostatotomy (external drainage of prostatic abscess)....	75.00	bilateral .....	225.00
Cyst, vaginal, excision of.....	37.50	Pyelolithotomy (cutting into kidney) with removal of calculus (stones) .....	300.00	Simple excision of complete lymph node for tuberculosis, etc. ....	75.00
Cystectomy (removal of urinary bladder) with transplan-		Pyeloplasty (plastic repair of kidney) with or without		<b>MAMMARY GLANDS—See Breast.</b>	

Salivary fistula (abnormal opening or tract) closure of	75.00
Stalolithotomy (removal of salivary calculus).....	37.50
Submaxillary gland, excision of .....	75.00
<b>THYROID AND OTHER ENDOCRINE GLANDS</b>	
<b>GOITRE</b>	
Hemithyroidectomy (removal of part of thyroid).....	150.00
Isthmectomy (removal of isthmus of thyroid).....	150.00
Ligation (tying off) of thyroid arteries not followed by thyroidectomy—	
one or more at one operation.....	75.00
two or more stage operation .....	112.50
Removal of adenoma or benign tumor of thyroid (no payment for X-ray treatment of thyroid).....	150.00
Thyroid, remnant, excision of .....	150.00
Thyroid; removal of, complete or sub-total (complete procedure) including ligation of thyroid arteries, to be treated as one operation .....	225.00
Adrenalectomy, partial or total (removal of part or all of adrenal gland) .....	300.00
Carotid body tumor, excision of.....	150.00
Hypophysectomy (removal of hypophysis).....	300.00
Parathyroidectomy (removal of para thyroids).....	225.00
Pinelectomy (removal of pineal body).....	300.00
Thymectomy (removal of thymus gland).....	225.00
<b>HEART OR CARDIAC</b>	
Angiogram, cutting operation for exposure of vessel....	37.50
Aorta, coarctation of, correction of.....	300.00
Arteriogram, cutting operation for exposure of vessel..	37.50
Cardiorrhaphy (suture of heart wound or injury).....	300.00
Cardiotomy (cutting into heart) with exploration or removal of foreign body.....	300.00
Catheterization of heart (independent complete procedure) .....	75.00
Commissurotomy (operation on valve of heart).....	300.00
Congenital defects, correction of, such as patent ductus arteriosus, coarctation of aorta, pulmonary stenosis....	300.00
Patent ductus arteriosus, correction of.....	300.00
Pericardiectomy (operation on pericardium of heart)....	300.00
Pericardiocentesis (puncture of pericardial space for aspiration) .....	22.50
Pericardiotomy (cutting into pericardium of heart) with exploration, drainage or removal of foreign body.....	300.00
Pulmonary stenosis, correction of.....	300.00
Valvulotomy (operation on valve of heart).....	300.00
Valvulotomy (incision of valve of heart).....	300.00
<b>HERNIA</b>	
Herniotomy—herniorrhaphy—hernioplasty	
single—inguinal, femoral, umbilical, ventral or incision	150.00
bilateral—inguinal, or femoral.....	187.50
hiatal or diaphragmatic .....	300.00
Injection method, entire course of treatment	
single .....	75.00
more than one hernia.....	112.50
<b>INCISION AND DRAINAGE</b>	
Incision and Drainage, Debridement or Removal of foreign bodies requiring hospital residence.....	37.50
not requiring hospital residence .....	15.00
<b>NOTE:</b>	
1. Where debridement and suturing both subscribed to, pay both fees.	
2. Removal of bone plates or pins except removal of traction pins or other traction appliances (as this is always a separate and distinct procedure).....	37.50
<b>JOINTS</b>	
Arthroctomy—pay arthrodesis fee.	
Arthrodesis (fusing of joint, operative ankylosis with or without tendon transplant)	
Ankle or ankle and foot.....	187.50
Elbow .....	187.50
Finger, one or more joints.....	112.50
Foot or ankle and foot.....	187.50
Hip .....	225.00
Knee .....	187.50
Shoulder .....	187.50
Spine, including sacroiliac, except coccyx.....	225.00
Wrist .....	187.50
Anthroplasty (reconstruction, functional restoration of joint with or without bone or fascial graft)	
Ankle, or foot and ankle.....	225.00
Elbow .....	225.00
Finger, including metacarpal-phalangeal joint.....each	112.50
Foot, or ankle and foot.....	225.00
Hip .....	262.50
Knee (except semi-lunar cartilage) .....	225.00
Shoulder .....	225.00
Spine (including intervertebral disc operations).....	225.00
Temporo-mandibular .....	187.50
Toes, including metatarsophalangeal joint.....each	112.50
Wrist .....	225.00
Arthrotomy (incision into joint—dependent procedure —with exploration and drainage or removal of loose or foreign body)	
Ankle .....	112.50
Elbow .....	112.50
Finger .....	37.50
Foot (including bunionectomy) .....	75.00
Hand .....	75.00
Hip .....	112.50
Knee (except semi-lunar cartilage) .....	112.50
Semi-lunar cartilage excision .....	150.00
Shoulder .....	112.50
Temporo-mandibular .....	112.50
Toes .....	37.50
Wrist .....	112.50
Manipulation of joint under general anesthesia dislocations excluded, including application of cast or traction	
Ankle .....	37.50
Elbow .....	37.50
Hip .....	37.50
Knee .....	37.50
Shoulder .....	37.50
Wrist .....	37.50
Spine (with-hospitalization and immobilization).....	52.50

Club foot (with application of cast).....initial	15.00
subsequent .....	15.00
maximum either foot .....	150.00
Paracentesis .....	22.50
Capsuloplasty—Pay arthroplasty fee	
Capsulotomy—Pay arthroplasty fee	
<b>LIGAMENTS AND TENDONS</b>	
Achilles tendon, lengthening or shortening.....	75.00
Bakers cyst, excision of.....	75.00
Ganglion (cyst of tendon sheath) excision of.....	37.50
Ligaments and tendons, cutting or transplant—single....	75.00
multiple.....	112.50
Suture of avulsed (torn away) tendon to skeletal attachment—single .....	75.00
Synovitis, stenosing (release of contracted tendon sheath)	
Tendon, suturing of—single .....	52.50
multiple .....	75.00
Tenotomy (cutting of tendon)—single .....	75.00
multiple .....	112.50
Trigger finger, or stenosing synovitis (release of contracted tendon sheath).....	75.00
<b>NOTE: Club foot open operations are payable under "Cutting into Joint"—\$37.50 plus cutting operation on tendon—\$75 (each foot)</b>	
<b>MUSCLES AND FASCIA</b>	
Biopsy .....	37.50
Diaphragm rupture, suture of (transthoracic approach) ...	300.00
(abdominal approach) .....	187.50
Dupuytren's Contracture (hand).....each hand	75.00
Fasciotomy (cutting of fascia).....	75.00
Myorrhaphy (suture of muscle) of quadriceps or biceps	
Scalenotomy (cutting of scalenus muscle in neck with or without resection of cervical rib)—unilateral.....	112.50
bilateral.....	150.00
Sternocleidomastoid muscle, cutting of.....	112.50
Torticollis (wry neck)—operation for.....	112.50
Wry neck (torticollis)—operation for.....	112.50
<b>NERVES</b>	
Brachial plexus, exploration of (independent procedure)	
Ganglion injections when done for other than surgical anesthesia (limit of 3).....each	37.50
Glossopharyngeal nerve, resection of.....	300.00
Infraorbital or supraorbital nerve, evulsion (separating)	
Nerve, crushing of any .....	37.50
Nerve, suturing of accidental severance of.....each	37.50
Nerve injections when done for other than surgical anesthesia, (limit of 3 injections), except no payment will be made when done for dental procedures, sprained ankles or pruritus ani.....each	37.50
Neurolysis (freeing of nerve, or transposition of).....	112.50
Occipital nerve, evulsion (separating) of.....	60.00
Phrenic nerve, transection (dividing in two) of.....	37.50
Retrogasserian neurectomy (cutting of nerve) for trigeminal neuralgia (tic douloureux).....	300.00
Spinal nerve roots, transection (dividing in two) of.....	300.00
Sympathectomies (cutting of sympathetic nerve) of cervical areas—unilateral .....	150.00
bilateral .....	255.00
Sympathectomies (cutting of sympathetic nerve) of dorsal, lumbar, sacral areas—unilateral.....	225.00
bilateral.....	300.00
Trigeminal nerve, transection (dividing in two) of.....	300.00
Vagotomy (cutting of vagus nerve in stomach).....	150.00
Vestibular nerve, transection (dividing in two) of.....	300.00
<b>OBSTETRICAL PROCEDURES</b>	
Delivery of child or children.....	100.00
Cesarean section, including delivery.....	150.00
Abdominal operation for extra-uterine or ectopic pregnancy .....	150.00
Miscarriage .....	37.50
<b>NOTE: This fee payable where there is a surgically induced or spontaneous miscarriage or abortion.</b>	
If there is a spontaneous abortion or miscarriage, surgical manipulation may be presumed.	
When there is a premature birth whether alive or not, pay delivery fee.	
<b>PARACENTESIS</b>	
Tapping (of abdomen, chest, bladder other than catheterization ear drum, hydrocele, joint, or bone).....	22.50
Eye (anterior chamber for inflammatory exudate or glaucoma) .....	30.00
Spine	
Simple spinal puncture.....	22.50
Myelography, spinal puncture for (exclusive of X-rays) .....	45.00
Pneumoencephalography, spinal puncture for (exclusive of X-rays) .....	45.00
Ventricle	
Ventriculography, including drill tap or taps (exclusive of X-rays).....	75.00
<b>PILONIDAL CYST OR SINUS</b>	
Excision (removal) of.....	75.00
<b>PLASTIC OPERATIONS</b>	
Where the operation is described as being done in multiple stages only one fee will be allowed for the complete procedure.	
Anoplasty (plastic operation for imperforate anus or stricture) .....	150.00
Cleft Palate—Palatoplasty—(plastic operation for cleft palate)	
one stage operation .....	150.00
two stage operation .....	187.50
with harelip operation.....	262.50
Ear—Otoplasty (plastic repair—for protruding ears)	
each ear .....	75.00
Otoplasty (plastic reconstruction of ear with graft of skin or cartilage).....each ear	150.00
Epispadias (plastic operation on urethra) complete procedure .....	112.50
Eyelid—Operation for ectropion (repair of eyelid folded out) .....	105.00
Operation for entropion (repair of eyelid folded in)	
Ptosis (correction of drooping eyelid) operation complete, each eyelid .....	75.00

Fatty tissue, removal of excess.....	75.00
Feet, webbing of (syndactylism).....each foot	75.00
with skin grafting .....	112.50
<b>Grafts (complete procedure)</b>	
<b>Arterial (see ARTERIES &amp; VEINS)</b>	
Bone (obtaining bone graft material from another part of body) .....	37.50
Skin—not more than 2 square inches.....	37.50
2 to 25 square inches.....	75.00
25 to 50 square inches.....	150.00
50 to 100 square inches.....	225.00
Over 100 square inches.....	300.00
Tube graft .....	225.00
<b>NOTE: Where scar tissue, ulcerations, tumors etc. are removed and skin grafting necessary after these procedures, two fees are payable.</b>	
Hands, webbing of (syndactylism) .....	75.00
with skin grafting .....	112.50
Harelip—unilateral .....	112.50
bilateral .....	150.00
combined with palatoplasty .....	262.50
Hypospadias (plastic operation on urethra) complete procedure .....	112.50
Nose—Rhinoplasty—all reconstruction operations.....	75.00
Otoplasty (plastic repair—for protruding ears).....each ear	75.00
Otoplasty (plastic reconstruction of ear with graft of skin or cartilage).....each ear	150.00
Palatoplasty—(plastic operation for cleft palate)	
one stage operation .....	150.00
two stage operation .....	187.50
with harelip operation .....	262.50
Rhinoplasty (plastic operation on nose) complete procedure .....	75.00
Scar tissue, excision of .....	52.50
Skin, correction of contracture, without grafting.....	52.50
Skin Planing—by wire brush or sandpapering.....	150.00
Skin, removal of excess.....	75.00
Syndactylism (webbing of hand or foot).....each	75.00
with skin grafting .....	112.50
Z-plasty .....	52.50
<b>NOTE: For undercutting, no fee payable</b>	
<b>RECTUM</b>	
<b>NOTE: Where any of below procedures are accomplished by electro-coagulation or electro-dessication fee is payable.</b>	
Abscess, incision and drainage of ischio-rectal, perianal, submucous—requiring hospital residence .....	37.50
not requiring hospital residence .....	15.00
Incision and drainage of supralevator arca.....	52.50
Anoplasty (plastic operation) for imperforate anus or stricture .....	150.00
Cryptectomy (removal of pockets in rectum) single or multiple .....	22.50
Fissure, cutting operation for correction of.....	37.50
Fistula in ano, cutting operation for—single.....	75.00
multiple.....	112.50
Hemorrhoidectomy (removal of hemorrhoids or piles)	
External .....	37.50
Internal or internal and external.....	75.00
Injection treatment (complete procedure).....	37.50
Hemorrhoids, thrombosed, incision of.....	22.50
Papillae, hypertrophied (enlarged) excision of.....	22.50
Proctectomy (resection of rectum) .....	300.00
Proctopexy (fixation of rectum) abdominal, for prolapse	
Proctoplasty (plastic repair of rectum) for prolapse.....	150.00
Proctorrhaphy (suture of rectum) closure of rectourethral fistula .....	112.50
closure of rectovesical fistula.....	112.50
Proctoscopy (examination of rectum by proctoscope) diagnostic .....	15.00
(operation on rectum by proctoscope) operative .....	37.50
Proctotomy (cutting into rectum) .....	75.00
Prolapse of rectum, cutting operation for.....	112.50
Pruritus ani, undercutting for or neurotomy (treatment of itching skin of anus).....	75.00
Sigmoidoscopy (examination of lower colon by sigmoidoscope) diagnostic .....	15.00
(operation on lower colon by sigmoidoscope) operative .....	37.50
Sphincteroplasty, anal (plastic operation for fecal incontinence) .....	150.00
Sphincterotomy, division of anal sphincter.....	75.00
Tags, external hemorrhoidal, excision of (single or multiple) .....	22.50
<b>SKULL</b>	
Cutting into cranial cavity (drill taps excepted).....	300.00
Drill taps—single .....	37.50
multiple .....	75.00
Ventriculography, including drill tap or taps (exclusive of X-ray) .....	75.00
<b>SPINE OR SPINAL CORD</b>	
Coccyx (bone at lower end of spine) removal of all or part of .....	75.00
Coriotomy (cutting into spinal cord) or any other operation on the spinal cord.....	300.00
Intervertebral discs, operation with removal of.....	225.00
with fusion .....	300.00
atlon on the spinal cord.....	300.00
Myelography, spinal puncture for (exclusive of X-rays)	
Pneumoencephalography, spinal puncture for (exclusive of X-rays) .....	45.00
Sacroiliac or other spinal fusions.....	225.00
Spinal cord tumor, operation for.....	300.00
Spinal puncture (simple).....each	22.50
(up to a maximum of \$100)	
Vertebra (bone of spinal column) or Vertebrae (coccyx excepted), operation with removal of portion of.....	225.00
<b>SUTURING, ACCIDENTAL WOUNDS</b>	
Fees set out below for skin sutures or clips, and muscle sutures, are doubled when laceration of face below hairline, forward of ears and above chin is sutured.	
Skin structures, per suture or clip—first.....	7.50
each additional.....	2.00

