

SIU Begins Secret Balloting On Proposed Dues Increase



Secret membership referendum on proposal for SIU dues increase got underway in New Orleans (above and right), at headquarters in New York (below) and in 14 other SIU ports on Monday, January 20. Above (l-r), New Orleans balloting committee of Henry (Smokey) Schreiner, Charles Pollard, Vic Mierana and Tom Garrity discuss voting procedures, while Seafarer W. J. (Professor) McKay leaves polling booth after casting his vote. At right (bottom) chief cook Rafael Caraballo deposits ballot in ballot box at New York. Below, NY polls committeemen C. Martin and Rudy Leader (seated) add Frank J. Kubek and Harry Monahan to voting roster. (Story on Page 2.)



HOUSE PROBE READIED ON US-RUSSIAN WHEAT DEAL

SEA UNIONS BLAST 50-50 'CHISELING'

3 CUBA BLACKLIST SHIPS CHARTERED

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SIU TAXIMEN SWAMP IBT IN ST. LOUIS

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CHARGES ICC RAIL FAVORS HIT SHIPPING

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Runaway Ship Issue And Panama Crisis

—Story On Page 2



Start of membership dues referendum Monday produced scenes like this in 16 SIU ports where voting was held. Above (left), in New York, E. Caligura, MM, leaving voting booth, was one of the first to cast ballot. At New Orleans, first voter was stewardess Anna Lanza, checking over ballot with polls committeeman Vic Miorana. Dropping folded ballot in box, S. A. (Joe) DiMaggio casts his vote in New York.

Secret Ballot Weighs Proposed Increase

SIU Vote On Dues Opens

NEW YORK—Seafarers in all ports began voting by secret ballot this week on the question of a proposed increase in SIU membership dues. Under the provisions of the constitution and the report of a six-man rank-and-file committee, the secret ballot referendum began Monday, January 20, and will continue through February 18, 1964.

The proposal for a dues increase originated in the form of a resolution adopted at the

regular SIU headquarters membership meeting last month on December 2. It was then carried at subsequent meetings in Philadelphia, Baltimore, Houston, New Orleans and Mobile.

On December 13, after the wind-up of voting at the Mobile meeting, a six-man committee of Seafarers was elected at headquarters to study the proposal and prepare a report with its recommendations, including voting procedures for a secret referendum ballot of the SIU membership.

In issuing its report, the committee cited the applicable provisions of the constitution and the finding that the proposal for a dues increase has been accepted by the membership, subject to the result of the secret ballot referendum now being held.

The resolution proposes an increase in dues of \$10 per quarter from the present \$20 to \$30 per quarter, effective January 1, 1964.

Secret balloting on the proposed dues increase is being conducted in accord with the SIU constitution, which provides for the election of a rank-and-file polls committee each day in all 16 ports where voting is conducted.

SIU Cab Victory Tops Teamsters

ST. LOUIS—Membership ranks of the SIUNA's Transportation Services & Allied Workers are continuing to grow, as taxi drivers for the Marcella Cab Company voted here last week to reject Local 405 of

International Brotherhood of Teamsters in favor of representation by the TSAW.

The balloting was in a National Labor Relations Board election held on January 16, in which the SIU affiliate turned back the Hoffa union by a count of 140-105. Three votes were challenged, but could not affect the outcome. More than 400 employees are involved.

Negotiations for a contract to cover the Marcella drivers will begin as soon as the NLRB issues a certification of the bargaining win. The Marcella drivers were formerly represented by Teamsters Local 405.

The Marcella drivers will form Local 5 of the TSAW, which is the second local union to be set up by the SIUNA transport affiliate here in St. Louis. In 1962, another group of 300 drivers quit the Teamsters and voted for SIU-TSAW representation.

The vote among employees of

Marcella Cab Company was the second representation vote by this group in the past year. In an election last summer, the Teamsters narrowly defeated the TSAW but the NLRB held that the atmosphere created by Teamster organizers ruled out a fair vote. Therefore, the new election was ordered.

PANAMA AND THE RUNAWAY FLEET

WASHINGTON—The recent disturbances in the Panama Canal Zone have once again focused attention on the so-called "effective control" shipping policy of the US Government, and on the extent of US sovereignty over the Panama Canal and the adjoining Canal Zone. Both areas were consigned to permanent US control under a 1901 treaty between Panama and the United States.

Early this month hostilities between Americans who live in the Canal Zone and Panamanian citizens resulted in the deaths of 20 persons. As a result, Panama severed diplomatic ties with the US.

This gives rise to the question of what happens to the 116 American-owned vessels registered under the Panamanian flag, which are considered by the Pentagon to be under "effective US control," to be made available to the US when and where needed. The 116 Panamanian vessels include 21 dry cargo ships and 95 tankers.

In developing the effective control policy over the past dozen years, the US Government has worked on the theory that it will not approve the transfer of a US-flag vessel to another registry, without the assurance of the respective country that the ship will be made available to the US in the event of certain national emergencies.

Panama is the second runaway-

ship haven for American owners which has had an internal disturbance in recent months that points up the instability of the US policy. Last October 3, Honduras Armed Forces overthrew their country's government and installed themselves as the administrators of the Central American nation. US Government officials immediately announced that they were suspending diplomatic contacts and withholding aid from Honduras under

the "Alliance For Progress" program.

With this formal curtailment of US economic and military aid, the question arises how the present Honduran regime views the obligation its predecessor had under the effective control policy applied by the US to American-owned ships operating under its flag, and the flags of Panama and Liberia.

The still-developing events in

Panama raise the same question about that country's attitude on the same runaway-ship issue. The violent outbreaks in Panama originated over the question of sovereignty and the disparagement of the Panamanian flag.

Since Panama has broken off normal relations with the US on this score, it is just as conceivable that its national pride is affronted by the American attitude that she is an easily-accessible, low-wage haven for American-owned shipping. The runaway vessels which fly the Panamanian flag do not do so because of any allegiance to Panama. Their allegiance is strictly to the Yankee dollar. Panama herself gains little from the arrangement.

But where political or internal turmoil of any kind clouds the "effective control" idea, the US faces a potential problem. When the interests of the US and any of the Panlibon countries no longer coincide, the US simply may not have available the kind (Continued on Page 15)

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President's Report

By Paul Hall



The Fight For Free Trade Unions

The next few months will be important ones, not only for members of the SIU, but for all trade unionists who are concerned with preserving free and democratic trade union institutions.

These next few months will be important because the Great Lakes fit-out season is approaching, and what happens when full-scale shipping resumes, particularly with respect to Canadian shipping, could well have a significant impact on free trade unions both north and south of the Lakes.

North of the border, the Seafarers International Union of Canada has been the target of one of the most vicious and unscrupulous union-busting campaigns carried on against a trade union organization since the bleak and bloody anti-labor era of the pre-1930s. This union-busting campaign reached its climax in October of last year when the Canadian government put into effect a government trusteeship over all maritime unions and maritime workers in that country.

Ostensibly, this government trusteeship was imposed in order to "protect" rank-and-file Canadian seamen and other maritime workers against the arbitrary and dictatorial domination of their leaders, alleged without proof, during the one-man Norris Commission hearings held in that country late in 1962 and early in 1963.

The months since last October, however, have made increasingly clear the fraudulent nature of this excuse for creating the trusteeship, as well as the real purposes of the trusteeship and the threat it poses to free trade unionism both in Canada and the US. In these intervening months, for instance, the Canadian trustees, in a move reminiscent of those taken in wartime, have imposed a censorship upon Canadian union publications and other literature which makes it virtually impossible for rank-and-file union members even to criticize the trustees' actions. And this step they have taken in the name of "protecting" Canadian union members from dictatorship and domination.

Even this one example, as cited above, is sufficient to show the philosophy which permeates the trusteeship and to expose the true motivations behind its creation. What these people would like to see, obviously, is a captive and docile trade union movement, an emasculated trade union movement stripped completely of the militancy and aggressiveness which was so well exemplified by the SIU of Canada, and which was the reason why the SIU of Canada was selected by the anti-unionists as their major target.

The direction in which the Canadian trusteeship is proceeding, and the goal it hopes to reach, has been made clear in the months that have elapsed since the trusteeship was established last October. But the speed with which the trustees have been able to move has been slowed by the winter lay-up of Canadian ships and the dispersal of Canadian seamen during this period of hibernation.

With the spring fit-out, and the return of Canadian seamen from their homes, we may look to a stepped-up attack on the rights of Canadian trade unionists—an attack which, if allowed to be successful in Canada, could weaken the cause of free trade unionism everywhere.

Now is the time, we think, when all trade unionists should recall the words of AFL-CIO President George Meany who, last October, stated: "Any proposal for government control by any nation anywhere—of any trade union is absolutely inconsistent with our philosophy. The AFL-CIO is just as opposed to the government control of unions in Canada as in Honduras or Peru or any other place on earth."

Now is the time, too, for all exponents of free trade unionism, in the US and elsewhere, to consider carefully methods of combating this threat which lies north of the border, before the ships of Canada begin to sail again.

U.S. AND PANAMA PREPARE TO RENEW DIPLOMATIC TIES AND NEGOTIATE ALL ISSUES

Front-page headline in "New York Times" on January 15 tells story of US-Panama relations.

New Ship Budget Is Old Stuff

WASHINGTON — President Johnson's budget message to Congress this week forecasts no significant improvement in US merchant marine operations for the coming fiscal year. The theme of the budget generally is "economy and progress."

In two major areas of maritime spending, the budget calls for \$124.9 million to cover construction costs for 17 new vessels plus \$190 million for operating-differential subsidies. The comparable figures in the last budget were \$112.5 million for construction and \$216.5 for operating money.

The rise in construction funds is largely due to reduced costs of foreign construction, so that the average construction subsidy here will be higher.

It is estimated there will be 1,920 subsidized voyages made in fiscal year 1964, and that this figure will increase to 1,941 in fiscal year 1965. The increase, however, is expected to apply only to lines presently receiving subsidy aid.

Companies such as Waterman and Isthmian would apparently not get assistance in operating aid, despite long-pending applications. This means, in effect, a continued limit on the number of subsidized operators.

On the construction side, subsidized operators now have commitments to build 29 new vessels, but only 17 are likely to be started. SIU-contracted Delta Lines has a commitment to build seven, and some sources see a possibility that it will make a start on five.

In its comments on "water transportation," the budget document states: "Expenditures by the Department of Commerce for ocean shipping will decrease by an estimated \$15 million in 1965. . ."

It points to the "increased provision of automated equipment designed to reduce operating subsidies in future years."

"Efforts to revitalize the US merchant marine will continue, with particular attention to labor-management relations and application of new technology, in order to improve the competitive position of the US fleet and thus over the long run the need for Government subsidies."

HOUSE TO PROBE WHEAT DEAL — UNIONS HIT 50-50 LOOPHOLES

WASHINGTON—The House Merchant Marine and Fisheries Committee has scheduled a formal probe of arrangements for the US wheat sales to the Soviet bloc, beginning here on Tuesday, January 28.

At the same time, the SIU and the International Longshoremen's Association have reaffirmed their opposition to a State Department ruling "whitewashing" foreign ships that have traded with Cuba by removing them from a US blacklist of vessels in this trade. This frees these ships to participate in the wheat shipments to the Communist countries at the expense of American ships and seamen.



MTD protest on September 26, 1962, in Houston, hit attempt of Yugoslav-flag MV Drzic to load US Government cargo after trading with Cuba. Drzic is one of nine foreign-flag ships chartered so far to move wheat to Russia.

US maritime unions and management groups also have charged that Government agencies participating in the wheat shipping arrangements were making it possible for American grain traders to block US-flag ships from carrying anywhere near a 50-50 share of the wheat for Russia.

Only four American ships have been chartered to carry full loads of wheat to the Reds, and one additional vessel has been fixed to carry a piece lot. By comparison, nine foreign-flag vessels have been chartered during the same period, three of which have actually engaged in trade with Cuba.

A fourth is owned by a British firm which has operated ten tankers under its own name in the Cuban trade for the past two years.

Two of the American ships chartered for the wheat movement so far are manned by Seafarers, the tanker York and the bulk carrier Spitfire.

The union concern over the State Department's recent action amending its Cuba ship blacklist policy was noted in a protest to Secretary of State Dean Rusk by the AFL-CIO Maritime Trades Department on January 6. This message prompted a meeting at SIU headquarters on Monday, January 20, at which the labor stand was reiterated in detail.

The meeting on the blacklist was attended by MTD President Paul Hall and President Thomas W. (Teddy) Gleason of the International Longshoremen's Association, stressed the continued ILA boycott of all shipping which has traded with Cuba. They especially cited the Tulsa Hill, British vessel

'Musical Chairs'

Typical of the loopholes which permit bypassing of the 50-50 cargo policy is one where grain brokers stipulate the time when the cargoes must move. Since previously-announced restrictions severely limit the number and types of US ships that can be utilized at any time, all a shipping broker has to do is stipulate that additional cargo must move at the same time as other grain cargo—when the "available" ships are already booked. Some of the same brokers sharply criticized by the SIU in 1962 and later condemned by the Senate Commerce Committee are active in the grain transactions now.

just removed from the blacklist, which was seeking to load grain in Baltimore this week.

Another such vessel is the MV Drzic, which was picketed by the West Gulf Ports Council of the MTD at Houston, Texas, in September, 1962, after it arrived from Havana to pick up an American Government cargo for the United Arab Republic. The Drzic and the Moslavina are two of the Yugoslav ships which have traded with Cuba and are now fixed to carry American grain to Russia.

The Turkish-flag Demirhan, another ship formerly in the Cuba trade, is to load in the next few days. A separate development is the chartering of the British tanker London Craftsman, owned by London & Overseas Freighters, for the wheat movement. London and Overseas has ten tankers in the Cuban trade.

All phases of the wheat sale, especially "the ocean transportation aspects" are expected to be investigated by the House Merchant Marine Committee at the hearing next week. (See "Jobs" column, Page 5; editorial, Page 11.)

AMA Anti-Medicare Plot—Dark Tale On Dark Night

WASHINGTON—The American Medical Association's account of how it obtained a tape recording used in its campaign to fight Social Security-financed health care for the aged reads like a comic opera "private eye" tale.

A story of two shadowy figures known only as "Irv" and "Cousin" and a rendezvous on a dark street came out in court proceedings here, where the AMA is being sued in a \$400,000 damage suit for libel and invasion of privacy.

The union official whose voice is alleged to be on the tape has charged that the recording is fraudulent.

The tape and phonograph records made from it were distributed by the AMA's Political Action Committee in fund-raising efforts among doctors as part of its campaign against "medicare." The records purport to present the voice of a United Steelworkers' official, Paul Normile, addressing

a COPE meeting in Allegheny County, Pa. The suit seeks a permanent injunction against distribution of the recording.

A court deposition filed by Walter Hughes, executive director of the Pennsylvania branch of AMPAC, describes how the recording came into AMA's hands.

Hughes said that while attending a public debate, he was approached by a man who identified himself only as "Irv," who discussed with him the opposition of doctors to hospital care for the aged. "Irv," Hughes said, stated that there was dissension in labor's ranks in the Pittsburgh area and that he might be able to provide material for AMPAC's fight against the hospital insurance legislation.

About 13 months later, Hughes said, he received a telephone call from "Irv," who said he had some material of interest and that Hughes would be contacted by another person. A few days later, Hughes' deposition went on, he received a call from a person who asked to be known only as "Cousin" and said he had a tape recording that "would be very interesting to medicine." He said Hughes could have the tape for \$20.

Arrangements were made for "Cousin" to meet Hughes outside the AMPAC office in Camp Hill, a suburb of Harrisburg, where the exchange of tape and money took place on a dark night. Hughes said he did not get a good look at the face of the man.

Meanwhile, discussion on Medicare has resumed in the House Ways and Means Committee. In testimony before the committee recently, AFL-CIO President George Meany called for quick passage of the bill and said that older persons are "worse off now" than six years ago, when the first Medicare bill was introduced in Congress.

Xmas In New Orleans



A remembrance of the recent Christmas dinner at the SIU New Orleans hall is this shot of Seafarer Stanley Wright and his family enjoying the traditional holiday spread. The group includes (l-r) Seafarer and Mrs. Wright, Barbara Roche, Wade Wright and Stanley, Jr. All ports held similar gatherings.

Arbitration Plan Set On MEBA-NMU Disputes

NEW YORK—The Marine Engineers Beneficial Association and the National Maritime Union have set up arbitration machinery for resolving disputes overlapping their collective bargaining agreements. The agreement was announced here Thursday, January 23.

Under the procedure, future grievances involving members of the NMU and the MEBA will be submitted to the arbitrator of the NMU contract and to the arbitrator of the MEBA's contract. The two arbitrators will act first as mediators and then consult mutually as arbitrators.

The new agreement stipulates

that if both parties fail to come to agreement on an issue, a third party, or possibly the American Arbitration Association, will be called upon in an effort to settle the dispute.

However, both sides are under no compulsion to accept the decisions of either the union arbitrators or any other impartial body that is brought in to try to settle a dispute.

The arbitration agreement between the NMU and the MEBA has its origins in the tie-up of the passenger ship America on September 14, 1963. The vessel has been laid up since then, as a result of a dispute involving crewmembers and the ship's first assistant engineer, thus affecting the jobs of 700 licensed and unlicensed crewmembers.



Jobs

By Cal Tanner, Executive Vice-President



US Policies Cloud Job Potential

The present boom in freight rates enjoyed by the American shipowner is long overdue and improves the job potential for the American seaman. Booming shipping rates were brought on by crop failures in Europe and the Eastern Communist countries, and has necessitated the moving of large quantities of grain cargoes from the Western Hemisphere.

A danger in this type of rate bonanza is that it leads to the "quick buck" speculator who hopes to collect ship profits in a hurry and then get out of the business when the going gets tough. This type of operator is not needed in the marine industry, since the inevitable result is the idling of vessels en masse after the charter market begins to decline.

But the rate boom, if acted on intelligently by the shipowners, could prove highly beneficial to the industry. Careful thought has to be given to the question whether additional ships will be able to pay their way in the future, or if they will further depress the rates in slow periods of cargo movement. The maritime industry is known by the traditional operator as one of feast or famine but does yield a fair rate of profit when intelligent planning is used.

Operators should take the opportunity during high-rate periods to modernize their fleets, institute new management techniques and prepare for the fluctuating market which is inevitable in this business. One only has to look at the number of bankruptcy cases occurring among shipping companies in the last few years to realize that the problem is very serious. The rash actions of the overnight operator cause the maritime industry and the people employed in it to suffer.

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Recently the American government announced its intention to permit the sale of grain to the Communist countries. The American merchant marine was given to believe last October that the grain program would provide full employment for American shipping and earn additional dollars through freight charges for carrying these surplus cargoes on American ships.

In his press conference of October 9, 1963 announcing Federal approval of the proposed sales, President Kennedy said that the surpluses would be "carried in available American ships, supplemented by ships of other countries as required." In his letter to Congress the next day, the late President emphasized further that the sales would "bring added income and employment to American shipping, longshoremen and railroad workers as well as grain traders and farmers."

This welcome attitude was later diluted, step by step, until the program now reads that American ships can carry no more than 50 percent, not of all the commodities shipped, but only of the wheat and the wheat flour sold to Russia and the Communist bloc, and that American ships can participate only if they're offered at rates at least 20 percent below the ceilings established by the Maritime Administration in 1956-57.

The Government guidelines provide that we can take part only if our ships are physically avail-

able at the dates set arbitrarily by the grain dealers, and that the grain traders can use any terms which the Maritime Administration will approve even if they discriminate against US ships, or fail to protect American-owned ships in favor of foreign tonnage, against uncertain delays in Russian ports and unknown charges in Soviet harbors and at Soviet discharging berths.

Consequently, instead of being able to carry as much cargo as they could from more than 6 million tons of all commodities that the United States is expected to sell to the Communists, American ships have been limited to no more than half of the 4 million metric tons of wheat and wheat flour that may move if all the sales materialize. US ships may haul this cargo only if they can carry it at rates which, we are told, do not permit the shipowner to set aside funds for replacing his tonnage, or upgrading his fleet.

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Many ships in the Cuba trade are registered under the Panama flag and ostensibly are under the effective control of the American Government. However, the recent political crisis in Panama makes a mockery of this policy. To add insult to injury, of the nine foreign-flag tramps and tankers chartered by Continental Grain to move US wheat to Russia, thus far four were involved in the Cuba blacklist put out by the Department of Commerce. Strongly reacting to this situation, the SIU, in cooperation with the International Longshoremen's Association, have reaffirmed their determination to boycott those ships trading with Cuba in contradiction to our national security.

Furthermore, in close cooperation with the ILA, we will also continue to press for a stronger US Government position in relation to the Communist menace now present in this hemisphere.

ICC Rate Set-Up Rapped

BOSTON—"Unless transportation is willing to accept reasonable regulation in the public interest, public ownership is inevitable," a prominent shipping official told the Transportation Research Forum, held here last month.

The speaker was John L. Weller, president of SIU-contracted Seatrain Lines. Weller said that "the propaganda barrage of recent years" which has sought the elimination of minimum rate regulation in the railroad industry "might soon" bring about public ownership of the transportation industry.

He decried the laxness of the Interstate Commerce Commission in enforcing minimum rate laws in the railroad industry. Referring to the ICC's responsibility for minimum rate legislation, Weller said that "far from having proven to be a strict overseer, the ICC has been a placid bystander exercising its power feebly and infrequently, if at all."

Weller charged that railroads openly discriminate against the water carriers and the ports they use, and that "our domestic merchant marine, so important to the national defense, is in danger of extinction."

He said that "regulation in the public interest" must include "regulation of minimum as well as maximum rates; the elimination of discrimination and manipulation of rates, and an attempt at a prosperous transportation industry." Weller emphasized that a "thriving transportation business cannot be accomplished through a rate war."

Another speaker at the Forum was A. C. Ingersoll, Jr., chairman of the Common Carrier Conference of Domestic Water Carriers, which is an association of barge operators.

He called for a tightening of rate-making standards to limit discriminatory pricing practices, which he labeled "the principal evil in the transportation industry today."

Ingersoll accused the ICC of using "a rubber yardstick" in measuring discrimination.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



'Hidden Requirements' And Pensions

During the past fiscal year, SIU men on pension and their dependents received from the Seafarers Welfare and Pension Plans a total of approximately \$1 million. The reason why SIU members have a far better pension plan than most other seamen in the maritime industry is because we do not have any "hidden requirements." All of the requirements of our Plan are publicized and spell out the conditions clearly.

Other plans, which may receive a lot of publicity, have what we consider to be "hidden requirements," such as a requirement of 50-99 days for one quarter's seetime credit. The seaman receives a maximum of four quarters' credit for 200 days of seetime in one year. If he happens to sail for more than the 200 days during a specified year, he receives no credit whatsoever for the accumulated days over the 200-day maximum.

Another "hidden requirement" in one of the maritime industry welfare plans provides that there can be no break in employment. This provision specifically means that if for some reason you are unemployed for over 200 days in any period of three consecutive calendar years, after 1953, then you forfeit all previous credit that you could have built up.

This is being brought to the attention of the membership because in comparing various plans, it is necessary to have all the facts and details. As a matter of fact, it's better to be able to receive a certain amount of money per month for which the qualifications are relatively easy, than it is to talk about a program providing a larger amount of money—for which it is next to impossible to meet the qualifications.

The record of the SIU shows that we have the best pension plan in the maritime industry, pay the highest amount of money monthly and have maintained this pension plan longer than any other organization in the maritime industry.

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Proper Filing Of Claims: The Welfare Plan, at the present time, has a large number of uncompleted claims on hand for the various benefits to which the membership of our Union is entitled. However, prior to being able to make payment, the Welfare Plan must have the necessary forms, required by law, completed in detail. Every member is therefore cautioned to see that he has an up-to-date enrollment-beneficiary card, as well as a copy of his marriage certificate, on file with the Plan office.

An example of a claim that has not been completed is one for a seaman who filed for a maternity benefit on August 13, 1963 for the birth of a daughter on January 20, 1963. Although the Plan office has contacted the home of this seaman on three separate occasions since he filed the claim last August, no marriage certificate has been provided to the Plan office. As a result, the maternity claim is still pending. Since that time, a hospital bill has been submitted for the same baby, and this claim is also being held up pending receipt of a marriage certificate.

Another example of how a claim

can be delayed unnecessarily is the following: A claim was filed on October 7, 1963 for the hospitalization of a seaman's son and daughter. A request for the birth certificates of both children was made by the Plan office, but only the birth certificate of the son was received. The claim involving the son was paid on November 8, 1963. However, to this date, the birth certificate for the daughter has not been received and, therefore, the Plan still is unable to pay the benefit for the daughter.

It is to the advantage of both the seaman and the Welfare Plan office to have each individual, when submitting a claim, fill out the claim form in its entirety. He should submit with the claim form, if such papers are not already on file at the Plan office, the necessary documents such as a marriage certificate, birth certificate, enrollment-beneficiary card, etc. This will enable the Welfare Plan office to process the claim much faster, reduces a lot of unnecessary work and correspondence in the Plan office, and thereby saves additional expense, for this money can be better utilized to pay for additional benefits.

If Seafarers and their families will follow these simple procedures, benefit claims can be processed and paid more promptly at all times.

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed. However, if there is any delay in an individual case, a letter describing the situation will result in immediate attention to the matter.

Shipmates



Danuta Walas, woman skipper of the Polish freighter Kopalnia Wujek, poses aboard the vessel at Leith, Scotland, with her husband, who is the ship's 2nd mate. Danuta is red-haired, 32 and says commanding an all-male crew is none too easy. Normally sailing as 1st mate, she took command after the regular captain became ill.

Domestic Ship Hearing Slated

WASHINGTON—Hearings on two proposals that would subsidize ship construction for the US-flag domestic shipping industry are to be resumed February 10-11 after having been in recess since early in December. The SIU has indicated its strong support for proposed assistance to the domestic trades.

The Senate Merchant Marine and Fisheries Subcommittee began hearings last month on both proposals, which are sponsored by Sen. E. L. (Bob) Bartlett (D-Alaska) to aid American ship construction both here and abroad.

Top government spokesmen and others are expected to give testimony during the new round of

hearings. It is felt that there is more sympathy for the one bill to aid domestic building, but that officials are cooler toward the second proposal to grant subsidies for construction of American ships in foreign yards.

Both bills have received general support from labor and management, as well as several Senators.

Under the Bartlett bills, S. 1773 calls for a direct subsidy on construction of new US vessels for

domestic operations up to a ceiling of 55 percent. The subsidy could go as high as 60 per cent in the case of reconstruction or conversion.

The other measure (S. 1774) would allow construction in foreign yards, if carriers in the domestic trade are denied direct subsidy or if no action is taken by the Secretary of Commerce on a subsidy application within six months.



The Pacific Coast



By E. B. McAuley, West Coast Representative

Good Shipping Buoys Coast Outlook

Shipping has been fairly good in San Francisco for the first few weeks of 1964. We also paid off quite a few ships for the period, including the SS *Transorleans* after a two-month trip. She is now headed back to the East Coast with a shipment of molasses. The SS *Beloit Victory* also paid off recently and is heading for Djakarta with a load of bagged rice. The *Beloit Victory* is the second American ship to load in the Port of Sacramento. The SS *Fairport* and the SS *Wild Ranger* are due to be paid off within the next week.

The President Wilson, along with three Matson Line freighters, was struck for a brief period by the Marine Engineers Beneficial Association. The strike, which received the full support of the West Coast SIU, ended on January 19, when the Wilson sailed out of San Francisco. In regard to Matson Line, the Federal Government has just filed a suit against the controlling interests of the company, charging that Matson has a monopoly on 80 percent of the cargo from the mainland to Hawaii.

One of the oldtimers who's on the beach out here is the "Smilin' Bosun"—Mike Rossi. He last sailed as carpenter on the Calmar Lines' SS *Flomar*. Bob Young is on the beach waiting for a 3rd cook's job, and Herb Hutchins is ready to throw in for a steward's job. Steve Thayer, who's known as the "Santa Claus of the Far East," is bosun on the SS *Fairport*. He's been the serang on there for the last two years.

American President Lines ran into some trouble when the National Labor Relation Board found the company guilty of unfair labor practices. APL was charged with using stalling tactics in an attempt to forestall an election among its office employees who wish to be represented by Local 3, Office and Professional Employees. Local 3 is affiliated with the Office Employees International Union. The latest word is that APL has appealed the NLRB's unfair labor practice charge.

The good news in Wilmington is that the SS *Penn Sailor*, formerly

the SS *Gold Stream*, is now an SIU ship and should be taking on a full SIU crew late this week after coming out of the Todd Shipyard. The vessel has been in the yard for the last eleven months. The overall picture in Wilmington for the next few weeks is that shipping here should be fairly good.

We're also happy to announce that "Blackie" Ellis, the SUP agent, has been reelected as president of the Southern California Maritime Port Council. The voting on this was conducted a few days ago.

Eddie (Red) Lane dropped by the Wilmington Hall for a few minutes the other day to see a few old shipmates. "Red" has been under the weather for the past few weeks and he said that visiting the hall and seeing some of his buddies gave him a big boost. Some of the other oldtimers on the beach here are Eddie Pritchard and Browing Wilamoski.

In Seattle, shipping is really starting to pick up. The forecast is for continued good shipping there for the next few weeks. The Robin Kirk and the Robin Hood paid off at Seattle last week and the crewmembers on both ships said that the trips went very smoothly.

Two of the oldtimers who are on the beach in Seattle are Lee Everett and Bill Wells. Also on the beach now after a good trip on the SS *Olga* is Andy Reasko. Andy was chief cook on this ship and judging from the smiling faces and comments of the other SIU men aboard, must have done a good job keeping the men well fed and contented.



A greeting to all hands from 'Frisco is offered by Seafarers H. Connors (left) and Herman Mora, who attended recent SIU informational meeting for Seafarers in that port.

President Hails US Ship Role

WASHINGTON — President Johnson has hailed the role of the US flag-fleet in aiding the US balance of payments and has declared that the US merchant fleet's share of this country's trade "must be increased" from its present level of ten percent.

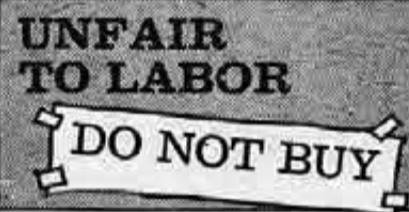
The President called the role of the US fleet in the balance of payments "a major one" and lamented that its present level of carriage was only ten percent. He said that to meet the challenge of foreign competition, efficient vessels of advanced design with low operating costs are needed.

Application of automation to ocean-going ships will substantially reduce operating costs, he added, so "that we can meet competition offered by flags of other nations, and we can still pay better salaries to our own seamen."

"A strong merchant marine is a guarantee of national security," the President continued, "and a guarantee of economic stability."

The chief executive made his remarks on the American shipping industry while addressing industry officials at a shipbuilding ceremony in the Gulf last week. Earlier, he requested the Navy and Commerce Departments to provide him with a report and recommendations on the means to avoid depreciation in our maritime strength.

His request was embodied in a letter sent to a shipbuilding industry official who had stressed the aging character of the US fleet.



Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

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

- Eastern Air Lines (Flight Engineers)
- ↓ ↓ ↓
- H. I. Siegel
- "HIS" brand men's clothes (Amalgamated Clothing Workers)
- ↓ ↓ ↓
- "Judy Bond" Blouses (Int'l Ladies Garment Workers)
- ↓ ↓ ↓
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- ↓ ↓ ↓
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys (Distillery Workers)
- ↓ ↓ ↓
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- ↓ ↓ ↓
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
- ↓ ↓ ↓
- Grand Rapids Chair Co. Slumberland Products Co. Furniture and Bedding (United Furniture Workers)

Dad's Got The Watch



Visiting headquarters to register and take his family to the nearby SIU clinic, Seafarer Raoul Iglesia poses with the youngsters. The younger generation (l-r) includes Raoul, Jr., 20 months, and Elizabeth, 9; Angelina, 6, and Megdalia, 8. Iglesia ships in the deck gang and was on the *Steel Traveler* (Isthmian) last trip.

The Great Lakes

By Al Tanner, Vice-President, Great Lakes

Face-Lifting For Lakes SIU Halls

Spring Cleaning in January: With the slack-off of shipping, the Union has the opportunity to give the various union halls on the Lakes a real face-lifting. Headquarters in Detroit has been completely painted so far, and renovating of the hall is taking place in order to better service the membership and to improve the present facilities by making their home-away-from-home more comfortable.

The winter season "Chess and Checker Club" meets daily in Detroit, and rumor has it that Joe Polwika, Louie Basso and Thomas Mac-Namara are the big winners. Jackie Hall recently returned from a foreign trip on the SS *Olga*. His plans are to remain on the beach for the winter months. Jackie appeared on the Detroit scene with all the usual paraphernalia from a Far East trip: sampan hat, Japanese transistor radio, French bicycle and a mynah bird from Bombay, but no tattoos.

Clarifications Committee: With the signing of the new Great Lakes standard agreement, the Clarifications Committee was formed, composed of three Union representatives and three company representatives. Their function is to clarify any areas not completely spelled out in the contract. The Committee program is proving very successful. Situations arise daily on board ship that are completely new to the industry due to modernizing of many ships. With the forming of the Clarifications Committee, amicable settlements in areas of dispute are being reached.

Pringle Barge Line: The National Labor Relations Board has sent a mailing to all unlicensed personnel in this company. The mailing contained a notice from the Government agency ordering the company to cease and desist from any threatening, intimidating, and coercive activities. Several men were fired from the Pringle Barge Line on borderline issues. All unlicensed personnel working for this company now realize that they have the full backing of the SIU.

At present, our organizers are in the field contacting Pringle Barge employees at their homes, in order to assure them a manually-conducted ballot in the spring.

City Cab Company: Members of Local 11, Transportation Services & Allied Workers, have been conducting a successful strike against the City Cab Company, which employs approximately 200 drivers. Negotiations are being conducted at State Mediation Board offices in Detroit, with the company and the union deadlocked over welfare issues. The company refuses to accept any responsibility regarding hospitalization for its workers.

Shipping Picture For 1964: From all indications, SIU members on the Great Lakes can look forward to a good shipping season in 1964. It's understood that the Gartland Steamship Company will add to its fleet. Boland & Cornelius has sold the *Dow Chemical*, but is replacing her with a larger vessel, purchased from the Hutchinson fleet.

Seniority lists are in the process of compilation and due to the late closing of navigation in 1963, there are still some vessels in the process of lay-up. Our larger fleets have yet to submit their complete lay-up lists. This will, of necessity, delay mailing of the seniority lists.

The Peter Reiss is on the winter run, crewed on a company seniority basis, with first priority going to her regular crewmembers. Vacancies not claimed by regular crewmembers have been filled by men with Reiss seniority who have submitted written requests to fill these jobs. Ice conditions have not been a factor in any loss of time. All SIU members sailing on the Peter Reiss are guaranteed a 15 percent bonus on their wages by union contract. This is five percent over the summer sailing bonus rate.

With the merger of the Great Lakes Welfare Plan into the Seafarers Welfare Plan and benefits being increased accordingly, welfare payments to Seafarers in the hospital have increased, as compared to payments made in 1963. Headquarters has received many letters from SIU members in USPHS hospitals voicing their appreciation to the Welfare Plan for the Christmas bonus. The brothers in the hospital made good use of this extra cash.



The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Political Action In The Spotlight

Politics has been the main topic of conversation among Seafarers in several Gulf Coast ports for the last couple of weeks.

Louisiana SIU members voted January 11 in the Democratic runoff primary to determine the party's nominees for Governor and several seats in the state legislature. Some Seafarers who shipped out before election day took advantage of the opportunity to cast "absentee" ballots.

John J. McKeithen, Louisiana Public Service Commissioner, upset heavily-favored deLesseps S. "Chep" Morrison, former Mayor of New Orleans and Ambassador to the Organization of American States. He won by a majority of slightly more than 40,000 votes out of a record total of nearly a million cast. Both candidates had been labelled "acceptable" by the Louisiana AFL-CIO, although most trade unionists appeared to favor Morrison.

AFL-CIO-backed candidates for the Louisiana legislature came through the primaries in good shape. It appeared labor had comfortable majorities in both the Senate and the House. The tri-parish area of Orleans, Jefferson and St. Bernard elected 9 Senators and 26 members of the House. Of this total, only three—two in the Senate and one in the House—were rated as unfriendly to organized labor.

In post-election statements, the Democratic nominee made plain his opposition to the so-called "right-to-work" law and declared himself as a friend of labor. As he did during the election, however, he expressed himself against civil rights legislation and would not pledge himself in advance to support the Democratic presidential nominee to be chosen next Summer.

In Houston, the Harris County AFL-CIO Council went on record to support the re-election of President Lyndon B. Johnson and US Senator Ralph W. Yarborough. The AFL-CIO Council also is pushing a campaign to get union members to pay their poll taxes and to register to vote. Payment of poll taxes in Texas—one of the last of the poll tax states—is required between January 1 and January 31. The SIU is joining with other unions in the "Pay Your Poll Tax" campaign. Union offices throughout the Houston area are serving, with official sanction, as centers where members, their families and friends may pay their taxes.

The SIU Inland Boatmen's Union was certified by the National Labor Relations Board as collective bargaining representative for employees of Texas Marine Fueling Co. and bargaining on a contract for this tug fleet is expected to begin soon.

Shipping has been good throughout the Gulf Region. Rated jobs in the engine department have been particularly hard to fill. All Seafarers with the required time in the engineroom should apply to the Coast Guard for their fireman-oiler-watertender endorsements. Patrolmen in any of the Gulf ports will be happy to assist qualified applicants.

Seafarers on the beach in Houston include veteran electrician **Bill Mitchell** who is sprucing up his newly-purchased house and checking into the electrical contracting business in which he is a partner. He expects to take a trip as soon as the right job hits the board. Oldtimer **Tom Barraclif** has just received his second pension check and, on his frequent visits to the Houston hall, reports that he is enjoying life. **Bill Joyner** has been trying to catch up on his fishing and hunting while waiting for his next ship out.

Announcement by the Alabama State Docks that it is building a bulk vegetable oil handling facility was good news to Mobile Seafarers. The \$1.5 million facility will handle soy bean, peanut, cottonseed and other vegetable oils from tank cars to storage tanks to ships. This should stimulate shipping in the port.

The monthly meeting schedule here in the Gulf has had to be changed, and will run as follows during February: Houston, February 10, and New Orleans and Mobile, February 12. The New Orleans meeting date is being shifted from Tuesday until Wednesday because February 11 is Mardi Gras.

Mobilian **Jimmy Tanner** who has been shipping out of Houston for the last several years was in New Orleans recently. He paid off and signed back on the **Penn Challenger** on which he is bosun.

Among Seafarers on the beach in Mobile are **Albert E. (Tony) Bourgot**, who is recovering from a leg injury. He was on the **Alcoa Roamer** for five months before hitting the beach. Tony is quite a duck hunter and spends a lot of time in the blinds if he happens to be ashore during the season. **Harris E. (Booger) Phillips** is relaxing on his place at Satsuma, Ala., after spending six months at the **Ocean Ulla**. He likes to spend his time between trips gardening and raising a couple of helpers for meat for his deep freezer. **A. E. (Archie) Delaney**, veteran electrician, has been at home at Tillman's Corner because of the illness of his wife. Her condition is improving and Archie expects to get out again soon. **Clarence W. Morse** is vacationing on the beach and enjoying Mobile's lively pre-Mardi Gras season.

J. M. Foster, who spent the holidays at home in Mobile, showed up in New Orleans the other day. He says he will try to grab the first dayman's job that hits the board. **George Burns** came over to New Orleans from Tampa and says he is ready to go.

Charles Barone, **Tom Gladden** and **Paul Carter** are on the beach in Tampa and getting ready to go out again. **Paul Brinson** headed for Houston to register.

In New Orleans, **Ray Vaughan** is back in the USPHS hospital for treatment of a leg injury suffered on the **Mankato Victory**. **Percy Kennedy** checked in with friends and relatives at Pearl River after paying off from a five-month trip on the **Cathy**. He signed back on for another. **Norman Dubois**, a first-rate steward department man, shipped on the **Del Rio** for West Africa. While on the beach Norman volunteered, as usual, to help the food staff with such projects as the monthly Maritime Trades Department luncheon in the New Orleans hall.

Shipping Rules

The shipping rules established under the agreement between the SIU and its contracted operators clearly provide, as a part of the shipping procedure, that no seaman shall register for shipping in more than one port at the same time and that shipping cards issued in one port shall not be honored in any other port. Seafarers are again reminded that these provisions are designed to assure a fair and equitable procedure for filling jobs on SIU-contracted vessels. Any infractions of these rules should be reported to the Contract Department at headquarters.

New Orleans AFL-CIO Aids Civic Program

NEW ORLEANS — The SIU, along with other AFL-CIO unions in the Greater New Orleans area, has joined in supporting and advancing the educational and cultural activities of this community.

The latest effort of the New Orleans AFL-CIO unions in this direction was the announcement of support for the cultural programs of the Louisiana State University.

The University's support was announced at a Christmas party ceremony at the SIU New Orleans hall during which the Community Service Award of the Greater New Orleans AFL-CIO was presented to the University's chancellor, Dr. Homer L. Hitt. The award was presented by David Winstein, president of Musicians Local 174, and Bill Moody, Seafarers Assistant Safety Director, who is also secretary-treasurer of the New Orleans AFL-CIO.

Moody said that Dr. Hitt's leadership had made the University "an integral and indispensable part of the economic, social and cultural life of our community." Moody pointed out that Hitt had helped to advance many of the community's cultural activities in which the unions are interested, among them the WYES Educational Television Foundation, The Cultural Attractions Fund, The NASA Co-ordinating Committee and the Planetarium and Museum of Science and Industry.

The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic

Blacklist Ship Now In Baltimore

Our Baltimore brothers are geared to back up the ILA all the way, in its decision not to load the British vessel **Tulse Hill** which docked in Baltimore on January 21 to take on a load of American wheat ticketed for shipment back to Britain. This ship was originally on the Government's Cuban blacklist.

Among the fellows on the beach are **John Breen**, who's been ashore in Baltimore for quite a while. He was on the **John B. Kulikundis** while it was taking on bunkers at anchor in New York and, according to John, the first thing he knew the vessel started to sink. Everything turned out all right except for John's appendix, which burst on him, and he had to be taken off the ship at Hoboken. He had a nice stay of about four months in the USPHS hospital in Staten Island but now he's up and around again and should be fit in a short time.

Les Siegler is also on the beach in Baltimore and he has a pretty exciting tale to tell. Les says that he was on the **Hercules Victory** a few weeks ago, about 300 miles from Bermuda, when the ship's starboard boiler blew up and a fire started in the economizer. The swells were pretty high and the first thing that occurred to Les was that if things got rough on board, they'd have a hell of a time getting a lifeboat launched. Fortunately, according to Les, this was not necessary, as the ship arrived in New York under tow about seven days later.

Another SIU member who's on the beach in Baltimore is **John Eddins**, who also experienced a fire aboard ship not too long ago when the pumproom on the **Cities Service Baltimore** caught on fire. Unfortunately, Brother **Harry East** was killed during the mishap. John said that the crew went into action real fast and got the blaze put out without too much damage being done to the ship.

Shipping out of New York has been fair so far in 1964. **Eddie Anderson** is on the beach here in New York waiting for a chief electrician's job to the Far East. "Andy" was up in Boston for the holidays and now is back ready to ship. **Fritzbert Stephen** is also a regular around headquarters these days. His last ship was the **Alcoa Patriot**, which got laid up and gave him a chance to get home for the holidays. Congratulations should go to **Nick Dokeris** on the marriage of his daughter. Nick had been chief pumpman aboard the **SS Thetis** but he made it ashore in time for the wedding ceremony. He says he feels like an old man since his youngest daughter got married.

Shipping in Boston has been on the slow bell, but things are expected to pick up quite a bit when the grain cargoes start moving. You still see **Tony Leva** around the Boston hall quite a lot. He

was a member of the SIU for 20 years before he went on disability pension in 1961. Some of you guys must know him; he signed off a Cities Service ship before retiring in 1960.

Things should really pick up in Norfolk when the **Henry** comes in and puts on replacements. The **Short Hills** also should be taking on a full crew in Norfolk shortly. **Ezekial Daniels**, who sails engine and has been with the SIU for 20 years, came up from North Carolina to register and drops around the hall almost every day. **Bob Wroton**, one of those lucky boys who was in Japan for 70 days courtesy of the **SS Zephyrhills** is also registered now waiting for another ship. **Julie Sawyer** is another man on the beach waiting for a "fit for duty" so he can ship out again. He broke his hand while working on deck aboard the **Morning Light**.

Local 922 of the Operating Engineers has been on strike against the Cargill Grain Elevator in Norfolk since January 17, with 100 percent SIU support. We're giving the engineers every assistance possible.

Shipping in Philadelphia is expected to pick up again before long. The MTD and the SIU played a big part in helping Local 25 of the Operating Engineers win its strike against the American Dredging Company after picketlines were up for about 14 weeks. Everyone around the Philly hall is glad that this beef turned out successfully.

The Firemen's Union in Philadelphia has been on strike against the city for the last three months in a fight for a decent wage and fringe benefits. The MTD has thrown its full support behind the union in this campaign. Some of the building trades unions in Philadelphia have been on strike against the ABC Contracting Company for six months. ABC is building a \$1 million hotel in Lester, Pa., and has refused to hire any union labor. The MTD Port Council and the SIU have been assisting the Building Trades throughout this fight against a scab operation.

Juan Lopez is on the beach in Philadelphia and the 62-year-old SIU veteran says he's waiting for another three years to go by so that he can retire on pension. Juan has four children, two of whom are sailing with the SIU, one as a bosun and the other as an ordinary seaman. Another old-timer who's on the beach there is **Charlie Moss**, who started sailing with the old ISU in 1919. He left shipping for a while, returned to the SIU in 1945 and has been sailing continuously ever since.

Meet Lifeboat Class No. 99



SIU lifeboat class No. 99 takes its turn before the camera to mark "graduation"—completion of two-week training schedule. All of the men in the class earned Coast Guard lifeboat tickets. Pictured (front, l-r): **S. Friedman, Doug Kalpio; middle, John Bailie, Edward McCann, Ernest Fernandez, Harry Ormiston; rear, Jim Caton, Mike Maestas, James Fox, M. Stewart** and instructor **Arni Bjornsson**.

USPHS Report Cites Smoking Dangers

Cigarette Sales Constant

BALTIMORE—A check of Seafarers' smoking habits a few days after the release of the Government study linking smoking to the occurrence of lung cancer shows no noticeable change in the pattern of cigarette sales at SIU Sea Chest stores here, in New Orleans, or in New York.

However, the three stores, spot-checked a week ago for an estimate of their tobacco sales that week, as compared to sales the week before the release of the USPHS study on January 11, showed that Seafarers were increasing their consumption of pipe tobacco and cigars.

The USPHS study indicated there was considerably less of a health hazard involved in puffing pipes and cigars than there is in

cigarette smoking.

The check in New York revealed that many heavy smokers, and smokers who combined their tobacco in two or three different varieties, seemed to be buying cigars and pipe tobacco more regularly. None of the three ports reported a particularly noticeable trend toward filter cigarettes as opposed to the allegedly more dangerous regular brands.

New Orleans, however, noted a

heavy increase in Sea Chest sales of all types of tobacco, including cigarettes. But the cause for the increase was laid to the fact that there were many more Seafarers than usual in the hall that week because of the monthly membership meeting.

Nationally, cigarettes have held their own in sales, and no general decline is seen. But cigarette manufacturers are stepping up research, especially on filters.

Union Solidarity At Baltimore Plant



Mass picketing at the newly-organized Capitol Generator Company in Baltimore featured a block-long picketline by employees, Seafarers and members of other unions in the area. The SIU United Industrial Workers struck the company last fall after contract talks bogged down. The union won a National Labor Relations Board plant election earlier by a 20-5 count.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margollus

Comparison Shop For A Sure Winner

The business papers report that playing games in supermarkets has become the big activity right along with collecting trading stamps.

These new supermarket games include "Hidden Treasure," "Spell C-A-S-H," "Split The Dollar," "The Price is Right," and so on. In most of these games, the check-out cashier gives you a card or token. If you get a series of four that make up a word like C-A-S-H or a series of numbers like "1964," you win anywhere from \$1 to \$100, depending on the game your supermarket features. In some of these games you have to dampen the card to reveal the magic word.

It doesn't cost you anything to play; except, of course, the extra cost of the prizes and the promoters' fee which are added to the price of your food, and added whether you play or not. These games ought to be fun for your kids, and you might turn over the cards to them to wet, watch the magic word or numbers appear, and save to see if they get the others in the winning series.

But for grownups we've got another supermarket game for you to play, and you are guaranteed winnings. Any number can play and everyone who plays wins, not just a few.

This game is called "Supermarket Comparison Shopping—Find The Best Buys!" It can save you 10 to 20 percent of your food bill. The object of the game is to serve your family nutritious, appetizing meals at a cost of \$4 to \$6 a week for each pre-school child; \$5 to \$7 for sub-teens; \$7 to \$9 for teen-age girls and \$8 to \$10 for teen-age boys (depending on age); \$6 to \$7 for Mother; and \$7 to \$9 for dear old Dad.

Thus, for a family of four with two school children, you would try to get your weekly food bill as close to \$25 a week as possible, and in no case over \$32, or you're out of the game. This is just for food for the family, including lunches, but not including special foods and beverages for entertaining, or soaps, paper goods and other non-foods you may buy in a supermarket.

If you average about a dollar a day per person for food you are certain to be a winner. Some weeks or months you may go over, but the average is what counts. If you go over one week you have a chance to catch up another week. A family of five should be able to beat the above costs-per-person by 5 percent, and a family of 6 by 10 percent, the US Agricultural Research Service estimates.

Here is how you play Supermarket Comparison Shopping:

(1) Each Thursday or Friday before you go shopping, you check the ads of local supermarkets in the newspapers and their circulars to see what specials they are offering. You then plan your meals for a half-week or even a full week ahead on the basis of these specials. This enables you to take advantage of the more-abundant and thus lower-priced foods which the stores are using as leaders.

The more you base your menus on the specials, the more you can save. For example, a Stanford University study found that adver-

tised specials averaged 20 percent less than prices of non-specials. In general, advertised specials may reduce family food bills up to 10 percent.

It has become especially important to look for specials nowadays, because the supermarkets themselves are secretly playing a game among themselves called "Get More Money From The Consumer." The present tendency of retailers is to avoid a general price decrease when such important foods as beef are in heavy supply, but instead, to offer more hot specials on just several items, US Agriculture Department studies indicate.

Planning meals on the basis of the week's specials also can save time and work in shopping and cooking. For example, this winter you will find many specials on beef, pork and broilers. You can plan how to serve the week's specials on a particular cut in two different ways, and also for lunches.

(2) Shop with a prepared list of the specials you are seeking. This avoids impulse buying and also gives you more time to dampen the "Spell C-A-S-H" cards.

(3) Buy in bulk to make even further savings in money and time. A whole ham usually costs less than the two halves bought separately. The whole loin of pork often costs 10 percent less than buying chops.

(Incidentally, in buying pork during this season of pork abundance, a recent study at the University of Wisconsin found that color is a good guide to quality. This study, as well as others, showed that dark meat is less acidic, juicier and loses less weight in cooking, the US Agriculture Department reports.)

You also save by buying canned foods in the larger sizes. As just one of many examples, you can pay as much as 1.4 cents an ounce for a small can of baked beans, and as little as .7 cents an ounce for the contents of a large-size can. Especially avoid buying the eight-ounce or "buffet size" cans currently being pushed by supermarkets. One big canner, urging stores to feature the eight-ounce size, reported that this is "one of the most profitable canned-goods items for the retailer."

(4) Buy the raw form and simplest version of foods instead of processed. This "do-it-yourself" angle adds extra interest to the game of "Supermarket Comparison Shopping." It gives you a chance to see if you can cook any better than a factory. The potential financial rewards are large. For example, you will be able to provide lean meat for sandwiches at a cost of 60 to 80 cents a pound instead of paying, often, \$1 to \$1.50 a pound for cold cuts.

Even fancy shapes affect the price of the same food. The New York State Extension Market Service found that packaged macaroni and spaghetti in conventional shapes cost 23 cents a pound. Fancy shapes cost as much as \$2.

Thus, if you save 15 percent of a \$30-a-week food bill, you can win \$234 a year playing "Supermarket Comparison Shopping!"



By Bill Hall, Headquarters Rep.

and Robert Matthews, Vice-President, Contracts

Transportation, Port Of Engagement—II

Some additional questions regarding transportation and the port of engagement have come up since the previous column in the LOG on this subject. The latest correspondence on this item originated with Brother Frank Gonzales on the SS Eagle Voyager, and our answers are based on the information he furnished in his original communication.

Question No. 1: Are the crewmembers who were picked up in foreign ports entitled to transportation to their original port of engagement as stated in the agreement?

Answer: No. The transportation section of the agreement does not cover a port of engagement which is outside of the continental United States.

Reference: Standard Tanker Agreement, Article II, Section 55—Transportation and Paying Off Procedure—(b) "It is agreed that the articles shall terminate at the final port of discharge in the continental United States of America. If the final port of discharge is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental United States, or at the seamen's option, cash equivalent of the actual cost of first class rail transportation shall be paid."

(d) "For the purpose of this section, the continental United States shall be divided into five areas—Pacific Northwest; California; Atlantic Coast area, North of Cape Hatteras; Atlantic Coast area, South of Cape Hatteras; and the Gulf Coast area."

Question No. 2: On August 23, 1963, we pulled into Sasebo about 5 PM. The ship dropped the hook; pratique was granted at 5:45 PM. Everyone not working was ashore by 6 PM. So we put down 1700 to 2000 port time, and it was disputed. The ship was at safe anchorage awaiting berth and pratique was granted.

Question No. 3: On Thanksgiving Day, November 28, 1963, we pulled into Yokosuka about 5:30 PM. The ship was cleared, pratique

was granted at 6:30 PM. It was OT day, but the next morning, Friday, November 29, 0400 to 0800, we put down OT and it was disputed, another case of the ship safely anchored awaiting berth and pratique granted the previous night. She shifted to berth at 1300, Friday afternoon.

Answer: In answer to questions 2 and 3, this is not considered good overtime as port time provisions do not apply until the vessel has been awaiting a berth for a period in excess of 24 hours.

Reference: Standard Tanker Agreement, Article II, Section 33—Port Time. Commencement of Port Time. (e) "Vessels laying at anchorage after obtaining quarantine clearance shall be considered awaiting berth and port time provisions shall apply after the expiration of 24 hours except in cases where the vessel is unable to proceed to a dock or other anchorage due to weather conditions or impediments to navigation."

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Clarification

In the November 15, 1963 issue of the LOG, the text of several clarifications to the standard freight agreement was reported by the Contract Department. Those already printed and the clarification below do not appear in the blue "Deep-Sea Sailor's SIU Handbook" carried on most ships, and should be noted accordingly.

Section 57—2 (b)—Transportation and Paying Off Procedure. The vessel was operating between continental United States Gulf ports and Puerto Rico on coast-wise articles. During this period several seamen joined the vessel in Puerto Rico and remained in the vessel's employ for three or four months following. During their employment, the vessel proceeded to New York where foreign articles were signed and the vessel made a foreign voyage which terminated in New York. Subject seamen terminated service with the vessel and requested return transportation to their port of engagement in Puerto Rico. The vessel again signed foreign articles but did not return to Puerto Rico and made another foreign voyage.

Question: Under the circumstances described above, are the seamen entitled to return transportation from New York to their port of engagement in Puerto Rico?

Answer: The Joint Clarification Committee unanimously agreed that in the circumstances described above the seamen are entitled to return transportation to their port of engagement in Puerto Rico.

GENERAL ELECTION INFORMATION FOR 1964

STATE	U. S. CONGRESS		GOVERNOR		STATE LEGISLATURES				Final Filing	DEADLINE FOR REGISTRATION		Deadline For Poll Tax Payment	Primary Date	Runoff Primary Date	Presidential Preferential Primary
	Elect a Senator	No. of Representatives	Elect	Term	Upper House		Lower House			Primary	General Election				
					Elect	Term	Elect	Term							
Alabama	no	8	no	4	no	4	no	4	March 1	April 24	October 23	Feb. 1	May 5	June 2	
Alaska	no	1	no	4	10	4	40	2	May 1	no pre-registration in state			Aug. 11		
Arizona	yes	3	yes	2	28	2	80	2	July 10	July 3	September 21		Sept. 8		
Arkansas	no	4	yes	2	17	4	100	2	April 29		Primary— General—	Oct. 1, 1963 Oct. 1, 1964	July 28	Aug. 11	
California	yes	38	no	4	20	4	80	2	March 27	April 9	September 10		June 2		June 2
Colorado	no	4	no	4	18	4	65	2	July 24	August 19	October 14		Sept. 8		
Connecticut	yes	6	no	4	36	2	294	2	Nominating Conventions	June 12	October 10		*D—9th Wed. after Conv. *R—8th Wed. after Conv.		
Delaware	yes	1	yes	4	7	4	35	2	Nominating Conventions July 31—state legislature	July 25	October 17		Aug. 15		
Florida	yes	12	yes	4	22	4	112	2	March 3	April 4	October 3		May 5	May 26	May 26
Georgia	no	10	no	4	54	2	205	2	July 24	May 2	May 2		Sept. 9		
Hawaii	yes	2	no	4	13	4	51	2	Sept. 3	Sept. 3	October 13		Oct. 3		
Idaho	no	2	no	4	44	2	79	2	May 7	August 1	October 31		Aug. 4		
Illinois	no	24	yes	4	29	4	177	2	Jan. 27	March 16	October 5		Apr. 14		Apr. 14
Indiana	yes	11	yes	4	25	4	100	2	Mar. 26	April 6	October 5		May 5		May 5
Iowa	no	7	yes	2	29	4	108	2	Mar. 28	#Des Moines: May 22 others: May 23	#October 31		June 1		
Kansas	no	5	yes	2	40	4	125	2	June 20	#Wyandotte, Johnson, Shawnee & parts of Sedgewick Counties: July 14 elsewhere: July 24	#Wyandotte, Johnson, Shawnee & parts of Sedgewick Counties: October 13—elsewhere: October 23		Aug. 4		
Kentucky	no	7	no	4	no	4	no	2	April 1	March 28	September 5		May 26		
Louisiana ##	no	8	yes	4	39	4	105	4	May 29	June 26	October 5		July 25	Aug. 29	
Maine	yes	2	no	4	34	2	151	2	April 1	varies by towns and cities; registration permitted on election day in rural towns			June 15		
Maryland	yes	8	no	4	no	4	no	4	March 9	Counties of Baltimore, Allegheny, Anne Arundel, Prince Georges, Dorchester, Frederick & Washington: Apr. 18—others: Apr. 20	Counties of Baltimore, Allegheny, Anne Arundel, Prince Georges, Dorchester, Frederick & Washington: Sept. 22—others: Sept. 21		May 19		May 19
Massachusetts	yes	12	yes	2	40	2	240	2	July 28	August 14	October 2		Sept. 15		Apr. 28
Michigan	yes	19	yes	2	38	4	110	2	June 16	July 6	October 5		Aug. 4		
Minnesota	yes	8	no	4	no	4	135	2	July 14	#August 18	#October 13		Sept. 8		
Mississippi	yes	5	no	4	no	4	no	4	April 3	May 2	July 3	Feb. 1	June 2	June 23	Primary for Presidential electors Sept. 1
Missouri	yes	10	yes	4	17	4	162	2	April 28	#St. Louis, July 10, Kansas City, July 8, Other cities over 10,000, July 3	#St. Louis, October 9, Kansas City, October 7, Other cities over 10,000, October 5		Aug. 4		
Montana	yes	2	yes	4	28	4	94	2	April 23	April 17	September 18		June 2		
Nebraska	yes	3	yes	2	49 Unicameral 1/2 for 2 years; 1/2 for 4 years				March 13	#Lincoln, Omaha: May 1 others: May 2	#Lincoln, Omaha: Oct. 23 others: Oct. 24		May 12		May 12
Nevada	yes	1	no	4	9	4	37	2	July 15	July 18	September 26		Sept. 1		
New Hampshire	no	2	yes	2	24	2	400	2	July 10 (Inds.) Sept. 24	Name Must Be On Checklist Cities: Aug. 29 Towns over 4,500: Sept. 5 Others vary			Sept. 8		March 10
New Jersey	yes	15	no	4	no	4	no	2	March 12	March 12	September 24		April 21		April 21
New Mexico	yes	2	yes	2	16	4	66	2	March 24	April 13	October 5		May 12		
New York	yes	41	no	4	58	2	150	2	Dates Set At 1964 Session of State Legislature						
North Carolina	no	11	yes	4	50	2	120	2	March 20	May 16	October 24		May 30	June 27	
North Dakota	yes	2	yes	2	25	4	109	2	May 21	Registration Not Required			June 30		
Ohio	yes	24	no	4	16	4	137	2	Feb. 5	#March 26	#September 24		May 5		May 5
Oklahoma	yes (short term)	6	no	4	44	4	109	2	Feb. 28	April 24	October 23		May 5	May 26	
Oregon	no	4	no	4	15	4	60	2	March 6	April 14	October 3		May 15		May 15
Pennsylvania	yes	27	no	4	25	4	210	2	Feb. 24	March 9	September 14		April 28		April 28
Rhode Island	yes	2	yes	2	46	2	100	2	June 30	July 17	September 4		Sept. 15		
South Carolina	no	6	no	4	23	4	124	2	3rd Thursday after State Convention	May 11	October 5		June 9	June 23	
South Dakota	no	2	yes	2	35	2	75	2	April 18	May 13	October 14		June 2		June 2
Tennessee	yes (2)	9	no	4	33	2	99	2	June 8	July 6	October 3		Aug. 6		
Texas	yes	23	yes	2	16	4	150	2	Feb. 3	Poll Tax Receipt necessary—no registration		Jan. 31	May 2	June 6	
Utah	yes	2	yes	4	16	4	64	2	March 31	Sept. 1	October 31		Aug. 11		
Vermont	yes	1	yes	2	30	2	246	2	July 29	Sept. 5	October 31		Sept. 8		
Virginia	yes	10	no	4	no	4	no	2	April 15	June 13	October 3	May 2	July 14	Aug. 18	
Washington	yes	7	yes	4	24	4	99	2	July 13	Aug. 15	October 3		Sept. 15		
West Virginia	yes	5	yes	4	16	4	100	2	Feb. 1	April 11	October 3		May 12		May 12
Wisconsin	yes	10	yes	2	16	4	100	2	July 14	#Milwaukee: Aug. 19 others: Aug. 26	#Milwaukee: Oct. 14 others: Oct. 21		Sept. 8		April 7
Wyoming	yes	1	no	4	13	4	61	2	July 9	Aug. 3	October 19		Aug. 18		
District of Columbia	election of convention delegates and members of party committees								April 4	March 21	September 18		May 5		May 5

*Connecticut Convention dates not yet set.

##Iowa, Kansas, Minnesota, Missouri, Nebraska, Ohio and Wisconsin do not require statewide registration.

###Louisiana—general election for state officers March 3, 1964.

Seafarers are urged to clip out and post this copy of the voting summary for all state elections in 1964, so that friends and shipmates can check in advance on procedures for registration and voting in their home states.

CHAMBER NIXES ANTI-STRIKE PLAN

WASHINGTON—You have to wade through the entire "labor program" of the US Chamber of Commerce to find a single major item where the business organization and US unions seem to be in agreement. The Chamber says it too believes free collective bargaining should be encouraged, and compulsory arbitration should be opposed.

This is the final point on the C of C agenda and is the only one which matches anything on labor's program.

The balance of the Chamber's program, as announced by President Edwin P. Neilan, a Delaware bank president, amounts to a familiar recital. Neilan says his group:

- Opposes a shorter workweek, but favors increased productivity and lower prices.

- Favors repeal of the Walsh-Healey and Davis-Bacon Acts, which set minimum wage standards on Government contracts and construction.

- Favors a bill by Rep. Phil M. Landrum (D-Ga.) to strip the National Labor Relations Board of jurisdiction over unfair labor practices and transfer this authority to the Federal courts. This, the Chamber said, will "promote industrial peace."

- Endorses a bill by Rep. David T. Martin (R-Neb.) to put unions under anti-trust laws, prohibit a union from representing employees of more than one company in an industry, and prohibit "any featherbedding practice."

- Opposes extension of Federal wage-hour protection to employees of hotels, motels, restaurants and laundries. The Chamber of Commerce said it opposes a minimum wage for these groups "to

protect job opportunities" since a \$1.25 wage floor would make their employment "too costly."

- Favors curtailment of the US Employment Service and denying its resources to persons who are already employed.

- Opposes Federal standards for unemployment compensation

and favors maintenance of "state control."

- Favors state laws prohibiting the union shop and opposes repeal of Sec. 14b of the Taft-Hartley Act.

- Asks retention of the national emergency strike provisions of Taft-Hartley.

Urge Early Bid On Exams For '64 SIU Scholarships

NEW YORK—There are only two more College Entrance Examinations scheduled this year which qualified Seafarers or their children can take as part of the competition for the five SIU scholarship awards to be given in 1964. Qualified applicants are urged to take the earliest exam, on March 7, so that the results will be available well in advance of the judging.

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

Fifty-three awards have been

given since the program began in 1953.

The winners are chosen by a panel of leading university educators and administrators on the basis of their high school records and scholastic attainments.

Besides the March 7 test, an exam is also scheduled on May 2. The nationwide exams are given at testing centers all over the country. Previous tests were held on December 7 and January 11.

Seafarers and members of SIU families who are interested in competing for the 1964 awards should contact the nearest SIU port office for information and should make immediate arrangements to take a CEEB test. To register for the tests, write to the College Entrance Examination Board at Box 592, Princeton, NJ, or Box 1025, Berkeley, Calif., well in advance.

The judging for the five annual SIU awards is expected to take place late in May, as in previous years.

THE INQUIRING SEAFARER

QUESTION: Do you feel it is important for Seafarers to be able to swim?

Joe Green: Certainly, I feel it is very important. You're apt to get dumped in the drink at any time, and that's when you have an edge if you know how to swim and can get around in the water. I, myself, am a very good swimmer. I used to be a water safety instructor in the Navy.



Dave Morton: It's a must. I learned in the Navy, when you had to be able to swim at least 75 yards, just to be able to get away from the suction of a sinking ship. I think it is very important, just from the standpoint of being able to stay up and afloat in an emergency.



Leonard Olbrantz: I don't think it makes much difference. I can swim a little, but with a lifejacket it is not really necessary. I imagine most Seafarers can swim, but at sea I don't think the swimmer has much over the non-swimmer. The ocean is just too big for it to make any difference.



George Washington: Although I can't swim well, I think it is a necessity. The only time I have had to swim was during boat drills, but I am glad I can just in case. I suppose you would be surprised at how few Seafarers can swim. Most of the men never learned or didn't bother when they had the chance.



Carlos Figueroa: No, I don't think it is important at all. If a



Seafarer can swim and he is forced to leave the ship for some reason, where is he going to go? Most of the time we are too far from any port to be able to swim to it, so what good is swimming? I could swim a little, I suppose, in an emergency.

Wallace Roat: Yes, I think any man going to sea should be able to swim. Know-



ing how to swim could make the difference if you have to abandon ship and stay afloat long enough to be picked up. A non-swimmer is too likely to go to pieces if he has to leave the ship and is unfamiliar with the water.

Your SIU Clinic
By Joseph B. Logue, MD, Medical Director

A Frightening Experience For All

There is probably no sound that strikes greater terror into the heart of a parent than the hoarse rasping of the child with "croup." Any parent who has been awakened in the dead of night to this sound will never forget it, and the child will remember it as a frightening experience the rest of its life.

"Croup" is not a disease but the word describes the cough and gasping of a child with an infection in the area of the vocal cords in the neck. The child may have a cold above, or a chest condition below it, but the croupy cough is a manifestation of the throat condition itself. It is one of the most distressing problems of childhood.

The exact cause of this condition has not definitely been determined. Possibly it's one of the viruses. Many of the bacteria have been suspect at one time or another, but no positive cause has been established.

The appearance of "croup" suddenly in all areas of a city the same night has caused some to relate it to the weather or other environmental change. Also, some children seem to be more susceptible to croup than others.

The child has usually gone to bed apparently healthy. Then, suddenly, out of a deep sleep, the deep, rasping hoarse "croup" develops. The youngster is fighting for breath and is in a state of panic. The neck spaces contract and the rib cage shows effort to pull in some air. Usually the child fights anything one tries to do. The fear of suffocation or strangling is powerful, and the harder the child fights for breath, the more difficult it is to breathe.

Supersaturated moist air appears to offer the most immediate relief. This is often available in the bathroom from the hot water in the shower. The bathroom can be saturated in a few minutes, and after 10 or 15 minutes in the room the child has inhaled sufficient moist air to loosen the tough secretions in the airway so that the child can cough and get some relief.

Warm honey or any supersweet syrup will help, as will vomiting, which by reflex action helps to loosen the secretions.

After the initial attack is over, cool moist air seems to be better. This has led to the use of cool moisture rather than hot in croup-tents. Often simply opening the window to the night moist air will be beneficial.

Antibiotics seem to be of little value except where secondary infection is present. They take too long for any immediate help. Antihistamines may dry out the throat secretions even more and are not helpful.

The old home remedies such as steam, honey, syrup and comfort seem to be the best immediate help. They usually get the child to breathing more comfortably. It would be better to prevent the condition but, at the present, this is not yet possible, according to Dr. William A. MacCall, writing for the Group Health Association of America, Inc.

DIGEST OF SIU MEMBERSHIP MEETINGS

NEW YORK, December 2—Chairman, Earl Shepard; Secretary, Edward X. Mooney; Reading Clerk, William Hall. Minutes of all previous port meetings accepted. Port Agent's report on shipping, clinics and blood bank accepted. President's report on AFL-CIO and MTD conventions, Lausche bill and holiday dinners was accepted. Organizing report on Peninsular Navigation Company, new bulk carrier construction, Government C-4s and new tanker company accepted. Report on contracts covering vessel paid off in Japan, dismissal of NLU complaint re ST Manhattan, various ship trades and corporate changes in Cities Service was accepted. Secretary-Treasurer's report on holiday payments, welfare corporations, quarterly financial committee, Sea Chest suit and Bull Line situation carried. Welfare services report presented. Meeting excuses referred to dispatcher. Auditor's reports accepted. Resolution proposing increase in membership dues accepted and carried. J. Sumpter elected as member of quarterly financial committee. Total present: 473.

PHILADELPHIA, December 3—Chairman, Bill Hall; Secretary, Frank Drozak; Reading Clerk, Charles Stansbury. Minutes of previous meetings in all ports accepted. Port Agent's report on shipping, blood bank and upgrading was carried. November reports by the President and Secretary-Treasurer were accepted. Auditor's reports accepted. Resolution proposing increase in dues accepted. F. Hummel elected to quarterly financial committee. Total present: 63.

BALTIMORE, December 4—Chairman, Bill Hall; Secretary, Gaetano Busciglio; Reading Clerk, Rex E. Dickey. Minutes of all previous meetings in all ports accepted. Port Agent's report on shipping, deaths of various members, blood bank, holiday dinners and quarterly financial committee accepted. President's November report accepted. Secretary-Treasurer's report for November accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Resolution proposing dues increase accepted. George Litchfield elected to quarterly financial committee. Total present: 215.

Skipboard
By Fred Stewart & Ed Mooney
Headquarters Representatives

Use Common Sense Meeting Rules

Every day, at sea or in port, SIU ships' crews gather together in shipboard meetings. Like our meetings ashore, these meetings are all part of the same process. This is where Seafarers bring their opinions and experiences directly to bear on the functioning of the Union.

How these meetings are conducted is all-important, and knowing the rules sometimes can count for just as much in a Seafarer's life as knowing the skills his job calls for. Every Seafarer should become familiar with the standard meeting rules, so that he is fully competent at hitting the deck and chairing a meeting. A heads-up membership and a wide-awake crew is a guarantee of business in a truly democratic fashion.

Aboard ship, the presence of a quorum is no problem, inasmuch as all crewmembers not on watch attend the meeting. The meetings can be held on a fixed schedule or as necessary on a periodic basis to take care of the ship's routine business. Meetings should be held at the call of the ship's delegate or of a majority of the crewmembers with reasonable notice in any case. Orderly procedures are essential.

Special meetings should be called when any disputes between individuals or departments arise that cannot be settled by the departmental delegates. If the dispute is entirely within one department, a meeting of all hands in that department only should be called. The other departments and personnel on the ship should not be involved. The best procedure is to fix an hour at which the greatest majority of the crew is off duty.

Shipboard meetings are like all others, and need an agenda—an order of business—to keep things moving, and to avoid omitting necessary business. While the procedures at shoreside meetings may seem cumbersome, they are necessary where large groups get together. Ship's meetings can be less formal, but should include as a minimum the election of meeting officers, reports of delegates and committees, action on old and new business and a period of "good and welfare." This is a time to make suggestions, comment on action taken or just to let off steam.

Above all, at any meeting, recognize that the chairman is the fellow who should be conducting the meeting. Every member has a right to speak, but no one has a right to infringe on the rights of others. If everyone started sounding off at once every time a report or proposal is made, nothing would ever be accomplished. The making of a motion is the way to start discussion on any point of the agenda or any issue that arises aboard the ship.

After that, keep to the point, try to be brief, convince with facts and don't become personal in any discussion or debate. Engaging in personalities is the surest way to nowhere. Personal comments may draw a laugh, but they don't solve anything.

SPAD

**Seafarers
Political Activity
Report**



PRODUCTIVE SESSION SEEN — The second session of Congress "will produce more important legislation than did the one just finished," AFL-CIO Legislative Director Andrew J. Biemiller predicted in a network radio interview.

Labor has a "primary concern" in legislation attacking the problem of unemployment, Biemiller said, including the key tax cut and civil rights bills. He also said he feels "very strongly" that a Social Security hospital care for the aged bill will pass "this year." Among other major goals, he said, labor "will put a lot of effort" into pressing for a renewal of the accelerated public works program.

The basic reason Congress hasn't moved faster on the legislative front, Biemiller said, has been the "hampering rules" and "structure" of Congress, rather than deficiencies of leadership. The AFL-CIO is "clearly on record," he said, "for a thorough overhauling of the procedures of both houses of Congress."

"The idea that the chairman of the House Rules Committee can just arbitrarily hold back a civil rights bill—and probably would still be holding it back if it hadn't been that 175 signatures were gathered on a discharge petition—is ridiculous," Biemiller declared. The Senate, under its rules, can be tied up "interminably," he noted.

Labor would like to see "some very drastic changes made," he declared, including "consideration as to whether seniority is the best system of naming committee chairmen."

Asked to evaluate President Johnson's performance during his first weeks in office, the AFL-CIO spokesman replied:

"We think he has performed very well indeed. We are convinced that he is quite serious in trying to forward the programs which the Kennedy Administration had started. . . . He is an excellent practitioner of the legislative art and we can expect to see the White House, if anything, being more effective on Capitol Hill."

Biemiller said that "one of the reasons" he believes the Social Security hospital care bill will be passed "is that in practically every speech Pres. Johnson made while he was Vice-President, he made a strong reference to the need for a medicare bill and I believe that this bill is now set to get out of the House Ways & Means Committee."

As for the President's "economy" statements, Biemiller said: "I don't think Pres. Johnson is off on any wild slashing binge as some members of Congress would like to see him do." Curtailment in certain areas, however, makes it "all the more necessary that there be additional programs in the field of social needs," he said.

A reduction in the workweek, he added, "has to be considered" because "automation is costing jobs." Part of the "unfinished business" before Congress, he said, is also extension of coverage under the wage-hour law. Immediate passage of a sound tax cut bill, Biemiller declared, can create "about 2 million jobs" over the next several years. But he stressed that "total government expenditures must be maintained, in fact increased, if we are to make a really serious dent in the unemployment picture."



THEY MUST NEED THE MONEY—Pity the poor oil millionaires. Something prevents them from enjoying a privilege most of us exercise — that is, **paying taxes on a good chunk of our income.** That matchless pleasure is denied some of the oil men.

Sen. Paul Douglas (D-Ill.) recently revealed that one oil operator with an income of \$28.7 million didn't pay a penny in taxes. Another with \$4 million income and one with \$1.5 million paid nothing in taxes. One with \$4.5 million paid 7.9 percent in taxes; one with \$2.2 million paid 8.4 percent, and one with \$1.3 million paid 5.9 percent. The percentage paid by those who shelled out anything at all is far less than that paid by the average American with a wife and two children and an annual income of \$5,000, Senator Douglas said.

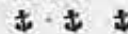
LABOR ROUND-UP

Insurance companies in Massachusetts are barred from cancelling policies for failure to pay premiums until 31 days after a strike is ended, as result of state legislation urged by the Insurance Workers. The legislature passed and the governor has just signed a new law prohibiting cancellation of a policy for nonpayment of premiums during a strike of insurance agents. Enactment is expected to set a precedent for other states.



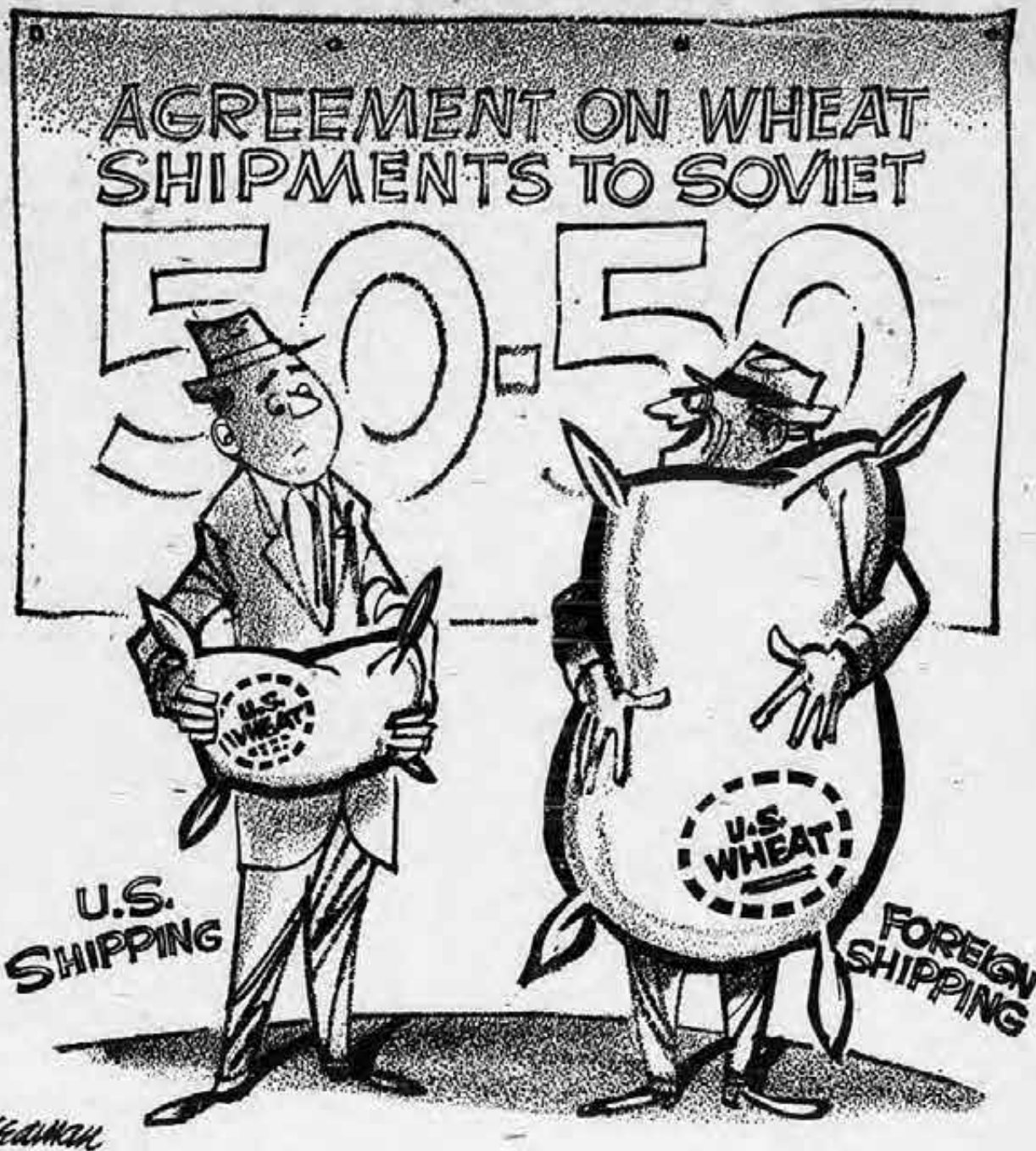
Substantial rate increases for performers in filmed and taped TV commercials are provided in a new agreement reached by the Screen Actors Guild and the Television & Radio Artists in joint negotiations with national advertisers, agencies and producers. Pay hikes for actors, singers, announcers and stuntmen apply to both program commercials and spot commercials. Payment in

the industry is on the basis of a 13-week cycle and depends on the number of showings and the number of cities in which a commercial is shown.



Negotiations between a small New England manufacturer and Local 257 of the International Union of Electrical Workers have produced a new contract more than a year before the expiration of the old one. The pact talks developed in an effort to avoid last-minute negotiations or a strike which might produce hardship on both sides. The two-year pact covers about 500 production and maintenance workers for Signal Manufacturing Company, of Salem, Mass. The present pact expires in 1965, and the new one will run out in 1967. Before the 1962 agreement was reached, the union conducted a seven-week strike.

'One For You...One For Me...'



Ten years ago, Congress was the battleground in the fight by American maritime unions and US-flag shipping interests for the Cargo Preference Act — the "permanent" 50-50 law of the United States.

The "permanent" law went on the statute books late in 1954 because a "temporary" measure enacted several years earlier required periodic renewal by Congress. Each time the legislation to renew the temporary 50-50 act came up, a donnybrook developed between the legislative and executive branches of the Federal Government.

Then, as now, the State, Defense and Agriculture Departments were largely concerned with foreign objections to legislation that would prop up the US-flag merchant fleet. At various times the LOG reported the potential for a White House veto of the proposed permanent 50-50 legislation, based on the objections of various agencies and departments within the Government.

However, the wishes of Congress prevailed—and a 50-50 split for US ships on Government-financed cargoes became the law of the land.

It's important to review this background now and then, because the one-single piece of legislation which has served to keep the US-flag fleet functioning since then is probably this "permanent" legislation enacted just ten years ago. This has occurred despite the never-ending opposition of these same agencies within the State, Defense and Agriculture Departments, and their successors, to observing the law.

On many occasions, the Congress has had to remind these agency heads and administrators what the law of the United States happens to be, and that it takes more than lip-service to an American merchant marine

to keep ships and men working at their trade.

And while a distinction has been maintained between "routine" foreign aid movements governed by 50-50, and the Federal Government's clear enunciation of a similar 50-50 policy covering the private grain sales and shipments to the Soviet bloc, the idea of 50-50 itself is pretty basic and unchanged.

It means a halfway split or better for American ships on these cargoes, and no amount of word-weaseling should be allowed to change this fact.

Yet amendments of the procedures have so watered down the meaning of 50-50, and new guidelines have made such a mockery of efforts to have American ships participate in the grain movement beyond the Iron Curtain, that Congress has had to step in for a close look at all the wheeling and dealing going on among the grain traders, foreign shipowners and our own government.

It will be recalled that 91 percent of one 100,000-ton wheat shipment to Hungary went on foreign-flag ships, and that solemn pledges were forthcoming from top US officials that such shenanigans couldn't possibly happen again. Now the wheat sales to the Soviet Union itself are beginning to materialize and, sure enough, efforts are continuing to keep US ship participation in this movement to an absolute minimum.

The SIU thinks Congress has been pretty patient with the way our Government has been handling the whole matter of the grain shipments to the Communists.

Our Government's handling of this issue typifies its mishandling of maritime policy generally, and the long-standing effort to snipe at and, ultimately, destroy the US-flag merchant fleet and the jobs of American seamen and maritime workers.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Pedro Santos Perez, born July 18, 1963, to Seafarer and Mrs. Pedro S. Perez, Puerto De Tierra, Puerto Rico.

Donna Alice Wolfe, born September 16, 1963, to Seafarer and Mrs. Richard L. Wolfe, Port Huron, Mich.

Donna Littleton, born August 5, 1963, to Seafarer and Mrs. Thomas R. Littleton, Philadelphia, Pa.

Kenneth Wallace, born September 27, 1963, to Seafarer and Mrs. Edward F. Wallace, Brooklyn, NY.

Lawrence Michael Coleman, born August 4, 1963, to Seafarer and Mrs. Lawrence Coleman, Cleveland, Ohio.

Andrew Kornacki, born December 25, 1962, to Seafarer and Mrs. Leon Kornacki, Chicago, Ill.

Jefferey Glenn Monck, born September 1, 1963, to Seafarer and Mrs. Donald E. Monck, Sault Ste. Marie, Mich.

Theresa Hearn, born September 16, 1963, to Seafarer and Mrs. William J. Hearn, Cleveland, Ohio.

Patricia Brannan, born October 21, 1963, to Seafarer and Mrs. George Brannan, Glenolden, Pa.

Linda Kay Fisher, born October 20, 1963, to Seafarer and Mrs. Howard W. Fisher, Alpena, Mich.

Wanda Lee Odum, born October 18, 1963, to Seafarer and Mrs. Robert Odum, Uriah, Ala.

Emilio Cordero, born August 17, 1963, to Seafarer and Mrs. Felix Cordero, Philadelphia, Pa.

Randall Alan Letbetter, born September 23, 1963, to Seafarer and Mrs. John N. Letbetter, Sulphur, La.

Katherine Mary Crane, born October 25, 1963, to Seafarer and Mrs. Lawrence Crane, Jacksonville, Fla.

Penny Eleanor Raczka, born October 19, 1963, to Seafarer and Mrs. Rudolph W. Raczka, Galveston, Texas.

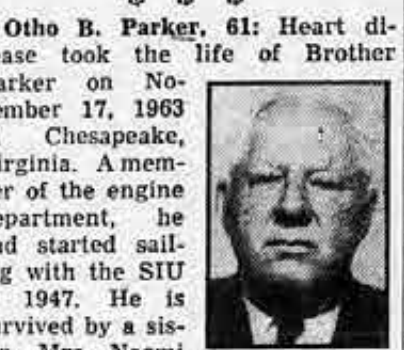
James Robert Sprague, born November 17, 1963, to Seafarer and Mrs. Lawrence A. Sprague, Detroit, Mich.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Ferdinand J. Bruggner, 52: Brother Bruggner was in the USPHS hospital, Staten Island, NY, when he died of natural causes on November 2, 1963. He had been sailing with the SIU for 22 years in the engine department. Survivors include two sons, Andrew and Robert Bruggner, both of Bradenton Beach, Fla. Burial was in St. Charles Cemetery, Farmingdale, NY.



Otho B. Parker, 61: Heart disease took the life of Brother Parker on November 17, 1963 in Chesapeake, Virginia. A member of the engine department, he had started sailing with the SIU in 1947. He is survived by a sister, Mrs. Naomi Luton of Elizabeth City, North Carolina. Burial was in Pleasant Grove Cemetery, Chesapeake.



James D. Parker, 65: Heart failure was fatal to Brother Parker on October 8, 1963 in New York, NY. He had been sailing since 1952 in the engine department. Surviving is a niece, Mrs. Ann Wynne Howell, of Richmond, Va. Burial was in the Cool Springs Cemetery, Cool Springs, North Carolina.

Paul Johnson, born October 4, 1963, to Seafarer and Mrs. John S. Johnson, Parlin, New Jersey.

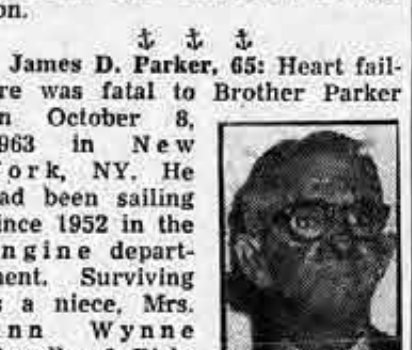
Sharon Rebecca Waldrop, born October 21, 1963, to Seafarer and Mrs. Lambert Waldrop, Mobile, Ala.

Duane Patrick Werda, born October 30, 1963, to Seafarer and Mrs. Charles P. Werda, Oak Park, Mich.

Robert Lee Gresham, 66: Brother Gresham died of natural causes on November 2, 1963 in the Caldwell County War Memorial Hospital in Kentucky. He had been on an SIU pension since 1962. Brother Gresham started shipping with SIU in 1943 and sailed in the engine department. He is survived by a sister, Mrs. Margaret Gresham Pettit, of Princeton, Kentucky. Burial was in Cedar Hill Cemetery, Princeton.



James D. Parker, 65: Heart failure was fatal to Brother Parker on October 8, 1963 in New York, NY. He had been sailing since 1952 in the engine department. Surviving is a niece, Mrs. Ann Wynne Howell, of Richmond, Va. Burial was in the Cool Springs Cemetery, Cool Springs, North Carolina.



SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - John Abraham
 - Felicio Apont
 - Evit Ardoin
 - Louis Baxter
 - Allen Boone
 - Charles Burns
 - James Conway
 - Jose DaCosta
 - Paul Drew
 - Feidof Fondila
 - James Fort
 - Gorman Glaze
 - John Hannay
 - James Helgoth
 - Benjamin Leon
 - Gettis Lightfoot
 - Leon Locky
 - George Marcotte
 - Salvatore Messina
 - Harry Muebes
 - Corbert Myrick
 - Hector Durate
 - Joseph Weha
- USPHS HOSPITAL CATONSVILLE, MARYLAND**
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - John Abu
 - Raul Agullar
 - E. Aldabondo
 - Samuel Bailey
 - William Barnett
 - Juan Bonofant
 - Victor Bonet
 - Anson Brower
 - Paul Butler
 - Dan Couaney
 - Well Denny
 - William Farrell
 - Konrad Frovag
 - Ramon Galarza
 - Marino Gordila
 - Thomas Gray
 - Werner Grunwald
 - Burt Hanback
 - Ed Harriman
 - Milburn Hatley
 - Charles Hylen
 - Charles Jackson
 - Merrill Johns
 - Joseph Kearnes
 - Carl Kendall
 - Leo King
 - William King
 - James Alexander
 - Richard Barnes
 - Daniel Bishop
 - Bvron Broadus
 - Wilbert Burke
 - George Burleson
 - William Bunn
 - Jose Carcamo
 - Louis Chappetta
 - James Childers
 - Mallory Coffey
 - Gerald Cole
 - Steve Crawford
 - Edward Crplan
 - Frederick Davis
 - Thomas Davis
 - Sidney Day
 - Salvatore Detrio
 - Jose Serra Deus
 - James Donahue
 - Albert Dupuy
 - Harry Emmett
 - Eizdorio Fisher
 - George Flint
 - Eugene Gallasp
 - Jesse Green
 - Sanford Gregory
 - Mark Hairelson
 - Seifert Hamilten
 - Wade Harrell
 - Harold Robinson
 - Ned Keith Hinson
 - George Hudson
 - Walter Johnson
 - Foster Juneau
 - William Kirby
 - Louis Lee
 - James Lala
 - Tinnerman Lee
 - Claude Lomers
 - James Marshall
 - Joseph McPhee
 - Frazier McQuagge
 - Carl Messer
- NEW ORLEANS, LOUISIANA**
 - James Alexander
 - Richard Barnes
 - Daniel Bishop
 - Bvron Broadus
 - Wilbert Burke
 - George Burleson
 - William Bunn
 - Jose Carcamo
 - Louis Chappetta
 - James Childers
 - Mallory Coffey
 - Gerald Cole
 - Steve Crawford
 - Edward Crplan
 - Frederick Davis
 - Thomas Davis
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 - Salvatore Detrio
 - Jose Serra Deus
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 - George Hudson
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 - Foster Juneau
 - William Kirby
 - Louis Lee
 - James Lala
 - Tinnerman Lee
 - Claude Lomers
 - James Marshall
 - Joseph McPhee
 - Frazier McQuagge
 - Carl Messer
- SEATTLE, WASHINGTON**
 - Robert Gannon
 - Richard Harnden
 - Ralph Kibbourne
 - Franklin McIntosh
 - William Stephens
- SAVANNAH, GEORGIA**
 - J. M. Watkins
 - L. Middlebrook
 - James Mitchell
 - Edward Bates
 - Calvin Martin
- DETROIT, MICHIGAN**
 - Alf Bensman
 - Sheldon Boulawger
 - Steve Corneli
 - George Kochler
 - Paul Lacy
 - Clarence Lenhart
 - Archie McCormick
 - Donald Perry
 - John Tautwood
- BRIGHTON, MASSACHUSETTS**
 - Robert Brynes
 - Edw. Czsonowski
- SAN FRANCISCO, CALIF.**
 - Charles Allen
 - Charlie Gedra
 - Joseph Geva
 - Leonard Lewis
 - Manuel Lopez
 - George Lynch
 - Gordon Marbury
 - Carl McCraite
 - John Miller
 - Cleveland Scott
 - Wilbur Sink
 - Julius Swykert
- FORT WORTH, TEXAS**
 - Benjamin Deibler
 - Abe Gordon
 - Charles Hooper
 - Thomas Leahy
 - Samuel McKnew
 - Samuel Mills
 - Willie Young
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Daniel Gorman
 - Alberto Gutierrez
 - William Kony
 - Thomas Jackson
- WEST ROXBURY, MASSACHUSETTS**
 - Raymond Arsenault
- MEMPHIS, TENNESSEE**
 - James McGe
- PINE CREST HAVEN COVINGTON, LOUISIANA**
 - Frank Martin
- BROOKLYN, NEW YORK**
 - Arthur Nelson
- US SOLDIERS' HOME WASHINGTON, DC**
 - William Thomson
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Max Anderson
 - Raymond Brown
 - William Bruce
 - Mayo Brasseaux
 - Hubert Cantwell
 - Van Albert Court
 - Charles Carroll
 - Monroe Gaddy
 - Eric Hoffman
 - Harry Kenwyn
 - Albhorn Loe
 - James Mallard
 - Charles Martin
 - Ralph Palmer
 - Roy Peebles
 - Wallace Robin
 - Raymond Stanley
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Jerry Allen
 - W. C. Dowdy
 - Joseph Feak
 - Bernard Geerman
 - Svend Kristenson
 - James Marks
 - William Mason
 - Harry Overton
 - J. W. Short
 - Robert Staplin
- SEATTLE, WASHINGTON**
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 - Arthur Nelson
- US SOLDIERS' HOME WASHINGTON, DC**
 - William Thomson

Backs Increase In Union Dues

To the Editor:

As always when a situation comes up that I want to talk about, I, as a member of this organization, feel it my privilege and duty to speak out.

Each and all know we are in the process of voting on a dues increase. I know that this is essential to run our organization properly. Sure, some brothers are going to get mouthy and say things in a moment of not thinking, but I am sure that when they start thinking they will feel as I do.

Just figure in pennies what it actually will cost each member—hold your hats, fellows—the large sum of 11 cents per day. This is the most necessary few pennies ever assessed on any organization.

Bear in mind fellows that our administration costs are less by far than other organizations in our field, especially if we think back and remember the many benefits the members of this union have received in comparison to others.

Just consider the growth of our welfare and vacation benefits, the benefits for ourselves and dependents, and the im-

proved conditions we have gained.

Now, looking to the future a bit, each and every one of you who may read this should sit down and write his Senator and Congressman a letter and tell him your thoughts on why the wheat cargo for the Russians should be carried in American ships. You as a taxpayer are helping to pay the cost, and as a member of the SIU have a right to see that your job is protected a bit more. You should also protest as a citizen when something is not right and, while I am on this subject, why not have a couple of neighbors and friends do so also?

As far as I'm concerned, we should work the boat a little ourselves instead of letting the other fellow do it all the time.

E. A. Anderson

Afoundria Offers A Pension Plan

To the Editor:

We, the crewmembers of the SS Afoundria (Waterman), wish to voice our opinion on a retirement plan for the SIU. We feel that any member who has been paying dues for 20 years and is in good standing, who has 15

years' actual seetime and is 50 years of age, should be able to retire if he so wishes with a retirement pay of at least \$300 a month so that he may be able to enjoy a normal family life and not wait until he is too old. We feel that medical retirement benefits for aged or ill members should be the same as

LETTERS To The Editor

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for maintenance and cure, \$56 a week.

These older members are the ones who had the stiff backbone when a stiff backbone was needed to make our great union what it is today.

We'd like to hear from other members and ship's crews as to how they feel about this.

The above letter was signed individually by myself and 29 other members of the crew.

W. Young

'Can't Please All On Pensions'

To the Editor:

Except for the seriousness of the subject, it amuses me to read in the LOG the many letters from members about pensions. Each writer offers valid reasons why the pension should be more favorable to him and to others in his category regarding seetime, time in the Union, or some personal reason.

To please everyone, it would be necessary for the Union to tailor a pension plan to the qualifications of each petitioner.

While I believe that the Union should make the most serious effort to get the best possible benefits for all the membership, it should be obvious that the most favorable plan for the most favorable group can never offer enough money to supply all the needs for a retired person or for his family.

It becomes necessary for each man, during his working years, to make arrangements for additional income during his retirement.

A help-yourself plan would

be for the Union to start a savings plan club or an investment group, or for the Union to affiliate with an investment group already successfully established. Each member wishing to join the group would authorize the Union to invest or deposit all or part of the member's vacation pay into the plan.

I have already had some answers to that suggestion: "I can't save any money; I need it all to pay bills."

No doubt that it is true, but it would be true whether the vacation pay was \$80, \$800, or \$8,000 a year. The more a worker finds his pay inadequate to meet his needs during his working years, the more important it is for him to arrange additional income to go with his pension—which will always be less than his working pay.

Putting aside the vacation money for later use seems the least painful method available.

Of course, it is a lot easier to write letters to Uncle Sam and the Union hoping that they can get you a bigger and better pension plan than it would be to make an effort to do something about it yourself. But, in the end, if you wind up with the best plan available, it will never be good enough for all your needs.

Harry-N. Schorr

'War For Peace' Plan Explained

To the Editor: I would like to explain the object in having the article "A Plan On War for Peace" published in the October 18 issue of the Log.

Several crewmembers of the Hurricane had voiced the opinion that such a plan was idealistic and doomed to fail. Others had asked for a more detailed explanation as to how such a plan could be carried out.

LETTERS To The Editor

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some reasonable assurance that the plan, if carried out, would be successful.

In order to answer these and other questions that LOG readers may have, perhaps a brief explanation of what I am attempting to do would help to clear the air.

For the past eight years I have been devoting my spare time in research on the causes of the rise and decline of civilization; why one society is able to make more rapid advances in

the arts and sciences and enjoy a higher standard of living while other societies existing at the same time are unable to perform the same feat.

It is my opinion that there is a basic understandable cause present in every progressive society and that this factor can be artificially activated in all societies. In short, it would be possible under stated conditions to raise the level of achievement and standard of living of all of the societies on earth within a given period of time.

The battle of Armageddon, explained in Revelations, is, in my opinion, the sum total of ancient visionary philosophy; that is, it is the ideal society that mankind could have realized under proper conditions. What the author of Revelations had failed to solve was the method of how to bring this ideal society into being. This is the problem that I am attempting to explain.

What I hope to do is to publish several articles in the LOG in an attempt to create an interest in my plan. If I could get enough people interested in this project I believe that arrangements could be made to publish my thesis in the LOG.

In this series I could explain the cause of the rise and decline of civilization and how the battle of Armageddon could be won in greater detail.

Joseph Pasnosky

SEAFARERS LOG

Most of the reports from the ships these days are still concerned with laudatory comments about holiday dinners and festivities arranged by the culinary departments, but lots of other things also are going on.

Aboard the Seatrain Savannah, for example, the ship's delegate G. Bonfont pulled a switch—he gave a vote of thanks to the crew for keeping everything running smooth and beef-free. Usually, it's the crew that is out applauding the delegate. The team of delegates on the Savannah includes J. Tedesko, deck; G. Rubio, engine, and Antonio Sanchez, steward, which may explain why everything is

running so smooth in the first place.

From the Steel Vendor (Isthmian), the boys pass the word that the crew has earned a plaque, now mounted on the ship, expressing thanks for their donations to the blind while in Korea. . . . The Marymar (Calmar) crew has drawn another kind of thank-you from shipmate Walter (Ski) Szczepanek. He thanked all hands who sailed with him at the time

of his father's death for their kind sympathy and the flowers sent home to the family.

On the bulkship Walter Rice (Reynolds), safety was on the mind of delegate Thomas H. Moore, Jr., who approached the skipper concerning work done on deck while the cranes were also working overhead. The discussion with topside produced the desired result, so no more work is being done under the cranes while the cranes are working.

The gang on the Jean Lafitte (Waterman) has offered its thanks to the steward for good feeding and service, and has offered a suggestion to help prove they mean

Midland's Bell Rings Like Old Iron Pipe

The sound of a ship's bell—dull or not—keeps a guy on watch from getting too lonely, reports Seafarer Charlie Brinton from the Midland (Clearwater). But the dull kind can cause some extra confusion, he adds.

Brinton is talking about a recent evening when he went to the flying bridge to relieve the lookout, a young ordinary who was a first-tripper. After getting his relief, the look-

out told Brinton that he thought the man on the wheel, Oley, certainly was a nice fellow. Brinton asked him why.

The new man then blandly told Brinton that "every half hour he (Oley) hits an iron pipe down there to let me know what time it is." Brinton reports he just did not have the heart to tell the first-tripper what it was all about just then, so he just smiled. And kept smiling every 30 minutes during his watch when the bell sounded the time.

Brinton also reports that there is another new man aboard the Midland, but he is no first-tripper. He is Herbert (Frenchy) De Boissiere who went ashore a few years back to go into business, but he is now back at his old—and preferred—profession.

Everyone gets along fine with "Frenchy," Brinton says. He calls De Boissiere an especially able messman, always clean, courteous and efficient. "He is certainly welcome back and we all wish him the best of luck."

Finally, and with a good memory of the event and possibly with a bit of the taste still left in his mouth, Brinton added his thanks to the entire steward department for the marvelous Christmas feast it served. "That dinner could not have been surpassed by the Waldorf," Brinton says. "The service was extra special and the food was perfect. A very succulent repast."



The man with the big roller working over the stack on the Fort Hoskins (Cities Service) is Horace Sykes, Jr., AB, who will be laid up for a while from an accident ashore. Shipmate James Parker turned over the photo.

it. The idea is to have the entire crew cooperate in keeping the messhall clean after hours, so the galley contingent can concentrate on the quality of the feeding.

Two crewmembers were left behind by the Ponderosa (Transasia) when it reached Karachi, Pakistan, with plenty of smokes after several visits by shipmates. The hospital inmates sent their thanks to all hands for the thoughtful gesture.

LA SALLE (Waterman), Oct. 26—Chairman, Jimmie Bartlett; Secretary, Ira Bridges. One man hospitalized in Norfolk, Va. \$8.50 in ship's fund. Everything running smoothly. Motion to have fo'c'sles changed around for deck and engine departments due to discontinuance of passenger service. Available living quarters in mid-ship house should be procured for unlicensed deck and engine departments at the earliest possible date. Motion made to serve canned whole fresh milk three times a day at sea, and to purchase fresh milk in foreign ports when it is acceptable and available. Steward requests better cooperation from crew on days of changing linen. Vote of thanks to steward department for a job well done.

CHOCTAW (Waterman), Oct. 20 — Chairman, Roland Dean; Secretary, D. Peterson. Ship's delegate reported that most of the repairs were completed. No beefs reported by department delegates.

DEL MAR (Delta), Sept. 29—Chairman, James L. Tucker; Secretary, Edward Eli Zubatsky. Ship's delegate will ask company to install dryer on ship for crew. \$15.25 left in Movie Fund. No beefs reported by department delegates. Victor O'Brian was elected to serve as ship's delegate for new voyage. Vote of thanks extended to baker and galley crew.

CHATHAM (Waterman), Nov. 23—Chairman, J. E. Moody; Secretary, J. J. McHale. Some disputed OT in deck and engine departments. Beef between crew pantryman and crew messman to be brought before patrolman.

ERNA ELIZABETH (Albatross), Nov. 17—Chairman, Harold Caldera; Secretary, Samuel Doyle. Jack Nelson was elected to serve as ship's delegate. Captain will have sufficient money to put out a draw at sea. \$22.23 in ship's fund. Vote of thanks given to steward and his department for a job well done. The steward extended a vote of thanks to the men on the 4 to 8 watch for cleaning messroom while on duty. Crew suggests that something be done about the steepness of the gangway.

SEAMAR (Calmar), Oct. 23—Chairman, T. Drzewicki; Secretary, W. J. Geary. William E. Smith was elected as ship's delegate. \$6.34 in ship's fund. No beefs reported by department delegates. Motion to open negotiations for increase in wages and overtime, and a 20-year retirement plan at any age.

ALCOA MARKETER (Alcoa), Nov. 11—Chairman, Ira (Butterbean) Griggers; Secretary, Wilson Davis. All repairs being taken care of. Ship went in shipyard for second time. Vote of thanks to the steward department for a job well done.

OVERSEAS REBECCA (Maritime Overseas), Nov. 20—Chairman, J. Fitzgerald; Secretary, P. J. Franco. No beefs reported by department delegates. Suggestion made to see food

representative about the shortage of fresh fruit and other items. Vote of thanks to the chief cook, night cook & baker and crew messman.

MADAKET (Waterman), Nov. 30—Chairman, Leon M. Kyser; Secretary, Albert G. Espenada. Ship's delegate reported that everything is running smoothly. Some disputed OT in deck and engine departments. \$12.50 in ship's fund. Vote of thanks extended to entire steward department for job well done.

HERCULES VICTORY (Marine Managers), Nov. 16—Chairman, John S. Hausser; Secretary, L. Schmidt. \$8.50 in ship's fund. L. Schmidt was elected to serve as ship's delegate. No beefs reported by department delegates. All

DIGEST of SIU SHIP MEETINGS

hands requested to take it easy on the water due to shortage. Vote of thanks extended to all hands for a job well done when the ship was disabled.

STEEL RECORDER (Isthmian), Nov. 19—Chairman, W. Davis; Secretary, Robert Brain. Discussion about poor medical attention. Motion made that the ship's delegate see patrolman about the incident that happened in Saigon.

JEFFERSON CITY VICTORY (Victory Carriers), Nov. 17—Chairman, John Prontek; Secretary, William Nests. Ship's delegate reported that everything is running smoothly on this ship. Suggestion made to start a ship's fund, with each member to donate 50 cents. Vote of thanks to steward department.

PENN TRANSPORTER (Penn Shipping), Nov. 3—Chairman, V. C. Smith; Secretary, Leo Waits. John C. Hunt was elected to serve as ship's delegate. Crew requested to return cups to the pantry. No beefs reported by department delegates.

SEATRAN LOUISIANA (Seatrain), Nov. 20—Chairman, James M. Glenn, Jr.; Secretary, Herbert C. Justice. Joe B. Block was elected to serve as ship's delegate. No beefs reported by department delegates. All members requested to be quiet in passageways day and night, and to help keep laundry room clean.

SEATRAN NEW YORK (Seatrain), Nov. 19—Chairman, E. Jimenez; Secretary, P. Reyes. Some disputed OT in deck and engine departments to be taken up with patrolman. A. Carmez, ship's delegate, resigned and E. Jimenez was elected to serve in

his place. All members aboard would like to hear more about the retirement plan. Crew votes in favor of 20 years' membership and 12-year seetime as qualifications.

MONARCH OF THE SEAS (Waterman), Nov. 17—Chairman, Brown Huszari; Secretary, Paul Arthofer. No beefs reported by department delegates. Motion made to have 20 years in SIU or 15 years seetime on SIU-contracted ships for retirement, regardless of disability or age. Lengthy discussion on retirement plan. Vote of thanks to steward department for good chow.

IBERVILLE (Waterman), Nov. 16—Chairman, R. E. Gannon; Secretary, H. Carmichael. \$19.18 in ship's fund. Prince Baker was elected to serve as ship's delegate. Request made that the chief officer contact agent in Inchon about launch service. All hands requested to cooperate in keeping messhall and pantry clean.

ANTON BRUUN (Alpine), Nov. 21—Chairman, Al Prjejan; Secretary, Jack Dolan. \$10 in ship's fund. Some disputed OT in deck department to be taken up in New York. Crew requests arrangement on charging for slopchest instead of having to pay cash, as some men do not have the money.

POTOMAC (Empire Transport), Nov. 21—Chairman, Pedro Arteaga; Secretary, Guy Divilio. \$7 in ship's fund. No beefs reported by department delegates. Joe Arcea was elected to serve as ship's delegate. It was suggested that the hot water situation for coffee on night watches should be checked.

COE VICTORY (Victory Carriers), Nov. 19—Chairman, A. Pickur; Secretary, R. E. Ferebee. \$36 in ship's fund. Suggestion was made that the crew cooperate with gangway watch in keeping unauthorized shore personnel out of crew's quarters. Everyone asked to help keep pantry neat and clean. No beefs reported by department delegates.

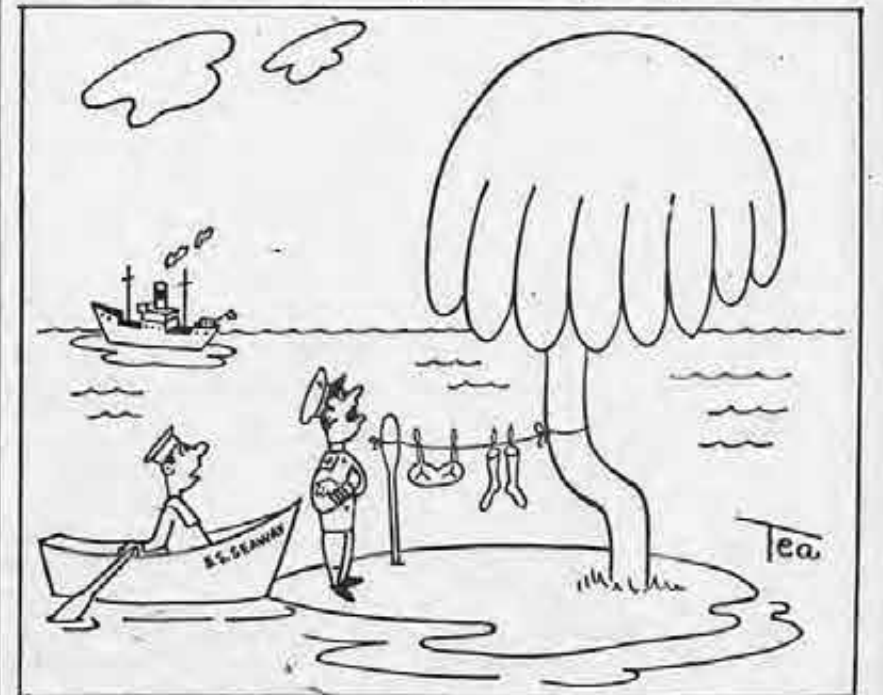
SEATRAN NEW JERSEY (Seatrain Lines), Nov. 24—Chairman, L. H. Chapman; Secretary, James M. Nelson. \$22.23 in ship's fund. Ship's delegate to request clarification on retirement fund as it is not too clear to some members.

RAPHAEL SEMMES (Sea-Land), Nov. 24—Chairman, Roy McCouca; Secretary, Edward B. Biss. Ship's delegate reported that the gangway is unsafe in Houston. \$15.08 in ship's fund. No beefs reported. Peter Serano was elected to serve as new ship's delegate. Messmen requested to carry garbage aft.

PUERTO RICO (Motorships Inc.), Nov. 21—Chairman, John Farrand; Secretary, Abraham Aragonas. Ship's delegate reported everything running smoothly. Motion to have negotiating committee press for a standard wage increase for all ratings. Vote of thanks extended to the steward department for the good food served on board.

'Sea-Views'

—By Joseph L. Tremblay



"All right, you two—we know you're up there . . ."

News Tale Recalls Pensioner's Long Ago Scrape With U-Boat

In the March 18, 1918 edition of a long-defunct Philadelphia newspaper called the "North American," there appears the picture of a young man by the name of John Cook, who was 21 years of age at the time.

Underneath the picture, the caption reads: "John Cook, a former North American employee, has just returned from Europe. He was a member of the crew of the tanker Santa Maria which was sunk off the coast of Ireland by a Hun torpedo."

That youth, John Cook, was at SIU headquarters recently to pick up his first \$150 monthly SIU pension check. He is now 65, and the chances are remote that he will ever again be torpedoed by a German U-boat.

Cook let out a little chuckle when he looked at the 1918 edition of the paper during his visit to the hall. The 21-year-old Cook is pictured standing boldly with his arms crossed in front of his chest, in one of those "you want to make something of it" poses.



Cook

Accompanying the picture is an extensive text which reveals that "when Cook was 19 he carried copy for the North American." After several months on the job, Cook became afflicted with what the paper termed "war fever" and "chucked his job" to take off for Europe where the action was hottest.

Seamen Were Scarce

"It was about this time that the Hung (a term used then to refer to the Germans—Ed.) were sinking ships indiscriminately," the article continues, "and seamen were hard to get. Cook, though a mere boy and totally inexperienced, had little difficulty shipping as a mess boy aboard the tanker Santa Maria."

According to the article, Cook crossed and recrossed the ocean many times on the Santa Maria, and when he got back to the States he always paid a visit to the newspaper and regaled the staff with thrilling stories of escapes from submarines and "near battles with German pirates."

Cook's enthusiasm about his war escapades rubbed off on some of the other boys who "carried copy" at the North American and four

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

enlisted in the Army and two in the Navy.

Late in February, 1918, a bulletin was received in the North American's office saying that the Santa Maria had been torpedoed off the Irish coast. This prompted one of Cook's successors as "copy carrier" to remark, "well, John's got his excitement at last."

Days and weeks followed and there was no word about Cook's fate. The Santa Maria was one of many ships sunk, and John Cook, the mess boy, was one of many members of the crew.

After a prolonged period of waiting for news, his mother and acquaintances feared that the lad had met his end, and his mother went into mourning.

Then, suddenly, John Cook came home very much alive.

Even today, the details of the incident that occurred nearly 46 years ago are not remote to Cook. He remembers how the Santa Maria trembled and began to disintegrate when the torpedo hit, and what his thoughts were when the vessel started to sink.

"I remember my surprise when there was no explosion or fire after we were hit," Cook said, as he traced over the events of the day. "The Santa Maria just started to sink and that's all there was to it."

"I can never forget the day," Cook continued; "it was February 25 and I remember that there was a hell of a storm. We were being convoyed with three other ships through the danger zone. During the storm the Santa Maria became separated from the convoy.

"That torpedo interrupted a real good meal. I think I was right in the middle of my soup when that thing struck the bow.

With little commotion, the crew hastened to the deck and stood by until the vessel commander gave orders to abandon ship. "We lowered two lifeboats," Cook recalled.

"The lifeboats were full and we started to row away from the Santa Maria, but there still were some crewmembers standing on deck. Fortunately for them, a British trawler came alongside and the remaining crewmembers were able to leap aboard the British ship.

"But I and the other fellows were still in the lifeboat and we just kept on rowing until we were a safe distance from the Santa Maria," Cook continued. "Then we stopped rowing and watched our sinking ship settle in the water. It went down bow first, and the last thing we saw was the flag."

Cook and the other men in the lifeboats were, in due time, picked up by the British trawler and deposited in Ireland. "Believe me," Cook exclaimed, "when we got hit by that torpedo I never thought I'd live long enough to pick up a pension."

Cook took another look at the 1918 newspaper and remarked: "You know, I didn't save this because I like to read my press clippings. This paper is the only proof I have that I was on the Santa Maria, and it serves as pretty convincing discharge papers."

cost. Vote of thanks extended to the steward department for good food and service.

TMARA GUILDEN (Transport Commercial), Nov. 22—Chairman, Harry Galphin; Secretary, J. Longfellow. Harry Galphin was elected to serve as ship's delegate. \$12.80 in ship's fund. Crewmembers asked to donate \$1 toward fund. No beefs reported by department delegates.

STEEL EXECUTIVE (Isthmian), Nov. 24—Chairman, C. Lawson; Secretary, Bill Stark. Ship's delegate reported the trip has been very good with no beefs or problems. \$22.20 in ship's fund. Problem of rusty water to be turned in to patrolman. Request that Union find out why mail was not forwarded to port of arrival after 17 days' time. Vote of thanks to ship's delegate. Still have problem of roaches in fore'sles.

DIGEST of SIU SHIP MEETINGS

MORNING LIGHT (Waterman), Nov. 18—Chairman, James Bullock; Secretary, Eddie Brinn. No beefs reported by department delegates. W. Beasley was elected to serve as ship's delegate. Everything okay.

ELIZABETHPORT (Sea-Land), Nov. 17—Chairman, M. Cross; Secretary, W. W. Bickford. Ship's delegate reported everything running smoothly. \$18 in ship's fund. Motion made to have ship's delegate see captain about issuing summary of earnings prior to payoff. Motion made to have locks on doors repaired in messhall and pantry, and to have steam lines insulated in 12 to 4 fore'sle. Deck to be repaired in deck department forward head.

NORBERTO CAPAY (Liberty Navigation), November 16—Chairman, J. Johns; Secretary, Cliff Kleyner. Lack of hot water and restriction to ship due to a so-called quarantine to be taken up with patrolman at payoff. Some disputed OT in engine department. Crewmembers requested to keep messhall clean.

GATEWAY CITY (Sea-Land), Nov. 17—Chairman, J. Soto; Secretary, S. M. Simos. Motion made that officers of the SIU and Welfare Department look into the matter of having members with 20 years in the Union and 12 years seafaring eligible to retire. Motion made to get time-off clause in this fleet like the Seafarers have. Motion urging wage increase for all hands. Hospitalization plan to be revised in accord with higher

Trio Of 'Warriors' Is Home



Back from a trip aboard the Warrior (Waterman) to Yokohama, Pusan, Inchon and Hawaii, this trio of sturdy Seafarers is pictured in photo taken enroute by shipmate T. T. Kirby. The threesome (l-r) includes Nick De Los Santos, Millard Elliott and chief cook John Tilley. Kirby was a messman on the voyage.

LOG-A-RHYTHM:

For Walter's Birthday

(Ed. note: The following was submitted as a birthday poem for Seafarer Walter — by his sister, who asked that their names be withheld. But happy birthday, Walter, wherever you are!)

For this, your birthday, I would write

A poetic line or two—
I think of, oh, so many things
When my thoughts turn to you.
I think of former times we spent;
At home when we were small;
I see a brother growing up
From youth to manhood tall.

I visualize you tracking deer
In Northland's beauty white,
Your hunting rifle in your hand—
So keen your ears and sight!
How lovely all the forest seemed
To your enchanted eyes—

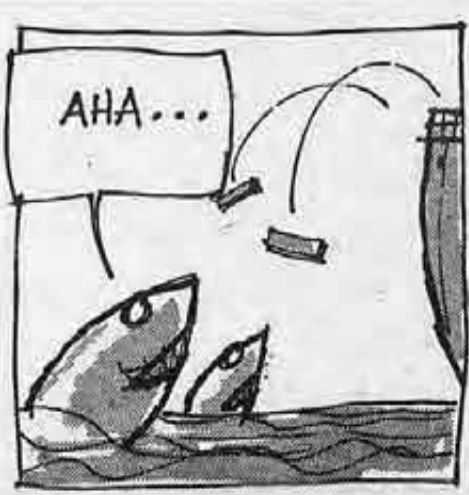
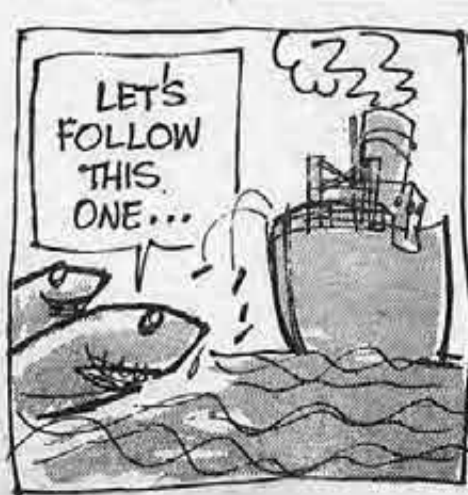
How glad your heart when home
you brought
Your hard-won hunting prize!

The great outdoors you always
loved,
And nature close to you.
What is it, loved one, that you seek
Upon the oceans blue?
Each spring there comes the
wanderlust,
And strongly comes the call,
And feet must roam to come back
home
Again, each lovely fall.

What is this longing in your heart?
What are you searching for?
What are you seeking, brother,
dear,
From shore to distant shore?
Has restless heart grown peaceful
there
Upon the boundless sea—
When waves are still and all
around
In God's infinity?

Or is the answer mystery still,
And must you search some more
Out there upon the sounding deep
Where angry billows roar?
We all must look for peace of
mind,
On this, our troubled sphere,
And fortunate are those who find
Their goal while traveling here!

Our dear ones are so close to
heart,
Wherever they may be!
A sister's love is always there
On land or on the sea.
You know that all your loved ones
wait
When homeward way you wend,
And journey's o'er, you rest at
shore—
Will that be rainbow's end?



Schedule Of SIU Meetings

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

- | | | | | | |
|--------------|-------|-------------|-------------|-------|-------------|
| New York | | February 3 | Detroit | | February 7 |
| Philadelphia | | February 4 | Houston | | February 10 |
| Baltimore | | February 5 | New Orleans | | February 12 |
| Mobile | | February 12 | | | |

West Coast SIU Meetings

SIU headquarters has issued the following schedule through June, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

- | | | |
|-------------------|----------------------|----------------|
| Wilmington | San Francisco | Seattle |
| February 17 | February 19 | February 21 |
| March 16 | March 18 | March 20 |
| April 20 | April 22 | April 24 |
| May 18 | May 20 | May 22 |
| June 15 | June 17 | June 19 |

Know Your Rights

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

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall 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.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Max Harrison, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

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

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

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

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

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

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

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

PANAMA & THE RUNAWAY SHIPS

(Continued from Page 3)

of cargo lift it needs and has come to count on from the runaway fleet.

The situation in Panama is especially ominous since the Panama Canal serves as a vital link for all world trade. Any disruption of service on the Canal, owing to sabotage of the locks by Communists or Nationalists, or to indecision over operating priorities, would cause serious trouble to nations which rely on the Canal to speed the transport of their goods. The longer route and subsequently longer voyages required without use of the Canal would also cause prices on many commodities in the US to skyrocket.

Due to a cease-fire that was agreed upon by officials of both countries, the situation in the Canal Zone is relatively stable now. However, if amicable relations are to continue between Panama and the US, some concessions may have to be made by the US regarding the Canal and the Canal Zone.

The Canal is currently operated on a self-sustaining basis by a corporate entity of the United States Government, known as the Panama Canal Company. An official of the company was quoted as saying that any increase in the annual payment to the Republic of Panama "would result in a toll increase" if the funds are required to come from the company.

The Panama Canal Company, as the agent of a sovereign country, can bar the passage of any ship it desires on the grounds of national security. In time of war the United States has not permitted passage to belligerent ships and Canal officials have said that any vessel of Cuban registry would get "a pretty

thorough scrutiny" before it was allowed in the Canal.

There is at the present time considerable speculation anyway that present canal facilities are inadequate to handle many ships and the volume of traffic that can be expected in the future.

The increasing number of passages and the larger average size of vessels is already strangling the limited capacity of the present canal. Experts say that in order for future traffic to be handled, a new sea-level canal with a more elastic capacity must be built. In order for ships to pass through the Panama Canal now, they must be raised 85 feet by a series of locks and then lowered again. This accounts for the half-day or so it

takes a ship to travel the waterway between the Atlantic and the Pacific.

It is generally understood that the present canal could not be operated profitably by anyone in competition with a sea-level passage, which has been recommended at various locations not only in Panama, but also in Nicaragua, Mexico and Colombia.

If the present difficulties with Panama, or other considerations, suggest a sea-level route somewhere besides Panama, the US may still be in trouble. The question of the runaway fleet under Panamanian registry will still be a ticklish issue at a time when such images of "colonialism" and "yankee imperialism" are frowned upon.

PERSONALS and NOTICES

Peter Sarchio

Contact Malcolm B. Rosow, of the firm of Standard, Weisberg & Harolds, attorneys, as soon as possible, in reference to your case.

~ ~ ~

Vernon G. White

Richard McConnell

Checks are being held for you by B. Needham, 1543 N. Avalon Boulevard, Wilmington, Calif.

~ ~ ~

Lacy Ray McAdams

Contact your sister, Mrs. Clyde Humphrey, 305 West 36th Street, North Little Rock, Ark.

~ ~ ~

Richard Haskin

You are asked to get in touch with your mother, Box 335, Ormond Beach, Fla.

~ ~ ~

Frank D. Wall

Contact Mrs. S. Problems as she is concerned about your long absence. Write 107 Jenkins St., Houston 3, Texas, or call WA 1-0185.

~ ~ ~

John M. Nieznajski

Mrs. Clara (Mickey) Harris, your ex-wife, says she would like to hear from you right away with information telling where she can get a copy of the divorce papers. Write her at Hotel Albany, 187 Third St., Room 209, San Francisco 3, Calif.

~ ~ ~

Ove Helmer Jensen

Get in touch with Lauritzen, Inc., 90 Broad Street, New York, NY.

~ ~ ~

Chicago Mail

The following men are advised that various items of mail are being held for them at the SIU hall in Chicago, and that they can be obtained by sending proper identification and a forwarding address to 9383 Ewing Ave., South Chicago, Ill.:

Leonard Brown, R. C. Becraft, John Cabey, R. J. Carlson, Jerry Christian, Chester Christiansen, Donald Evanson, J. T. Farnan,

John Garn, Clare G. Haley, John Kennedy, Lloyd W. Kaizer, Carl E. Nelson, Carl New, Leonard J. Olbrantz, Edward Peltoniemi, John Poviach, Joe Spak, Leon Striler, Ralph Swierczynski, Ernest L. Traweck.

~ ~ ~

Marian Lubjowski

Your daughter, Mrs. Paula Raccio, 181 Monroe Street, Franklin Square, New York, would like to hear from you as soon as possible.

~ ~ ~

Pablo Pacheco

Your bankbook is being held at the 3rd deck counter, SIU headquarters.

~ ~ ~

Money Due

The following men have monies coming from various companies and should contact the 3rd deck counter, SIU headquarters, for details:

Virgil Brunelli, R. H. Bunce Jr., J. D. Crowe, James Cloughessy, Ernest Gilbo, S. Goumas, J. E. Kyller, J. F. Lae, S. Mylonopoulos, A. D. Nash, W. W. Newson, P. Pringi, William Pittman, O. R. Rodriguez, James Rutherford, D. L. Redmond, P. J. Santoro, G. E. Shuford, J. J. Swykert, Robert Stanley, C. H. Travis, A. Urheim, Henry C. Willingham.

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TAMPA.....312 Harrison St.
Jeff Gillette, Agent, 229-2769
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Frank Boyne, Agent, Terminal 4-2520

Soviet Fleet Still Growing

LONDON — Russia will have enough ships to transport all her foreign trade cargo by 1966, according to Y. V. Savinkov, deputy minister for the merchant marine. He disclosed that Soviet ships last year called at some 500 ports in 67 countries.

Apart from its own shipbuilding industry, the Soviet Union is making extensive purchases of ships abroad and the countries mentioned by Savinkov as supplying these vessels are Poland, East Germany, Hungary, Bulgaria, Yugoslavia, Rumania, Finland, Japan and Italy.

He added that 70 percent of the Soviet liners, traders and fishing vessels in service during 1963 had been built during the previous decade, so that Russia has the "youngest and most modern merchant navy in the world."

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

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Dear Sir

I am writing this letter to express our thanks and good wishes to the crew of the Rio Grande who gave us clothing, food and their beds while we were aboard. To us they were like angels from heaven, each and every one.

Thanking you once
again,

Mr. and Mrs. Jack Donn
Survivors of S.S. LAKONIA

IN THE TRADITION OF THE SEA

TRIBUTE TO SEAFARERS

The story of the SS Lakonia disaster is now indelibly fixed in the minds of the 900 passengers and crewmen who survived the burning of the Greek liner in the waters of the Atlantic just one month ago. When the hapless vessel burned and had to be abandoned last December 23 in mid-ocean, ships of all nations converged on the disaster scene to render assistance.

One such vessel was the SIU-manned Rio Grande, returning home from India, which managed to pick up nearly 80 of the survivors and bring them safely ashore to the Madeira Islands. More than 125 persons were lost in the Lakonia disaster, as well as the ship itself.

Here, in a simple letter written to the SIU from their home in England, Mr. and Mrs. Jack Donn, two of the survivors, express gratitude for their good fortune in being safely at home once again.



Back in home port of New York, SIU-manned freighter Rio Grande was one of several ships which responded to mercy call when Lakonia was burning in mid-Atlantic.



Oiler Leopold Renta (right) describes epic voyage to new arrival on ship, Kenneth Roach, AB.



Luis Martinez manned the wheel during rescue.



Julio Evans (left) and ship's delegate Paul Magro (right), two of the men in the Rio Grande's lifeboat crew, tell SIU rep. Fred Stewart about the rescue. Magro and others also went into the water to assist survivors.