



Easy Does It. SIU Blood Bank in Philadelphia gets off to good start as first donor group waits its turn at Red Cross center. On standby (l-r) are Seafarers Y. L. Somani, S. Conigliero, E. Cabral, P. Laurer and J. Flood. That's G. Hansen on the table (rear). Man in front is not identified.



In, Out Again. Seafarers on Orlon Star discuss trip during ship's payoff at New York before it headed out on year's Far East run. With SIU patrolman E. B. McAuley (standing, l-r) are J. Peterson, Bo Carlson, T. Riley. At table in foreground, patrolman H. Brower checks E. Olsen's dues.

First In RRs. SIU railroad marine tugmen James E. Spady and Phillip E. Reilly (center) receive first union pensions ever paid in railroad field from SIU welfare rep. Tom Gould (left) and Railroad Marine Region director G. P. McGinty. Third tugman (not shown) also drew pension. (Story on Page 7.)

OPTICAL PLAN EXTENDED TO SIU FAMILIES

—Story On Page 3

Wheat Exports Spark Shipping

—Story On Page 2

MTD Unions Protest Shutdown Threat At NY's Army Terminal

—Story On Page 3



THE SIU 1938-1961

SEE PAGE 2

TEN YEARS SINCE
BEAVER STREET

SEE CENTERFOLD



SIU Celebrates 23rd Year

The SIU passed another milestone this month, commemorating 23 years of progress as part of the maritime labor movement. Both the district and the SIU of North America, born two weeks apart, were founded in 1938.

It was on November 1 of '38 that the late Harry Lundberg, secretary of the Sailors Union of the Pacific and founding president of the SIUNA, issued two charters establishing separate Atlantic and Gulf Districts. Merger of the A&G was achieved in 1941, and led to the new district structure adopted by Seafarers in May, 1960.

The SIU has steadily expanded down through the years, achieving top wages, conditions and benefits while improving job opportunities through organizing in the different areas of its jurisdiction.

From its early days, the SIUNA has paralleled this growth. Since October 14, 1938, when Lundberg secured an international union charter from the AFL convention in Houston, the international has grown to an organization of more than 80,000 members on all US coasts, Canada and the Caribbean, representing seamen, fishermen and allied marine craft workers.

In its first years, the SIU was involved in tough fights to organize, establish the Union hiring hall and defeat Communist attempts to dominate the American waterfront. When World War II came, it was strong enough to help man the thousands of ships that moved the raw materials of war and protect the economic welfare of its members. By the end of hostilities, more than 1,200 Seafarers had lost their lives.

Major organizing campaigns, a continuing building program and pioneering the forerunners of today's important welfare and vacation benefits marked the SIU years since 1945. Efforts to stabilize a declining industry through "50-50" shipping legislation keynoted the

post-war period, which has been dominated for the past ten years by the runaway-flag issue.

By organizing and gaining legal precedents, the SIU and its affiliates have vigorously led the fight against the tax-dodging, substandard runaways in many areas. The high point of the anti-runaway drive came this summer via a new contract guaranteeing the Union's right to board foreign-flag ships for organizing purposes.

This victory came about through the first joint bargaining talks by maritime unions with the shipowners—which served notice that the unions demand a voice in the future of the industry where their members earn a livelihood.

WEST COAST SAILORS REVIEWS 1938

(Continued from Page Three)

Picket line established in front of government fink hall in Baltimore. * * * Wm. Green appeared before Maritime Commission and stated American Federation of Labor definitely would aid the seamen in their fight against government hiring halls. * * * NMU officials propose patronage of fink halls.

August 12, 1938:

Charter from AFL pays way for One Big Seamen's Union. Lundberg tells membership to face facts and realize that fight against fink halls and scab training ships will be a tough one.

August 19, 1938:

Agreement renewed on steam-

urday when the inbound Columbia and the outbound Yukon met off Jefferson Head in a thick fog about ten a.m.

October 14, 1938:

Racketeers' Front defeated AFL issues international charter to SUP at Houston. Name of new organization: The Seafarers' International Union of North America. Policies of new union defined and program outlined. * * * Defeat anti-labor issues No. 1 in California, No. 317 in Oregon and No. 130 in Washington.

October 21, 1938:

Seafarers' International Union gets going on several fronts. * * * AFL longshoremen win NLRB

Reprint from January '39 issue of SUP's "West Coast Sailors" marks founding of SIUNA on October 14 after issuing of AFL charter at Federation's Houston convention.

Wheat Exports Up, May Spur Shipping

WASHINGTON—American ships should be able to count on a steady flow of surplus wheat cargoes overseas as a result of several big grain orders now in the works. Large aid shipments have already been fixed for India, Poland and several other countries and new orders keep coming in.

Brazilian officials are dickering on a "rush" deal for an interim shipment of 500,000 tons and want to negotiate a five-year wheat supply arrangement calling for a minimum of a million and possibly 1.5 million tons a year. Figured in Liberty shiploads, the million-ton order amounts to 100 trips, half of which is supposed to move out under "50-50."

A short wheat crop in Turkey has created a need for another

300,000 to 400,000 tons of bread grains for that country. This is on top of the 700,000 already ordered and being shipped over the next several months. Other smaller consignments are slated for Indonesia and Pakistan, among others. The Pakistan order carries a fixed minimum for a four-year period.

In all, wheat seems to be "king" as far as US shipping is concerned—including a large number of tankers. With a light demand for oil so far this fall and no real signs of winter on the east coast, a lot of tankers are keeping busy hauling bulk wheat cargoes wherever a charter turns up. Some of the tankships, especially some of the really big jobs, can outhaul four to five Libertys at one clip.

Emergency needs for bread rations in many hard-pressed parts of the world where expected bumper wheat crops have failed or where returns were overestimated are also beefing up Liberty ship sale prices. Libertys are doing better than they have in quite some time because of the heavy run of grain charters.

AFL-CIO To Meet Dec. 7

WASHINGTON—The AFL-CIO will hold its fourth biennial convention in Miami Beach next month, with delegates from 133 national and international unions attending. President Kennedy is expected to address the convention, possibly on opening day, December 7.

SIUNA officers will participate in the AFL-CIO meetings and in the Maritime Trades Department sessions scheduled in advance of the Federation convention.

The formal convention call issued by the AFL-CIO places heavy emphasis on the two basic problems facing the country and the labor movement—persistent unemployment and the Soviet Union's threats to peace—which "cast a shadow over the record of solid achievement" during the two years since the last convention.

The Federation sessions will mark the sixth anniversary of the AFL-CIO merger in 1955 as well as the 50th anniversary of the organization of the labor press. Awards to a number of trade union publications will be made by the International Labor Press Association, including a citation for the SEAFARERS LOG. The LOG has won more than 20 such awards since the ILPA presentations began in 1947.



Smiling happily, Seafarer Eric Joseph draws congratulations from two Immigration Department aides after he was awarded US citizenship in NY Federal Courthouse ceremony.

Joseph Is In—A Citizen Now

Hurdling a tangled series of legal roadblocks that took 15 years to clear, Seafarer Eric Joseph officially became a citizen of the United States in ceremonies at New York's Federal Courthouse on November 13. He expressed warm thanks for the SIU assistance that helped him several times along the way.

A well-known member of the SIU, Joseph joined the Union in June of 1947. In 1951, he was in the news for making a sacrifice which restored the failing sight of another Seafarer he had never met before.

At that time, Joseph donated the cornea of his permanently-damaged right eye to Seafarer Phillip Pron. The two had met for the first time at the Staten Island US Public Health Service hospital where both were being examined for eye injuries.

Pron's sight loss had been caused when he was struck over the left eye by an icebox door

aboard ship and Joseph's was a carryover from his career as a boxer.

The pair were hospitalized in the same room and, after discussing their injuries, Joseph offered Pron the use of his own eye inasmuch as doctors had already informed him that nothing could be done to save it.

Priceless Gift

When the delicate transplant operation was declared a complete success, Pron said he would never be able to give proper thanks for the priceless gift of sight he'd received. "It's just wonderful that he can see again," Joseph added. "I'm glad I've been able to help him."

After a vacation trip on his own to Russia in 1959, Joseph made the headlines again when his account of conditions in the Soviet were extensively reported in the SEAFARERS LOG and in the daily press.

All these years, however, he has only wanted one thing for himself: American citizenship. A native of India and an English citizen, Jo-

seph found himself wrapped up in official red tape and quota systems each time he tried to unravel the paper work.

The way was cleared this year and a few days ago he stood with 200 other new citizens to take the formal oath of allegiance to the US. He summed up his 15-year-wait as he left the courthouse: "This is the happiest day of my life."

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SEAFARERS LOG

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Puerto Rico SIU Okays Contract



Members of the SIU Puerto Rico Division voted recently at meeting in San Juan to ratify new contract covering city workers. Dona Felissa Rincon de Gautier, mayoress of San Juan, is shown above addressing union meeting.

SIU Optical Plan To Cover Family

Continuing the expansion of benefits provided for Seafarers and their families, the SIU has won complete optical coverage for all SIU dependents starting immediately. Benefits for dependents are the same as those established for Seafarers in 1958 and provide free

optical examinations and eyeglasses once every two years.

One of the most widely used SIU Welfare Plan benefits, the eyeglass program has amply demonstrated its value during three and a half years of operation. More than 5,000 free pairs of eyeglasses have been provided for Seafarers through optical facilities in nine SIU ports. The value of the program has

now been greatly enhanced by offering this same free service to the wives, children and dependent parents of Seafarers in the nine ports where optical centers are in operation. In addition, complete eye check-ups are available through the separate network of SIU medical centers.

Under the terms of the benefit, Seafarers and their eligible dependents are entitled to one pair

of eye glasses every two years except in cases requiring glasses more frequently due to special medical reasons. The plan will provide either regular or bi-focal lenses, whichever is needed.

Basic Seafarers Requirement

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

Appointments for the eye examinations to determine whether glasses are necessary can be made through the Union halls in the nine ports where the plan is in operation.

These ports are: New York, New Orleans, Mobile, Baltimore, Houston, Philadelphia, San Francisco, Boston and Chicago.

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

Baggage Room Closed At Hq.

Accumulation of a large amount of unclaimed baggage which is tying up needed building space has led to the closing of the baggage room at SIU headquarters. Seafarers' baggage now on hand will shortly be returned by Railway Express to the forwarding addresses tagged on the bags and packages at the time they were left in New York. Effective immediately, baggage is no longer being accepted for storage.

MTD Unions Fight Threat To Scuttle NY Army Base

Spearheaded by a large delegation from the Maritime Port Council of Greater New York, waterfront labor, business and civic groups rallied at a special public hearing to strongly protest the rumored shutdown of the huge Brooklyn Army Terminal.

The November 1 Department of Defense hearing followed last month's meeting of the Port Council where intensive efforts to keep the terminal in operation were authorized.

A major portion of the New York-New Jersey Congressional delegation was present to voice

support for the fight to save the terminal. The hearing at the Army base was arranged by a committee of NY area Congressmen headed by Brooklyn's Rep. Emanuel Celler.

Using facts and figures, speaker after speaker echoed strong determination to resist any curtailment or closing of the key installation. The Brooklyn terminal is the world's largest Army shipping facility and is a major base for the Military Sea Transportation Service.

Port Council speakers, including SIU representatives, longshoremen and teamsters, vowed no let-up in the effort to keep the base open. Other port leaders, such as Austin J. Tobin, director of the NY Port Authority, warned that the disintegration of New York as a military base would start the day the Brooklyn terminal closes. He cited the problem of cargoes already being diverted from the NY area in favor of other areas.

A plan to close or curtail the 100-acre terminal has had wide

circulation lately, although Defense spokesmen say nothing firm has been decided yet. The shutdown rumors have some other Atlantic port as the likely replacement base if the Brooklyn facility closes.

5,000 Workers Involved

Any change in status would affect some 5,000 port workers, including 750 longshoremen, and would have a damaging effect on trucking, rails, harbor craft plus plants and shops. It would not reduce jobs aboard ship but would mean that Seafarers who prefer to ship out of New York might have to go to other ports if vessels which currently use the Brooklyn base were diverted.

The Port Council earlier protested the rumored closing directly to President Kennedy and top Defense Department officials in Washington.

The future of the base apparently hinges on decisions now being weighed with regard to 60 different US military installations in various areas.

Tannehill Dies In N'Orleans Auto Accident

NEW ORLEANS—Well known to Seafarers up and down the coast, veteran SIU patrolman Charles M. "Whitey" Tannehill died at Foundation Hospital here on November 2 due to injuries in a highway auto accident. He was 47 years old.

A solid Union man from the time he joined the SIU in June of 1943, Tannehill had been an SIU representative in various ports since 1948. He was one of the early organizers in the Isthmian drive and also in the Cities Service campaign later on.

First elected to SIU office in 1948 as Boston joint patrolman, he followed this by election as joint patrolman for Galveston in 1950-'51. For the past eight years, he held the post of New Orleans patrolman, working in various capacities in the port. He had also been acting Houston port agent for a time.

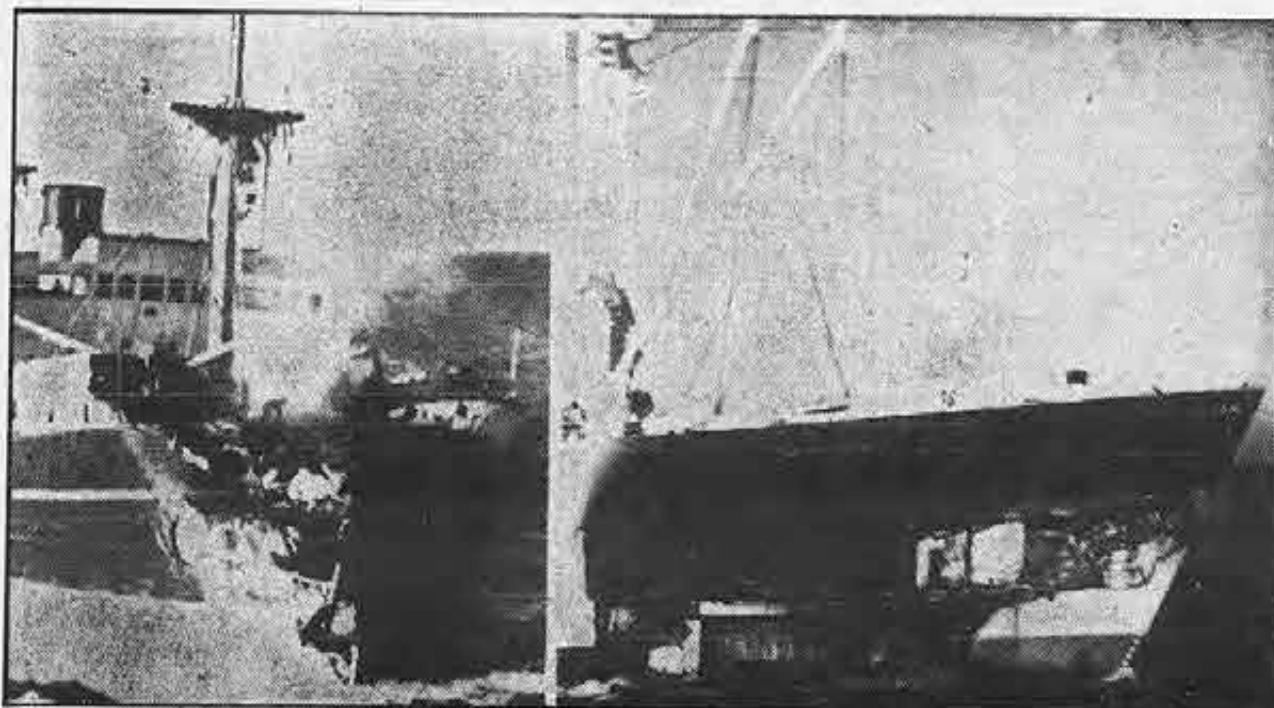
Strike-clear in all SIU beefs, he had shipped in various ratings in the deck department. He was also a veteran of the Army from 1930-38.

Surviving is his widow, Mrs. Thais Norris Tannehill, and their two children. A large turnout of Seafarers and SIU port officials attended final services here early this month.



Tannehill

Bow To Bow Hit Takes Toll



Split view shows bow damage to both ships in recent collision off the California coast. Damage to New Zealand freighter Waitemata (left) included 15-foot gash in the bow. The hole in the Norwegian Hoegh Cape ran 80 feet long and 20 wide causing some flooding. Despite fires, both made it to Frisco on their own power.

Runaways Free To Come And Go, Liberia Admits

WASHINGTON—Liberian president William V. S. Tubman has conceded there is nothing his country can do to stop American shipowners from quitting Liberian registry in favor of another flag. Tubman thus tore another big wide hole in the so-called "effective control" principle.

US defense planners have repeatedly stressed that "effective control" of American-owned runaway shipping amounted to an assurance that such tonnage would always be available to the US. However, as long as Liberia has no way of holding on to the ships and they seldom if ever call there any-

way, the US argument falls on its face.

The availability of American runaway vessels to implement US policy has been tested before and failed, observers pointed out. This was the case in the headlines not too long ago when runaway owners refused to honor a ban on carrying Soviet oil to Cuba. The ships just hauled down one flag, ran up another and then grabbed the available charters by flashing a new set of ship's papers.

Withdrawals from Liberian registry arise from pressure by the SIU and other US unions in seeking to organize runaway shipping. Owners have countered union tactics by seeking haven elsewhere under another flag.

Tubman did point out, during a visit here, that the loss of revenue from runaway registrations would hurt his country's economy. Liberia has been operating a worldwide "mail order business" in providing vessel registrations under its flag for a small fee. It has maintained a resident commissioner in New York to expedite these transactions in the past.

MA Sets Charges

In separate action, meanwhile, the Maritime Administration here has decided to establish a variety of user charges for services it provides to vessel operators. The fees are intended to reimburse the Government for the costs of providing the services. Effective immediately, ship transfer documents will cost up to \$125 for vessels of 3,000 gross tons and over. The size of the fee is not considered likely to discourage any prospective customers.

THE PACIFIC COAST SEAFARER



WC Container Pact Set; Offshore Talks Continue

SAN FRANCISCO—A tentative agreement dealing with the problem of quick turnaround and special containerized ships has been reached by the SIU Pacific District and West Coast shipowners. The Sailors Union of the Pacific headquarters meeting has already approved the proposal.

Other SUP ports and members of the Marine Cooks and Stewards and the Marine Firemen's Union are now voting on acceptance of the package.

In addition, the Pacific District Negotiating Committee reports substantial progress on the basic offshore agreement covering all three departments on vessels operated by member companies of the Pacific Maritime Association.

Intensified separate bargaining talks are now being held by each of the three unions with PMA on the contract sections covering working rules and conditions for each department.

Due to the long-standing problems created by the two fast turnaround ships, Matson's Hawaiian Fisherman and Hawaiian Citizen, the unions insisted that this subject be the first order of business. The Committee said the proposed contract is expected to alleviate some of the hardships on manning vessels of this type.

The pattern provides four extra days' wages payable at a supplemental wage rate for each 30 days of employment plus pro-rating for additional time worked. The extra

Matthews Better After Operation

SAN FRANCISCO—Sam Matthews, MFOU member who was paralyzed as a result of injuries he received in 1959, is reported coming along better after being listed "critical" following an emergency operation at the USPHS hospital.

A Sam Matthews Fund was set up by shipmates and friends to aid with the expenses of the medical therapy that is designed to help the black gang member walk again. Members of all three Pacific District unions have contributed to the joint effort.

Matthew's paralysis resulted from a mugging attack he suffered while ashore in New York from the President Polk. Therapy treatments are being given at the USPHS facility here.

days can be used for a trip off when sufficient time has been accumulated or will be paid in cash supplemental wage benefits at sign-off time.

The agreement also stabilizes the manning scale for these vessels, sets the terms retroactive to October 1, 1960, and will cover similar vessels in the future. Thus, approval of the agreement would provide all hands with extra wage benefits covering all seetime back to last year.

In Pacific Ports

SAN FRANCISCO—All four Matson Line cruiseships will be at sea on Christmas, but the company said everyone, passengers and crew, will have the best of holidays. . . . SUP will hold its traditional Thanksgiving dinner at its HQ restaurant. . . . MFOU reports only three ships laid up waiting to go back on schedule.

SEATTLE—MCS member Edward "Happy" Johns had two songs recorded by a company here. They are being given plenty of distribution. One is called "City of Love". . . . Alaska Steam has tied up six ships, MFOU reports, leaving eight in operation.

NEW YORK—Good MCS shipping is expected. . . . The F. E. Weyerhaeuser steamed in. MFOU said a lot of work is needed on this ship. . . . **NEW ORLEANS**—SUP reports no ships tied up in the area. The Louisiana Sulphur has crewed up.

WILMINGTON-SAN PEDRO—Oregon Bear had rudder damaged and was taken out of service. She was due to crew up after repairs.

PORTLAND—Montana finally sailed late after waiting for some cargo. . . . West Coast Steamship has traded in the Willamette Trader for the Pratt Victory. Renamed the Portland Trader, she was laid up 15 years but now looks like new. Her galley is going all-electric, replacing the original oil range.

Newest SIUNA Affiliate

Voting Over In Trinidad Union

PORT-OF-SPAIN—Now affiliated with the SIU of North America, the 6,000-member Seamen's and Waterfront Workers Trade Union in Trinidad has finalized its union structure by completing elections to fill three full-time union posts.

As a result of all-day membership balloting on October 25, Daniel Reid was elected president-general, George Munroe was returned as secretary-general and Carlton Blanche was chosen assistant secretary-general. Four SWWTU members ran for the office of president-general while six contested for the job as assistant secretary-general. Munroe, the incumbent, was unopposed. Union jobs had previously been part-time, unpaid positions.

The 12-hour secret vote election was by ballot box and began at six in the morning. Polling places were set up in the union hall here and at other locations in Trinidad and on the neighboring island of Tobago.

Sealed ballots from Tobago were flown to union headquarters while those from other branches were brought by car for tallying the same night after balloting ended. A representative from the government's Registrar of Trade Unions Department was invited in to check the count as a matter of routine.

The affiliation of the SWWTU with the SIUNA came about last month at charter presentation ceremonies here.

Under the terms of the affiliation, as set forth in the SIUNA constitution, the SWWTU will function as a completely autonomous union with representation on the executive board of the international. The affiliation assures members full SIU support in their fight to improve conditions on the islands.

The affiliation doubles the Ca-



Rank and file members of the Seamen's and Waterfront Workers Trade Union are pictured during SIUNA charter presentation ceremonies on October 12 at open air meeting outside SWWTU union hall.

ribbean area membership of the SIUNA while safeguarding the common interest of both memberships through joint action on the international level. It is expected to strengthen the fight against runaways by the SIU in the Caribbean, which has long been a haven for cut-rate operators.

The common interests of both unions is highlighted by the fact that both ship and shoreside runaway operators who seek to evade American union wages and working conditions also deprive Caribbean workers of the opportunity to enjoy a fair return from their

labor. Workers in the area are looking forward to new progress which can assure them the dignity, security and contract benefits that accrue from democratic union representation.

MEBA Ups Food Grades In US Lines

Tired of getting the runaround on food beefs, the Marine Engineers Beneficial Association has moved to make sure US Lines enforces the union's feeding program.

With the union pushing all the way, company officials have now instructed masters to make sure the food served aboard their ships meets quality, quantity and preparation standards spelled out in a supplemental MEBA agreement negotiated last month.

The long-simmering food beef with US Lines boiled over when an inferior grade of meat was loaded in New York on the American Reporter in direct violation of the MEBA food program agreement. Company officials worked out the supplemental agreement after strong crew protests.

The MEBA pact is expected to ease problems for unlicensed crewmembers in the US Lines' fleet, which has been cited from time to time as a "poor feeder." Arrangements under the food agreement deal with very specific items on the menu and spell out how often they may or should be served.

Steps to make sure food service doesn't fall below the established standards in the MEBA agreement include instructions to masters to check with their chief stewards on menus, food storage and food preparation. In addition, they have been told to hold frequent inspections—daily, if necessary—of storerooms, galleys and iceboxes.

SIU members have enjoyed top-flight improved feeding since 1954 when the first SIU food plan ended boarding-house, family-style feeding aboard ship. The SIU food program was further improved in 1959 with the establishment of aids to stewards in checking inventory and in providing better meal service and food preparation.



Later reelected as SWWTU secretary-general, George Munroe (above, left) received affiliation charter from SIUNA rep. Jose Perez. At right, addressing meeting is Charles Hanson, labor officer for the US mission to Trinidad. Group including Daniel Reid, new president-general (below, right) looks on during Hanson's remarks at meeting.



Pacific District Shipping

Port	SUP			TOTAL
	9/18 to 10/16	10/1 to 10/31	10/6 to 11/2	
San Francisco	462	240	915	1,617
Seattle	265	125	59	449
Portland	86	124	19	229
Wilmington	325	(no hall)	257	582
New York	57	37	31	125
New Orleans	44	11	11	66
Honolulu	13	15	13	41
San Pedro	(no hall)	173	(no hall)	173
TOTAL	1,252	725	1,305	3,282

Venore Hit By 'Hattie'—Under Tow

BALTIMORE—It's going to be a long, slow ride home to this port for the crew of the Venore (Ore). Hurricane "Hattie" took hold of the SIU-manned vessel about 600 miles east of Bermuda and stopped her dead in the water. No injuries were reported.

Originally enroute to New Orleans from Spain with no cargo, the Venore lost a propeller on November 7. She was taken under tow by the Coast Guard cutter Absecon a day later and, after several false starts and at least one parted line, was pulled into Bermuda.

A commercial tug has since taken over the towing chores and will haul the ship back here. Company officials expected the ship to arrive "around Thanksgiving Day" on November 23. The full crew is remaining aboard, hoping to be home in time for Thanksgiving turkey in port.

'Baked Alaska' Aboard Orion Star



Tommy Thompson, AB, samples "Baked Alaska" whipped up by Orion Star 2nd cook and baker Ralph Boulton while Eddie Atkins, DM (left), looks on. Atkins signed on when ship docked in New York, wants to see what's cooking.

Egypt Shuts Down Private Shipping

CAIRO—The United Arab Republic has taken over the country's entire private merchant fleet by dissolving three companies and setting up a new United Arab Maritime Company. The move adds a fleet of 44 ships to the government's other nationalized properties, including the Suez Canal.

This action, comes on the heels of Syria's walkout from the UAR last month and hints the start of a new trade war with Israel with several possible side-effects on world shipping. UAR President Nasser is expected to use his newly-acquired fleet to compete in the new markets Israel has been cultivating in Africa.

The takeover order included 34 vessels of the Khedivial Line, among them the freighter Cleopatra which was picketed by the SIU in New York last year in protest against UAR mistreatment of American seamen and boycotting of US vessels that had traded with Israel.

Earlier, the first countries to recognize Syria after it broke with the UAR found their merchant ships facing restrictions in Suez. The Turkish liner Batman had to turn back from the canal after being refused service at Port Said. Turkey was one of the first to recognize Syria's independence from the UAR. The restrictions were later lifted.

It was Egypt's seizure of Suez in 1956 that brought on the Suez war just five years ago and produced the closing of the canal to navigation for several months. In turn, this forced all shipping to make the long end-run around Africa and pushed oil prices and tanker charter rates sky-high. Another end-product of the Suez seizure was a rush to build tanker tonnage, in the process producing

a surplus in tonnage all over the world.

A report issued in New York, meanwhile, noted that 70 American-owned ships are now black-listed by the Arab League and thereby barred from access to Suez. No new incidents have been reported lately by SIU ships in the area other than occasional mail service delays.

SIU School 'Perfect' On CG Exams

Seafarers attending the SIU training school's lifeboat classes at headquarters have chalked up an enviable record over the past three years.

Better than 97 percent have passed the Coast Guard test to earn their lifeboat tickets, and it looks like an even better record is in sight. The last four groups, totaling 24 Seafarers, all breezed through the CG exam. Coast Guard men are reportedly very impressed with Seafarers' skill and teamwork in handling the boats during tests.

A friendly rivalry is developing between Seafarers and cadets from the US Merchant Marine Academy at Kings Point. In the November 8 boat test at New York's Battery, all Seafarers won their tickets while a few cadets failed to make it.

Ironically, SIU lifeboat instructors visited the Kings Point rigging loft this summer and came away with some useful tips for the Union training program.

Since the SIU school began early in 1959, 492 Seafarers went through the course at headquarters and all but 14 passed the test. Seafarers go through 30 hours of boat handling and 15 hours of classroom before they take the exam as boat handlers.

Welfare Keeps Up Busy Pace

ALPENA—This key Lakes shipping port last month was a busy center for distributing welfare checks to SIU members and their families eligible for benefits under the Great Lakes Seamen's Welfare Plan.

Within one 24-hour period, checks were delivered to seven SIU families for hospitalization and maternity costs. In addition to SIU families in Alpena, members and their dependents in other Great Lakes ports received a variety of SIU benefits.

A \$4,000 death benefit check went to Mrs. Louis Lamb, widow of SIU member Louis Lamb in Frankfort.

The first IBU member to receive benefits under the Great Lakes plan was William H. McDowell of Buffalo, whose family received a \$150 maternity benefit. The IBU Tug and Dredge Region came under the SIU Welfare and Job Security Program only last month.

In Alpena, Mrs. Larry Woodkowski, whose husband is a watchman on the Consumers Power, received a hospital benefit check.

Mrs. Larry Johnson, wife of a deckhand on the Caulkins, received a maternity benefit for the birth of a son. Mrs. Howard Fisher, whose husband is a wheelman on the E. M. Ford, received a maternity benefit for the birth of a daughter.

In Detroit, Mrs. Lee Briley was one of the many members' wives to collect a \$150 maternity benefit. The Briley's newest baby is daughter Tina.

THE GREAT LAKES SEAFARER



Runaway Rule Tops 1st Standard Pact

DETROIT—Great Lakes SIU members won a significant victory this month when all shipowners signed a contract providing for three major "firsts" on the Lakes. The pact sets up the first standard

freighter contract and establishes uniform working rules and conditions covering Lakes seamen.

A foreign flag operations clause provides Lakes seamen with the first contracted protection against runaway flag vessels.

The companies agreed to participate in a committee with other contracted companies across the nation to develop a program to save the declining Great Lakes merchant marine.

Runaway Clause Set

The foreign flag clause adds Great Lakes companies to the understandings reached in contract talks earlier this year by the SIU on the Atlantic and Gulf Coasts. The SIU won the right to board and organize vessels controlled by its contracted companies which fly foreign flags.

The Lakes Job Security Program was amended to guarantee all SIU members a 15-day leave of absence each season. The contract provides for an \$8 per day crew maintenance and provision payment; restriction of licensed officers do-

ing the work of unlicensed men; holiday clause and other items.

Boland & Cornelius, Reiss, Buckeye and Pioneer were the last companies to sign the agreement which was reached with 15 Great Lakes shipowners.

In achieving the first standard freight contract, the SIU dealt with the Great Lakes Association of Marine Operators, the first organization of its kind in the Lakes.

The group was formed by SIU-contracted companies as a means of coordinating their negotiations with the Union.

During the later part of October, the SIU negotiating team and the Lakes Association stepped up their bargaining talks in Detroit and most companies came to agreement by October 20, with the rest falling in line a week later after SIU members authorized strike action.

Lakes IBU To Hold Vote

DETROIT—The Great Lakes Tug and Dredge Region of the Inland Boatmen's Union will hold elections for regional director and three assistant regional directors in March, 1962.

Gus Wolf, IBU Area Director, and Robert Jones, regional director, noted that the election procedures are fully covered by the union constitution. Nominations for the four posts will be open between December 1 and December 15 of this year.

Nominees must send a written signed statement including their names, residence, union membership identification, the office sought and a statement of their qualifications under the constitution. Letters have been sent to IBU members outlining the nominating and election procedure.

Great Lakes Shipping

October 13, 1961 Through November 10, 1961

Port	DECK	ENGINE	STEWARD	TOTAL
Alpena	27	19	10	56
Buffalo	28	19	11	58
Chicago	31	22	18	71
Cleveland	4	10	6	20
Detroit	120	90	32	242
Duluth	21	9	2	32
Frankfort	27	33	21	81
TOTAL	256	202	100	558

LIBERTE TAKES A 'SHORE' JOB

SEATTLE—Once queen of the French merchant fleet, the 51,839-ton liner *Liberte* has made her final trans-Atlantic run and will take on a new look when the Seattle World's Fair opens here in April.

The *Liberte* will be a floating hotel with a Puget Sound address near the fair site. She is being replaced on the New York-Le Havre passenger service by the brand-new SS *France* in February.

Her future after that is uncertain. The agreement between the French Line and the hotel company that will operate the *Liberte* here prohibits using the ship to compete with other French passenger liners.

The 31-year-old liner, with an estimated scrap value of \$2.5 million, began her career sailing as the Europa of the North German Lloyd Line. She was captured in Bremerhaven and turned over to the French as war reparations in 1946.

Currently outranked in size only by Cunard's two Queens and the SS *United States*, she is smaller than the upcoming luxury ship *France*, her \$80-million-replacement, which is due to go into service this winter. The *France* is a 66,000-tonner.

Hotel officials who plan to use the *Liberte* for the fair say she is in good shape, can accommodate 1,500 guests and also offer a variety of built-in services including a restaurant, nightclub and first-run movie theater. They hope to move her out here from Le Havre by the end of January.





SEAFARERS ROTARY SHIPPING BOARD



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

From October 1 Through October 31, 1961

Deep-sea shipping remained fairly steady in October, dropping off only slightly from September's totals. If the shipping figures remain at the same pace for the remainder of this year, then 1961 will go down as a very good shipping year for Seafarers.

The steady state of shipping in October was also reflected in the ship movement totals (see right) which, in fact, registered an increase over September's total of 525 payoffs, sign-ons and in-transits. New York again led the list, showing a gain of better than 20 ships during the past month. Tampa, which has just reopened as a shipping port, made a good first showing with 15 vessels serviced. All told, the three Gulf ports reported a drop of six ships visited; the West Coast serviced four more ships than before and East Coast ports handled 25 more vessels.

Compared to a year ago, the October figure showed a fair increase in the number of men registered, shipped and remaining on the beach. This means that more jobs are available today for the professional, top seniority seaman.

The decline in the number of men on the beach at the end of Oc-

tober reflects the increased activity of Class A & B seniority men who, after taking summer vacations, are again starting to ship out in steady numbers. If shipping this fall follows the usual year-end pattern, then the upcoming holiday season will witness a heavy turnover in jobs.

The greatest turnover last month took place among Class B men, who are now shipping out at an increased rate, as reflected in the reduced "beach" figure. New York was best for shipping, as 599 men received jobs. New Orleans and Houston ran even as the next best bets and Baltimore followed. These ports also had the most men on the beach at the end of the month.

The deck department again shipped the most men; however, in the overall shipping picture, the steward department showed the smallest loss in jobs filled compared to September. The biggest dip in jobs filled was in the engine department. Seventy-eight less men shipped in the black gang than during September.

Most SIU ports report a fair to good outlook, and are counting on the holidays to provide some extra job activity again.

Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	5	1	8	14
New York	60	16	67	143
Philadelphia ..	7	6	15	28
Baltimore	16	12	23	51
Norfolk	8	5	19	32
Jacksonville ...	1	1	17	19
Tampa	3	0	12	15
Mobile	14	10	5	29
New Orleans ..	16	15	41	72
Houston	12	7	52	71
Wilmington ...	1	1	15	17
San Francisco..	1	2	16	19
Seattle	9	7	6	22
TOTALS	153	83	296	532

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	CLASS A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston	5	5	4	14	0	0	5	5	10	6	4	20	0	1	2	3	0	0	3	3	20	3	3	26	7	16	5	28	0	0	6	6
New York	58	87	26	171	4	24	35	63	53	71	23	147	3	18	27	48	3	20	13	36	147	48	36	231	83	143	48	274	2	21	41	64
Philadelphia ..	7	20	4	31	0	3	4	7	8	16	5	29	1	3	4	8	0	0	1	1	29	8	1	38	14	19	10	43	0	5	6	11
Baltimore	24	58	10	92	1	16	18	35	19	44	9	72	5	7	25	37	4	2	4	10	72	37	10	119	38	70	13	121	1	16	18	45
Norfolk	9	17	1	27	0	15	7	22	6	9	1	16	1	8	2	11	0	1	0	1	16	11	1	28	11	23	2	36	1	14	12	27
Jacksonville ..	5	17	3	25	0	8	10	18	7	17	4	28	2	8	4	14	0	9	3	12	28	14	12	54	6	12	1	19	1	4	8	13
Tampa	0	2	0	2	0	2	2	4	1	0	0	1	0	0	0	0	0	1	0	1	1	0	1	2	1	7	0	8	0	2	3	5
Mobile	25	25	8	58	0	2	10	12	17	30	6	53	0	2	9	11	0	0	0	0	53	11	0	64	36	36	6	78	0	3	6	9
New Orleans ..	46	25	22	153	2	9	16	27	33	56	20	109	3	14	14	31	0	3	7	10	109	31	10	150	75	98	22	195	1	9	22	32
Houston	29	57	15	101	4	11	26	41	36	67	28	131	1	13	19	33	1	2	2	5	131	33	5	169	53	78	15	146	7	20	27	54
Wilmington ...	13	19	5	37	0	7	1	8	9	16	2	27	1	3	1	5	0	0	2	2	27	5	2	34	17	14	3	34	1	7	3	11
San Francisco ..	11	16	8	35	2	9	3	14	6	18	5	29	3	8	4	15	0	0	3	3	29	15	3	47	18	21	9	48	2	7	7	16
Seattle	19	26	9	54	3	12	7	22	16	22	5	43	2	8	10	20	0	9	5	14	43	20	14	77	22	21	8	51	3	16	9	28
TOTALS	251	434	115	800	16	118	144	278	221	372	112	705	22	93	121	236	8	47	43	98	705	236	98	1039	381	588	142	1081	19	124	178	321

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	CLASS A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston	0	8	0	8	1	2	4	7	2	8	3	13	1	1	2	4	0	2	0	2	13	4	2	19	0	7	0	7	2	4	6	12
New York	38	95	20	153	9	29	27	65	23	60	19	102	14	31	22	67	5	29	21	55	102	67	55	224	48	139	20	207	6	34	37	77
Philadelphia ..	0	14	4	18	0	6	11	17	1	21	5	27	1	3	6	10	0	1	2	3	27	10	3	40	1	17	3	21	0	17	3	20
Baltimore	5	50	7	62	1	18	12	31	2	44	11	57	1	21	18	40	0	2	3	5	57	40	5	102	9	68	7	84	2	21	15	38
Norfolk	6	11	1	18	1	5	8	14	3	7	1	11	0	1	9	10	0	4	5	9	11	10	9	30	6	15	1	22	3	9	14	26
Jacksonville ..	3	11	1	15	2	6	7	15	3	12	1	16	2	7	4	13	2	6	2	10	16	13	10	39	1	8	1	10	0	2	6	8
Tampa	1	4	0	5	0	1	1	2	3	0	0	3	0	0	0	0	0	0	1	1	3	0	1	4	2	8	0	10	0	2	1	3
Mobile	10	27	2	39	0	6	2	8	8	28	3	39	0	8	14	22	0	1	0	1	39	22	1	62	12	34	3	49	0	7	3	10
New Orleans ..	30	85	14	129	2	16	25	43	20	60	20	106	1	17	14	32	2	7	6	15	106	32	15	153	31	88	8	127	2	34	35	71
Houston	25	59	4	88	4	24	19	47	10	78	11	99	4	22	19	43	0	4	3	7	99	43	7	149	29	69	7	105	4	36	29	69
Wilmington ...	2	15	2	19	0	8	6	14	0	11	0	11	2	5	3	10	3	5	1	9	11	10	9	30	6	14	3	23	1	9	3	13
San Francisco ..	11	32	6	49	2	5	3	10	7	13	2	22	0	6	1	7	0	1	3	4	22	7	4	33	15	46	12	73	3	2	4	9
Seattle	2	22	6	30	2	10	10	22	4	20	3	27	4	11	9	24	0	11	3	14	27	24	14	65	2	22	4	28	2	8	6	16
TOTALS	133	433	67	633	24	136	135	295	86	368	79	533	28	133	121	282	12	73	50	135	533	282	135	950	162	535	69	766	25	185	162	372

STEWARD DEPARTMENT

Port	Registered CLASS A					Registered CLASS B					Shipped CLASS A					Shipped CLASS B					Shipped CLASS C					TOTAL SHIPPED				Registered On The Beach CLASS A					CLASS B				
	GROUP					GROUP					GROUP					GROUP					GROUP					CLASS				GROUP					GROUP				
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL				
Bos.....	2	2	1	5	10	1	1	2	4	0	2	1	7	10	0	1	1	2	0	0	3	3	10	2	3	15	3	3	4	4	14	1	1	3	5				
NY.....	13	33	16	66	128	2	5	28	45	8	25	13	45	91	3	5	25	33	3	1	16	20	91	33	20	144	21	49	34	100	204	1	5	35	41				
Phil.....	2	7	4	11	24	1	0	15	16	2	9	3	8	22	1	0	7	8	0	0	2	2	22	8	2	32	6	8	5	12	31	1	0	11	12				
Bal.....	5	15	6	21	47	2	2	25	29	4	13	8	19	44	0	4	28	32	0	0	3	3	44	32	3	79	6	22	9	31	68	0	2	28	30				
Nor.....	0	8	2	2	12	3	5	8	16	0	2	0	2	4	1	2	1	4	1	0	5	6	4	4	6	14	2	7	6	9	24	5	6	15	26				
Jac.....	3	4	1	1	9	4	4	2	10	2	5	1	1	9	1	2	10	13	7	13	13	33	9	13	33	55	2	4	2	1	9	2	1	3	6				
Tam.....	3	4	0	3	10	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	2	0	1	3	3	5	1	6	15	0	0	0	0				
Mob.....	7	11	3	13	34	0	0	32	32	5	11	6	19	41	0	0	11	11	0	0	1	1	41	11	1	53	8	21	12	20	61	0	1	29	30				
NO.....	15	25	13	67	120	0	1	31	32	6	16	10	59	91	2	2	26	30	0	4	15	19	91	30	19	140	24	48	17	85	174	1	3	33	37				
Hou.....	10	26	13	27	76	1	3	19	23	10	18	10	35	73	0	0	30	30	0	0	11	11	73	30	11	114	15	41	16	23	95	1	7	26	34				
Wil.....	2	3	5	3	13	1	0	2	3	2	2	2	4	10	2	0	4	6	1	0	3	4	10	6	4	20	3	4	3	1	11	1	0	5	6				
SF.....	3	9	3	18	33	0	0	12	12	3	3	1	7	14	1	0	5	6	0	0	1	1	14	6	1	21	7	11	9	23	50	1	1	18	20				
Sea.....	2	2	4	11	19	3	3	10	16	1	5	5	18	29	3	1	23	27	0	0	6	6	29	27	6	62	6	7	6	8	27	5	3	10	18				
TOTALS	67	149	71	248	535	18	24	196	238	43	111	60	226	440	14	17	171	202	12	18	80	110	440	202	110	752	106	230	124	323	783	19	30	216	265				

THE SIU INLAND BOATMAN

First 3 Railroad Tugmen Draw \$150 Union Pension

Three-precedent shattering checks were presented to members of the Railroad Marine Region this month to mark the first union pensions ever paid to railway tugmen. The \$150 monthly pensions are part of their newly-won coverage under the Seafarers Welfare Plan.

The trio which received the checks included two Pennsylvania Railroad tug veterans, Phillip F. Reilly and James E. Spady, and Valno Fonsell of the New York Dock fleet. All three can now draw pensions for life.

Efforts to gain welfare coverage specialized for tugmen was one of the underlying issues of the RMR job security strike last January which began in New York harbor and eventually spread to cover key rail points in five states.

The SIU welfare program won as one of the results of the strike provides a full range of benefits not only for the tugmen but for their dependents as well. Pensions were one of the key issues in the welfare package sought by the tug-



Now receiving union pension, railroad tugman Valno Fonsell is laid up at Staten Island USPHS hospital.

men since they had only a term insurance policy offering limited benefits for which they paid part of the cost.

Fonsell's case illustrates the kind of welfare protection RMR tugmen fought for and won. Permanently injured in an accident last March, the 57-year-old New Yorker faced a dim future until the SIU welfare coverage for railroad tugmen was established. He was eligible for only a small amount of benefits under the original plan he had been paying into since he began at New York Dock in 1947. The SIU program now assures him pension coverage for life.

Both Reilly and Spady are 65 and work for the New York Division of the Pennsy. A resident of North Bergen, NJ, Reilly has worked the Pennsylvania boats since 1945 and was last on the tug Buffalo. He and his wife, Pauline, have been married for 27 years. Reilly first began working on railroad tugs in 1937.

Spady has worked the Pennsy since 1923 and was last aboard the tug Cincinnati. A widower, he lives in Union City, NJ. He takes pride, however, in his son, James, Jr., who is 28 and a successful lawyer today.

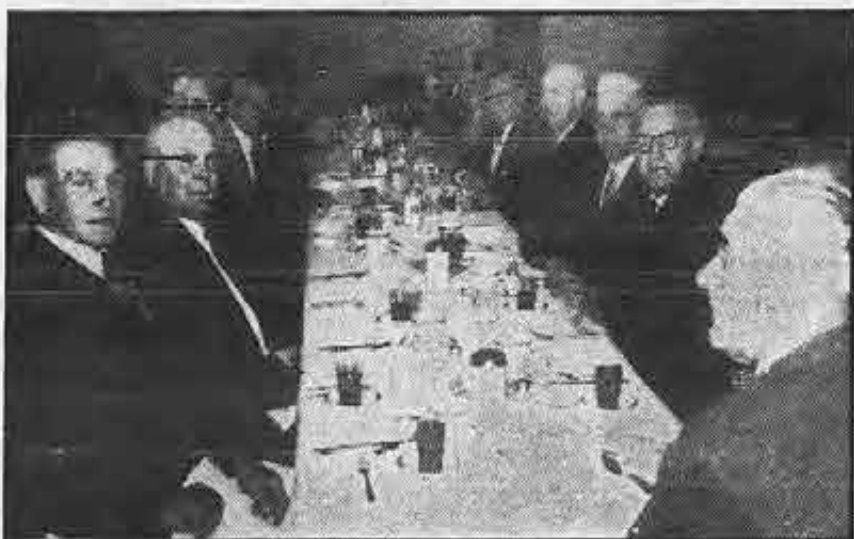
Rate Fights Killing Off Barge Biz

BATON ROUGE—Transportation buyers are provoking rate wars which could destroy the nation's water transportation, Bailey T. DeBardeleben, president of the IBU-contracted Coyle Lines of New Orleans, warned here.

DeBardeleben said that water carriers are providing better service than ever before, but some industrial traffic managers pit carrier against carrier and one form of transportation against another in an effort to drive rates below the profit level. Everyone loses through this process, he said.

The trend to force cheaper and cheaper transport rates will bring about either government ownership of transportation or monopoly with high rates and special favors, DeBardeleben declared.

Baltimore Tugmen On Pension



Dinner at Baltimore union hall marks start of pensions for group of IBU tugmen from Chesapeake Bay area. The old-timers represent several IBU-contracted tug fleets based in Baltimore.

Scow Men Win Contract

Deck Scow Captains Local 335, independent, which defeated the NMU's United Marine Division last June in a National Labor Relations Board election among captains on brick scows, has signed companies affiliated with the Brick Manufacturers Association to a two-year contract.

Operators of other building material barges in New York harbor have been ordered by an NLRB trial examiner to recognize the 700-member independent union and stop assisting the NMU-UMD in its raiding tactics against the local.

Formerly affiliated with the NMU-UMD, members of the local voted to disaffiliate last May and set up the independent union when the UMD failed to assist them in contract negotiations.

Following the disaffiliation, the UMD began raiding Local 335 and threatened scow captains who refused to join the NMU affiliate. Barge companies, encouraged by the raiding union, fired a number of Local 335 members.

Appealing the NLRB trial examiner's decision, both the UMD and the employers have asked the full board to reverse the decision. The barge companies fear they'll

have to sign a contract similar to the one negotiated by the brick manufacturers.

Under that agreement, which is retroactive to July, the 40 brick scow captains will receive benefits of more than \$850 through a wage increase of some 14 percent, plus improvements in premium pay, overtime, weekend work, night work and vacations.

The first new pact signed by the Local 335 as an independent stems from the labor board rulings which, in effect, uphold the original position of the SIU at the time of the disaffiliation vote. After quitting the NMU-UMD, the scow captains sought a direct link with the SIU and were issued an SIU charter.

The charter was later taken back by the SIU at the request of AFL-CIO President George Meany. Despite the SIU's contention that the scow captains had severed all re-

lations with the UMD and were free as an independent to seek affiliation with another union, the Federation president went along with the NMU-UMD position that the SIU action amounted to a raid on the UMD. The NLRB vote and subsequent examiner's decision debunks this argument.

'Carla' Gone But Tough To Forget

TEXAS CITY—Insurance adjusters in this Gulf Coast community are still walking around with bodyguards three months after hurricane "Carla." Insurance policyholders are in an ugly mood because they feel the insurance companies are welshing on them.

"Policyholders are being told they must settle their claims for 50 cents on the dollar—or else," the Texas AFL-CIO charges. "In some areas, they cannot collect anything at all on policies on which they have paid in good faith for many years."

Hauled before the House General Investigating Committee at the state capital in Austin, insurance company and agency spokesman defended their handling of the claims and said they "had done a good job." Perhaps, they admitted, the business had done a poor job of "public relations."

In the disaster-stricken areas, policyholders are being told to accept cheap repair work on their homes and property, and often at increased prices, investigators report. Others have been victims of a fast deal in the form of quick settlement checks. In these cases, the adjuster gives the policyholder a \$500 check to "tide him over," as it's explained. Reading the small print later on, the policyholder usually finds the \$500 was for full settlement.

The swirl of controversy surrounding the handling of insurance claims is in marked contrast to the emergency action during and after the storm by public-spirited groups and individuals including many members and officials of labor unions.

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	December 4
Philadelphia	December 5
Baltimore	December 6
Detroit	December 8
Houston	December 11
N. Orleans	December 12
Mobile	December 13

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Caution Pays Off On New A-Ship

News that the country's first atomic-powered commercial vessel, the Savannah, has already gone through a dry run on-fueling procedures means that this long-range program is really getting underway. The long lag between the original planning and final testing of the Savannah is partially due to the careful attention paid to safety details in bringing this new ship out. Training of her crew and perfection of safety precautions in handling the nuclear power source naturally were of top importance.

Much emphasis was placed on this at last month's National Safety Council meetings in Chicago, where the annual gathering of safety men in many fields took place. The marine industry sessions heard a great deal about the Savannah, from researchers, shipbuilders and operating men who had a part in bringing the ship along this far. A lot of new techniques were involved in this vessel every step of the way. This is as it should be, since the Savannah is supposed to be a showpiece of the peaceful uses of atomic power.

One bad move, naturally, and the whole idea of using a nuclear plant aboard merchant ships would turn sour for a long time; it's a long way off for anything but experimental purposes anyway. The big thing to consider, and we can't repeat it often enough, is the fact that the Savannah is a special ship, with a special job and a specially-trained crew.

She's no routine freighter or bulk carrier by any means. We keep wondering therefore about the attitude of the Coast Guard and other agencies in allowing atomic cargo aboard regular commercial vessels without providing any of the same attention to the potential problems these cargoes could cause. The point here is not to "scare" anybody; it's to close the barn door before the horse gets away.

It's a sad fact now and then in this industry, and others, that it often takes a bad accident to get something done. Too late, after an accident, everybody agrees that a little more care beforehand might have prevented the disaster. The latest well-publicized case along these lines is the East Coast crash of an airliner that carried a group of GI recruits. The plane was a non-scheduled job, apparently, and subject to most of the same safety checks other lines give their planes as a matter of routine.

The difference here was that the plane used for the fatal flight didn't get all the attention it should have before the flight. The end result now is that the Pentagon won't use such commercial planes in the future. There is still no answer to the question why such planes were used in the first place.

A couple of suggestions have been turned in from several ships on dealing with problems that arise on different vessels from time to time. One idea, by no means revolutionary, is to do something about fire hose nozzles so that the man at the working end of the line has some control over his equipment. Very often, especially in hold fires or confined spaces where only one man can get in to work, the man closest to the fire has no control over what goes on. He has to rely on somebody way behind to crack the valve properly and get the right pressure up.

At the same time, he's got no way of signalling for more pressure or more line and he's the guy in the thick of the problem. Some thought has to be given to dual nozzle devices to cover these situations, which are not always the exception to the rule.

Another proposal to come up again and again lately is the idea of a special shoreside gangway rig for the new big tankers. These ships seem to have the latest in everything, including a swimming pool, but the gangway rig is generally the same old affair that was no clink sometimes even on an old T-2. These ships ride high up and it can be a mighty long drop sometimes before a man gets his feet on shore.

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

THE INQUIRING SEAFARER

QUESTION: What do you think is the most important advance made by the SIU in the last ten years?

Frank Ayers, officer: I think the greatest advance made by the Union was the establishment of the various SIU medical clinics. The clinics don't get the same attention that other welfare and vacation advances have received, but they provide a possible life or death service for the seafarer and his family.

Frank Soriano, chief cook: The establishment of the food plan, with the result that we now have much better food aboard ship. Today we receive a 100 percent better grade of meat than the kind that was used ten years ago. Another important advance is the increase in hospital benefits this year. A man in the hospital doesn't have the same serious financial worries he had before while laid up sick.

Neil Lambert, AB: I suppose most Seafarers would think that pay increases are the important advances. I think the important Union gains have been in the welfare field where we now have good pension, hospitalization and vacation benefits. These benefits mean the shipping industry recognizes its responsibility for the welfare of seamen who work the ships.

Oliver Thompson, chief cook: In my own department the big advance was the setting up of the food plan. We are now able to serve a better grade of food and also provide better service. As far as I am concerned, the biggest advance is the welfare program which protects my family and relieves me of some worries when I'm at sea.

Claude (Lefty) McNorton, bosun: All the gains made over the last ten years have been important. If I have to pick one it would be the clinic program. This helps discover any disease we may have and not know about; it makes it possible to take action and correct the problem before it gets out of hand and causes real hardship and loss of work.

William Vaughan, FOW: As far as the whole industry is concerned, I'd say the protection of the union hiring hall. On board ship, I think a big improvement has been made in shipboard feeding due to the food plan. We now have better service and get a better grade of food. After a long day in the engine room this is really appreciated.

PO Handles New Set-Up On NY Mail

Seafarers who ship out of headquarters began receiving their personal mail at the new Seamen's General Delivery unit established this month at the Bush Terminal Post Office.

The new arrangement for Seafarers' mail in the Port of New York was established to allow for quicker and more efficient handling of membership mail. A similar arrangement has been operating in New Orleans for some time.

Mail Transferred

All mail addressed to individual Seafarers at 675 Fourth Avenue, the address of SIU headquarters, has been transferred to the Seamen's General Delivery unit at the Bush Terminal Post Office. The Bush Terminal PO is at 29th Street and 3rd Avenue, a short distance from the hall.

Personal mail for Seafarers will be held there for six months. Previously, it could be held at the hall for only three months.

Seafarers are urged to advise their families and friends of the change of address and ask that all personal mail be addressed as follows, including the Seafarer's name at the top:

**Seamen's General Delivery
Bush Terminal Post Office
Brooklyn 32, New York**

The seamen's unit will be open every weekday (except legal holidays) from 9 AM to 5 PM and Saturdays from 9 AM to noon. All mail now being received at the hall is forwarded to the seamen's unit at the post office and held there for claiming. Mail for individual members shipping out of New York should in any case be addressed to the Seamen's General Delivery unit as listed above.

THE SIU INDUSTRIAL WORKER

Clinic Use Extended To All UIW Families

The complete facilities of SIU clinics in five cities were opened to UIW members and their families on November 1 in a further expansion of UIW welfare services. The medical centers have been providing free head-to-toe diagnostic examinations since the original clinic started operating in Brooklyn during 1957.

Arrangements are now being worked out to provide medical facilities in Philadelphia to service members and dependents in that area.

Use of the SIU clinics was extended to UIW members in order to more fully utilize the facilities already established. In addition to Brooklyn, clinics are located in Baltimore, Mobile, New Orleans and Houston. Some 40,000 examinations of SIU men and their families have been given to date. Additional staff will be added in these clinics if the need arises.

The modern services of the clinic program have also been extended recently to cover SIU railway tugmen and their families in the Railroad Marine Region of the SIU Inland Boatmen's Union. Addition of the UIW and RMR membership to the workload of the clinics is not expected to interfere in any way with present scheduling of examinations.

All five clinics are designed to detect ailments before they become serious enough to invalid members and their families or cause loss of earning power. They provide diagnostic services only; wherever treatment may be necessary, members and their families are referred to their own physicians for further care. Benefits in these instances are available through other provisions of the UIW Welfare Plan.

The medical centers have facilities for complete examinations, including fluoroscope, x-ray, electrocardiograph, eye examinations and various laboratory tests. UIW members would have to pay from \$35 to \$50 to get comparable examinations elsewhere. Appointments can be arranged promptly by contacting any union hall.

Union Scores Second Victory In Richmond

Employees of Richmond Burner Co., of Staten Island, voted for UIW representation last month in a National Labor Relations Board election, giving the union its second victory in the island's oil distributing industry.

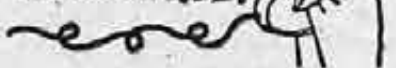
The UIW victory at Richmond Burner was a further setback for "Amalgamated Local 355," an independent organization expelled from the AFL-CIO for signing backdoor contracts with employers.

On another front in the Richmond campaign, the NLRB has filed complaints against two companies, Flore Brothers and Salmira, where local 355 claims to have signed "union contracts."

The NLRB complaints were issued after the UIW filed charges against the two companies for conspiring with Local 355 and intimidating UIW members into signing Local 355 pledge cards. The NLRB will hold formal hearings on the complaint November 27.

In September, the UIW won its first victory in the Staten Island oil distribution industry when employees at Staten Island Petroleum Company (Sipco) voted to join the UIW. Sipco, the largest petroleum retail firm in the borough, is currently negotiating with the UIW on a union contract covering employees.

IN THE HOSPITAL?
CALL SIU HALL
IMMEDIATELY



P&T Quits 'Coastal Runs

SAN FRANCISCO—America's fast-disappearing intercoastal shipping service has taken it on the chin again. Pope & Talbot has also abandoned the trade, following up Luckenbach's decision several months back to withdraw from the field.

The P&T decision leaves only one complete East-West common carrier service in operation, and a recent starter at that—the SIU-contracted Sea-Land Service. Sea-Land started in the trade last spring.

West Coast Company
A West Coast-based company, Pope & Talbot used five ships in its intercoastal service, operating on a two-weeks frequency. Company officials said the vessels will be used for world-wide tramping until a final decision on them is reached. Loss of business and lack of Government support were

cited as the chief factors in the decision to quit the field.

"Our losses have reached the point that direct and immediate Government assistance was our final hope, and such assistance was not forthcoming," stated company president George A. Pope, Jr. He said appeals for prompt aid drew the answer that nothing could be done without Congressional action. "We cannot afford to wait for that," he commented.

The withdrawal of the P&T ships from intercoastal trade ended 112 years of company participa-

tion in the service. Like Luckenbach, P&T suffered from the same kind of regulation by the Interstate Commerce Commission that has worked to kill off US coastwise shipping as well.

Only two operators are now left in the coastwise service, Seatrain and Sea-Land, both under contract to the SIU.

On the intercoastal side, besides Sea-Land and offshore ships making calls, Weyerhaeuser and Calmar still operate in some services also. But these are operated primarily for the use of these same companies in moving their own cargoes.

Backbone Of US Fleet

Crippling of the coastwise and intercoastal segments of US-flag shipping, once the mainstay of the American merchant fleet, has been documented again and again. The campaign by the railroads and trucking interests to drive all domestic shipping into bankruptcy is taking on a new note, however.

Business newspapers report a growing trend by shippers to turn to still another source for routine distribution of cargo in the US. The shift to air freight service is mounting, according to news reports, much to the dismay of truckers and the railroads. In turn, both groups are intensifying their pressure against all efforts by US domestic ship operators to hold the line.

UIW Men On The Job



On tap at Milo Machine Tool plant during UIW shop visit were (l-r) steward Charles Sherman and machine operators John Rokicki and Charles Roz. Visit to the Valley Stream, LI, NY, shop was part of routine swing to cover area members.

SEAFARERS

PORT O' CALL



New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

THE FISHERMAN and CANNERY WORKER

Red Vessel Off Cape Cod



This large Russian trawler was one of 18 similar vessels operating in the Georges Banks fishing grounds, about 100 miles east of Cape Cod, together with two larger factory ships. The area is the traditional fishing grounds of boats manned by SIUNA fishermen and the Russian vessel's presence is part of a Soviet bid to gain dominance in the fish field. Although the Red vessels work in international waters, American fishermen have protested the Russians' use of gear outlawed by international fishing conventions.

SIUNA Tuna Unions Boost Conservation

LONG BEACH—Representatives of tuna fishermen's unions affiliated with the Seafarers International Union of North America supported plans to conserve Yellowfin tuna resources at a meeting here.

Lester Ballinger, of the Cannery Workers and Fishermen's Union of San Diego, represented the SIUNA at the Inter-American Tropical Tuna Commission session. In addition, John Calise, of the SIUNA Seine and Line Fishermen's Union of San

Pedro, also attended the meeting in support of conservation plans.

The commission established a quota of 83,000 tons of Yellowfin tuna to be taken in 1962 by fishermen of the United States, Panama, Ecuador and Costa Rica from the waters of the eastern Pacific. The Yellowfin tuna quota has been recommended by the tuna commission to member governments. Other governments not affiliated with the commission were urged to cooperate for the general good of all nations interested in maintaining the resource.

The recommended quota is on Yellowfin only. Fishermen are encouraged to fish Skipjack tuna since studies show that Skipjack are in no danger from overfishing.

AFU Ballots Next Month

BOSTON—Members of the Atlantic Fishermen's Union will vote on ratification of a new union constitution in December. Balloting on the constitution follows action by the membership last year reaffirming the Union's affiliation with the SIUNA. The election of a union secretary-treasurer and assistant secretary-treasurer will also be involved during the same voting period. The combined referendum and election of officers begins December 1 and will continue until the first regular membership meeting in January. Besides maintaining headquarters here, the AFU has centers in Gloucester and New York.

Alaska Prize

SEATTLE—A \$300 salmon tag prize, awarded by the Alaska Fishermen's Union, affiliated with the SIUNA, was won by Andrew Esposito of Monterey, Calif.

The award was made by George Johansen, secretary-treasurer of the Alaska Fishermen's Union, which furnished the prize money. The tags were fixed on salmon in mid-ocean by the Fisheries Research Institute. The Alaska Union enlisted the cooperation of Bristol Bay gillnetters in returning the tags.

On Fulton Dock



Standing on the Fulton Fish pier in New York is Jim Barron, veteran member of the Atlantic Fishermen's Union. Behind him is the *Karina T*, AFU-contracted scalloper out of Atlantic City.

Quitting Ship? Notify Union

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

LABOR ROUND-UP

Successfully challenging anti-union ordinances in Star City, Ark., the International Ladies Garment Workers Union has won a key battle in establishing constitutional rights for union representatives in that city. Union representatives had been required to register, be fingerprinted and pay \$1,000 per day while attempting to organize non-union workers.

The refusal of four daily newspapers in Lima, Peru, to accept advertising about labor's campaign against Sears, Roebuck & Company has drawn fire from the Inter-American Federation of Working Newspapermen's Organizations. Sears' exhibit at the International Trade Fair in Lima was picketed as part of the "Don't Buy Sears" drive launched by US Retail Clerks. Pickets protested the choice of Sears to front for the US at the fair.

Cincinnati witnessed a new anti-picketline tactic when local police sent police dogs and handlers to the scene of an Electrical Workers' strike. Use of the canine force and an editorial over WKRC radio praising the idea was protested by the city's AFL-CIO council. It was noted that police dogs in other cities were not being used as strike-breakers. . . . A US Department of Labor survey shows that the number of "moonlighters"—workers holding two jobs—around

T-2 Sections Still Useful— Raise Up Sunken Drydock

BALTIMORE—Cast-off midbodies from two old T-2 tankers were put to good use here to help raise a sunken drydock. The midbodies were left over when the T-2s were cut apart to make new "jumbo" tankers with larger midsections.

The Maryland Shipbuilding and Drydock Company started something new with the old mid-

bodies after one of its drydocks went down a year ago. The huge dock sank to the bottom and all of its apparatus and wiring was demolished when a Moore-McCormack freighter toppled over and crushed one wing wall completely.

For months, yard officials studied the situation, trying to devise a method of raising the facility. Finally, a yard carpenter suggested that the midbodies might be useful. They could be filled and emptied, much the same way as the drydock, he said.

Maryland officials decided to try his method with a few refinements of their own. First, they divided the drydock's seven pontoons into two sections. Then a midbody was floated into the first section and filled with water until divers firmly fastened it with heavy chains to the pontoons. With that, the water was pumped out and the 4,000-ton midbody was floating on air—naturally pulling with it the 450 tons of drydock.

After the drydock section was loosened, it was towed to another site and grounded until it could be raised up high by using two midbodies—one on either side—and thus be sufficiently up out of water for towing elsewhere. Although it took more than two months to do both sections, the raising of the drydock was finally declared a success.

GLOBE PROGRESS (Maritime Overseas), Oct. 8—Chairman, Stanley Schuyler; Secretary, Andy Noah. No beefs reported. Piping in forward pump room leaking badly. Request more attention given to crewmembers who are ill. Shortage in linen.

MAYFLOWER (Mayflower), Oct. 11—Chairman, O. M. Jones; Secretary, Clyde Kent. No beefs. Jones elected new ship's delegate. Complaint about crew messman. Will see if he improves. Entire crew is complaining about the mattresses. Would like some action taken.

BIENVILLE (Sea-Land), Oct. 5—Chairman, A. Case; Secretary, E. C. Mishanski. \$17.36 in treasury. No

Quite a bit of discussion on death benefits and vacation. Crew very happy with the gains.

CITIES SERVICE BALTIMORE (Cities Service), Aug. 20—Chairman, Pete Prevay; Secretary, Joseph Scaggs. Captain refused to pay lodging to 9 men when ship was in drydock for 3 days. Motion to have meeting, before payoff to discuss lodging.

EAGLE TRAVELER (Sea Transport), Aug. 13—Chairman, R. J. McConnell; Secretary, R. A. Ray. J. Fitzgerald hospitalized in Yokohama. Crew requested to report all beefs to delegates. Men asked not to sleep in recreation room. Received no LOGs or communications of any kind. Laundry not being kept clean. Long discussion regarding lack of cooperation in steward department. Chief cook said he is getting off in Japan. N. Merrick elected new ship's delegate.

VILLAGE (Consolidated Mariners), Aug. 27—Chairman, Paul D. Zellner; Secretary, Pete Triantafyllidis. L. F. McGlone elected ship's delegate. Two men left ship. Discussion on sanitary work for laundry and recreation room. Vote of thanks to the steward department for job well done without a third cook. No wind chutes received for ship although ordered. Crew feels that some measure should be taken against any man leaving ship at the last minute without some kind of notification. There are men on the beach who would appreciate the job. This makes it hard for men on board plus men ashore.

MOUNT VERNON VICTORY (Victory Carriers), Aug. 27—Chairman, S. Czeslowski; Secretary, L. Pepper. No beefs. Second mate insists upon a late call before going on watch. Vote of thanks to all delegates and steward department for job well done. Discussion regarding proper use of air conditioning aboard the vessel. All deck foc'sles to be painted next voyage. Repair list turned in.

STEEL EXECUTIVE (Isthmian), Sept. 1—Chairman, P. Drozak; Secretary, E. Mooney. No beefs reported by delegates. Discussion on welfare, vacation benefits and foreign-flag issue. Mail service very bad. Crew requests something be done about it.

JEAN (Bull), Aug. 5—Chairman, A. Paige; Secretary, H. Rowe. Chief steward, Fidel G. Lukban, passed away in Germany. Union notified and flowers donated by crew and officers. Al Long elected new ship's delegate. Request improvement on night lunch and breakfast. Crew requested to keep passageway clear and screen doors closed and not to smoke on deck. No mail received.

ROYAL OAK (Cities Service), Chairman, D. Newsome; Secretary, H. Letwinsky. No beefs reported. \$12.50 in ship's fund. Each crewmember consented to donate 50 cents at payoff for ship's fund.

DIGEST of SIU SHIP MEETINGS

beefs reported by delegates. J. Cheshire elected new safety man. All members asked to keep their feet off the chairs so that no grease gets on them.

IBERVILLE (Waterman), Sept. 24—Chairman, R. A. Statham; Secretary, H. Carmichael. Minor repairs still pending. Chief engineer promised to take care of them during voyage. Two men missed ship in San Francisco. Ship's delegate to resign as he had job for the last two trips. W. J. Burbins elected. Suggestion made that painting of crew messhall or pantry should not be done near meal hours. Crew should cooperate with BR and try not to spill coffee over passageway going aft.

AMES VICTORY (Victory Carriers), Sept. 16—Chairman, Jack Farrand; Secretary, Gerold Erlinger. Ladder for poop deck requested but chief mate refused. Most things running smoothly. Chief cook's room painted out. Ship's delegate decided to keep job to New York. Discussed beef about fans in 12-4 fore'sle and milk situation. Fans in the 8-12 to be secured; fans for the 12-4 to be straightened out.

RAPHAEL SEMMES (Sea-Land), Sept. 9—Chairman, J. H. Morris; Secretary, C. S. Gray. Everything running smoothly. Ship's delegate will check on fan for crew pantry. \$60.88 in ship's fund. Vote of thanks to steward department. Washing machine to be repaired.

KATHRYN (Bull), Sept. 1—Chairman, F. Drozak. Ship's delegate reported OT beef. Crew has not received LOGs nor mail of any kind.

SIU Movie Making TV, O'seas Runs

Two 15-minute AFL-CIO films showing Seafarers and SIUNA fishermen and cannery workers on their jobs are really getting around as part of the labor movement's "Americans at Work" series.

Since the films were produced in 1959 they have been shown on more than 235 television stations in 48 of the 50 states, Puerto Rico and the District of Columbia with a potential audience of 38 million families. They also have been shown to US troops overseas.

Selected By USIS

The films have been selected by the United States Information Service as part of a promotion program for the American way of life. For use around the world the narrations have been translated into more than a score of languages including such exotic ones as Urdu.

One film was shot on a Bull Lines freighter, the *Kathryn*, en route from Philadelphia to Puerto Rico. Life at sea—above and below decks—is detailed. The other picture shows SIUNA fishermen catching tuna plus a glimpse of packing operations at Terminal Island, Calif.

Oil Spearheads Red Drive

WASHINGTON—The Soviet Union's trade drive appears to hinge on oil as a key commodity, as more and more Russian petroleum oozes its way into the free world. The campaign for a larger chunk of the world's oil trade is being matched by a sizeable increase in the Soviet tanker fleet.

Now the second largest tanker fleet by 108 vessels in recent years and further fleet expansion is planned by 1965. The

increased modern tanker tonnage amounts to 90 percent of its present total tonnage.

Despite the current emphasis on tankers, the Russians still have only about two percent of the carrying capacity of the world tanker fleet. Overall plans, however, call for heavy purchases and new construction in free world countries. Construction orders have been placed in Italy, Japan and elsewhere in order to beef up the Soviet fleet. A build-up to 250 ships is likely by 1965.

The USSR is also a big charter customer at good rates because of its effort to move oil into the market by every available means. Dependence on steady shipments of Russian oil can be a useful diplomatic tool for the Kremlin in years to come. Right now, due to the international tanker surplus, it's having no difficulty in obtaining charters to implement plans for worldwide oil exports.

Tankers also are only part of the Soviet merchant fleet picture. The Red fleet gained an estimated 52 vessels of all types over an 18-month period through July, 1961, while the US merchant fleet lost 186 ships outright, allowing for new acquisitions and brand-new construction put into service during the time.

All told, the 11 nations in the Soviet sphere upped their merchant tonnage of all types by 272 vessels of four million tons. This gives them an active fleet, according to the best available figures, of 1,440 vessels.

Losses in the US were primarily due to scrapping of old tonnage and transfers to runaway or foreign registry. Ironically, the Russian fleet includes 83 ships of 785,000 tons loaned to the Kremlin under World War II "lend-lease" arrangements and never returned.

MEET YOUR DELEGATE

(The following is another in a series which will appear in the LOG on Seafarers who serve as ship or department delegates.)

After getting a bird's-eye view of a warring world from inside an Army airplane during World War II, Salvatore Barbara decided to look in on the world at sea level. He therefore joined the SIU in 1950 at New York.

Since that time, sailing as a messman and, later, as second cook, Barbara has made countless trips to the Far East on SIU vessels, often serving as steward department delegate. Serving as department delegate, Barbara said, gives him an opportunity to help his fellow Seafarers and, where he can, he tries to be sure everybody has a smooth, beef-free ride.

As a delegate, Barbara has made it a must to know the contract sections dealing with the galley gang. "While I know the agreement pretty well," he explained, "any time I am elected as delegate I go back and brief myself on all the possible problems that can arise." "Of course," he added, "once a beef does arise, I try to have it settled within the department. If this is not possible, then I work it out through the ship's delegate."

A New Yorker by birth, Barbara is single, likes to travel and generally looks for a "clean, fast C-3" to the Far East because that part of the world is "very scenic and exciting." These long runs usually include some intercoastal visits before the actual Far East voyage begins, and this "helps to break up the tension."

Barbara said one of the big problems facing the steward department and galley delegates is teaching first-tippers how to do their jobs. "It takes a while for a new man to learn the ropes and, until he does, his lack of experience can result in a lot of petty beefs."

He pointed out that many Seafarers beef against the steward department because they just like to sound off about something. "They don't realize we don't have any corner store to go to when we run out of something that's been popular on the trip."

While the ship tries to have adequate stores for the whole voyage, there is no way of knowing what foods will appeal to the crew, Barbara said. Besides, certain foods have to be consumed quickly because they cannot be stored for long, he added.

Barbara's last ship was the Fanwood (Sea-Land) which was just re-activated. She made an intercoastal run from the West Coast and Barbara was steward department delegate.



Barbara

THE CANADIAN SEAFARER



News In Canada Ports

MONTREAL—Shipping from headquarters has been unusually high in comparison to previous years. Another old canaller, the Saskatoon (CSL), put her last line ashore before being scrapped. The MV Eskimo will be making her usual Quebec-Liverpool winter runs, while the West River and Alex Wood will go to Rotterdam this winter.

HALIFAX—Shipping in this Atlantic Coast port the first two weeks of last month saw 59 men getting berths. The MV Maple-branch may make a coast trip from here during the winter.

TORONTO—After many years of sailing under SIU contract, the canaller John H. Prince (Hall) is being dismantled in the Toronto basin. This is one of the obsolete vessels being replaced by modern ships.

VANCOUVER—The four SIU-contracted cruise boats of Alaska Cruise Lines, Canadian National and Canadian Pacific, have laid up after one of their most successful

seasons. The vessels ran with an estimated 95 percent capacity.

Alert Crew Saves Four

ROCHESTER—An alert Canadian SIU crew aboard the SS Coalfax rescued four men from the waters of Lake Ontario where they had been clinging to an overturned boat.

Aubrey Harding, Coalfax crew-member from Shelburne, NS, plunged into the Lake to save one of the victims who was without a lifejacket and unable to grab a line thrown from the ship. Harding then swam back to secure the 16-foot-boat with a line from the Coalfax.

The Coalfax was in position to effect the rescue only because of a late change in orders. She had been bound for Sodus Point originally. A 60 MPH gale was forecast for the Rochester area and it would have been almost impossible for the four to stay afloat in heavy weather if the Coalfax hadn't happened along in time.

Canada SIU Signs WC Pacts

VANCOUVER—After long, hard negotiations, contracts between the SIU of Canada and several West Coast shipowners were signed last month. The new pacts provide wage increases and welfare and working condition improvements for Canadian SIU men on the Pacific Coast.

Led by Hal C. Banks, president, the SIU of Canada is also preparing to enter negotiations with contracted companies for a new agreement covering Great Lakes shipping, where most of the country's maritime business is done.

On the Canadian West Coast, the SIU won a contract which includes a \$23.50 per month increase in wages, a 17-cent-an-hour increase in overtime rates, a 100 percent increase in welfare contributions plus work rule and manning scale improvements.

Key Company Signed

Rod Heinekey, SIU of Canada vice president for the West Coast, noted that Northland Navigation was the key company and refused to bargain in good faith until the membership authorized strike action if necessary. After Northland signed, this pact set the pattern for agreements with Pacific Tankers, Shell Canadian Tankers and Alaska Cruise Lines.

In the Great Lakes area, the majority of SIU contracts are subject to revision at the end of this navigation season. Accordingly, a nine-member rank-and-file Lakes Proposals Committee was elected in Montreal to prepare for negotiations.

Three members each from the

deck, engine and steward departments were named to the committee. The group expects to have proposals for revision of the Great Lakes Canadian SIU contract completed this month.

The notice to Great Lakes operators of the union's desire to revise

the existing agreement on wages and conditions was served in October. Canadian SIU members are being polled on their ideas for the new Lakes' pact and will have further opportunity to amend the proposals before they are presented to the companies.



A portion of the Great Lakes Contract Proposal Committee elected by SIU Montreal membership listens to contract ideas of rank-and-file members Emilda Chevalier and Raymond Cote. Proposals should be completed sometime this month for necessary revision of the Lakes contract.

BETHFLOR (Ora Navigation), Aug. 27—Chairman, Henry Schwartz; Secretary, L. A. Brown. No beefs reported by delegates. Henry Schwartz resigns as ship's delegate. Lyle Williamson nominated and elected by acclamation. Pantry should be kept cleaner. Cups should be returned. Vote of thanks for steward department and a vote of thanks to the retiring ship's delegate for a job well done. Dryer room door should be fixed.

LONGVIEW VICTORY (Victory Carriers), Sept. 3—Chairman, Juan S. Rueda; Secretary, N. Mattbay. \$6.30 in treasury, less \$5 for American Merchant Marine Library Association, and \$3.50 for American ALA; on hand \$1.00. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

ment delegates. Resolution to put 2 men in a room. Motion to have ship fumigated for rats and roaches. Request for new refrigerator. Old one is in bad shape. Pick clothes off line when dry.

SAN MARINO (Peninsular), Sept. 1—Chairman, Jesse W. Puckett; Secretary, E. C. Johnson. No beefs reported by department delegates. Request that in the future any rows be confined to restricted area.

PENN TRADER (Penn Shipping), Sept. 20—Chairman, D. Disole; Secretary, J. F. Austin. \$1.78 in treasury. No beefs reported. Request made that the steward order larger bath towels as the ones on hand are small. All running smooth.

GLOBE EXPLORER (Maritime Overseas), Oct. 9—Chairman, Frank V. Dusen; Secretary, Vernon Douglas. \$4.35 in treasury. No beefs reported by delegates. Frank V. Dusen elected ship's delegate. Keep laundry clean.

LA SALLE (Waterman), Sept. 30—Chairman, Thomas Liles; Secretary, Frank P. Brock. No beefs reported by department delegates. Request to fumigate for roaches and rats. Linen is to be exchanged piece for piece.

DEL RIO (Mississippi), Sept. 29—Chairman, Henry C. Gordes; Secretary, J. O'Donnell. \$15.33 in treasury. No beefs reported. More cigarettes should be placed on board to accommodate the crew. Radio and loud talking should be cut down after 10 PM.

MADAKET (Waterman), Oct. 1—Chairman, W. Meenan; Secretary, Albert G. Espenada. Everything running smoothly. J. Taylor elected ship's delegate. \$3.19 in treasury. No beefs

reported. Galley and messhall need painting. Bring cups back to pantry when finished using them.

MONTAUK (American Bulk), Oct. 18—Chairman, E. J. Alpeda; Secretary, R. I. Fagan. Motion to have all brothers give a donation of 50 cents in case of emergency. No beefs reported. Sam Alpeda elected ship's delegate. See machine still in question. Mail service still very, very bad; will try to get it straightened out.

ROYAL OAK (Chiles Service), Oct. 2—Chairman, Wm. J. Smith; Secretary, Robert Myers. \$14.45 in treasury. W. J. Smith elected ship's delegate. Motion made to refer menus to New York food committee.

CAPTAIN NICHOLAS SITINAS (Bull), July 23—Chairman, G. A. Wiler; Secretary, Milton P. Malliko. No beefs. W. Mulling elected new ship's delegate and Samuel Phillips elected treasurer. All hands to return used cups and dishes to pantry. Keep laundry room, crew mess room and tables cleaner.

ROBIN GOODFELLOW (Robin), Sept. 18—Chairman, Waldo Banks; Secretary, R. F. Walker. Some disputed OT. Several men ill. One man hospitalized in Capetown; one at Lourenco Marques. One man missed ship and then rejoined. Two men from Robin Hood carried back to States. Ship should be checked for safety practices.

PENN SHIPPER (Penntrans), Sept. 17—Chairman, Louis Cayton; Secretary, J. C. Smith. No beefs reported by department delegates.

CHILORE (Ore), July 30—Chairman, M. Jones; Secretary, F. E. Kessell. No beefs reported by department delegates. C. Bedell elected new ship's delegate. Request a new washing machine and timer. Order new icebox for crew; galley stove also needs repairing. Pantry and drying room needs painting.

HUDSON (Victory Transport), Oct. 8—Chairman, L. Garabedian; Secretary, B. Wentworth. No beefs. Bowman elected new ship's delegate. Crew requests water cooler; wants to know why ship is not receiving any LOGs.

MAYFLOWER (Mayflower), Aug. 26—Chairman, J. Gales; Secretary, Joseph L. Springer. Everything running smoothly. Nominations held for ship's delegate but nobody will accept; this to be referred to patrolman. Softball team suggested. Brothers interested to see Blackie Connors or the 3rd cook. See chief engineer to regulate water coolers for drinking. Check on new library and about extra pantry-man and galleyman.

COE VICTORY (Victory Carriers), Sept. 15—Chairman, R. Graham; Secretary, P. DeLeon. Welfare cards are available for anyone who wants them. No beefs. Discussion on shortage of coffee at coffetine. Steward to order 12- or 16-cup percolators to remedy situation. Discuss this with patrolman and food plan representative as percolators were ordered last trip.

'Something New Has Been Added'



Seafarers have come a long way since those lean and hungry days when the SIU was founded. An impressive string of "firsts" have been developed over the years to blaze the way to today's first-class status for SIU men and their families.

Shipboard conditions, job opportunities and wages have steadily improved despite the chaotic conditions in the industry. An ever-expanding SIU welfare and vacation benefit program continues to rate second to none. In recent weeks, still more improvements have been added.

The popular optical care program has been extended to serve SIU dependents as well as Seafarers, who have received well over 5,000 pairs of free eyeglasses under this benefit in three and a half years. The SIU Welfare Plan continues to pioneer in providing the best available clinic facilities and a score of different benefits to cover the growing needs of SIU men and SIU families. Pensions have been improved and a new Sickness & Accident Benefit program has established the first off-the-job coverage for seamen plus enlarged hospital benefits.

By this time next year, Seafarers who have sailed on one ship for a full year will be able to draw the new \$800 vacation benefit—double the present rate of vacation pay.

Indeed, Seafarers have achieved substantial progress since the Union first started in 1938. These years of militant trade unionism have secured decent working conditions, fair wages, security and dignity for all Seafarers and their families.

~ ~ ~

A New Look?

Strange things seem to be happening at the Pentagon these days. Department of Defense planners and others charged with responsibility for our national security are "suddenly" learning to their horror that the country's private merchant fleet really is in a bad way.

The state of the US shipping industry has

never been a secret to anyone except those who view ships as "sea-lift capability" and talk about our preparedness for "conventional" wars as against the nuclear variety. The state of our merchant fleet has been an everyday fact of life to American seamen for a long time.

For years, US maritime unions have called for long-range maritime planning in Washington and urged the planners to look at the expansion of other nations' shipping fleets.

It seems that the growth of the Soviet Union's merchant tonnage has now been noticed. The Russians have kept pushing outward into new trading areas and have not been standing still as we have. The realization is also reportedly slowly developing in official Washington that our reliance on a profiteering US-owned runaway fleet is not the answer to the merchant fleet problem either; there has to be a modern, active US-flag fleet available in any case.

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Bonds 'n Bankers

Buried in the fine print of the 1959 Landrum-Griffin Act is an obscure clause requiring the bonding of union officials for "faithful discharge" of duties. The bonding rates were purposely set high. After all, screamed the anti-labor crew, you never can tell what one of those union guys will do.

What did happen? Nothing. Not one claim was filed under the "faithful discharge" provisions. The bonding companies were shown the record, had to cut the rates in half and thus grudgingly conceded the honesty of the vast majority of trade union officials and employees.

From the other side of the street, though, comes an entirely different story. The FBI reports that 152 bank presidents and officials walked off with cash from their own banks during the last fiscal year. Things have come to such a pass that the FBI even has a forecast out. Another 135 bankers can be expected to dip into the till this time, it warns.

SIU Legislative Department

Ray Murdock, Director



US MARITIME DEFICIENCY. Top Government maritime officials have indicated that the United States merchant fleet is not what it should be for meeting the demands of a "conventional" as distinguished from a nuclear war. These officials have outlined a picture which indicates a deficiency in this country's seafaring capability. According to the Navy, the United States still possesses a marginal capability to carry out the sea transportation tasks of a general war—but on a quantitative basis only. Our deficiencies are particularly evidenced in the dry cargo ship and transport passenger ship categories. These deficiencies are further aggravated by the aging of outmoded ships. Our present rate of new shipbuilding does not offset the rapidly approaching block obsolescence of the vast proportion of US-controlled merchant-type tonnage, both active and reserve. The Navy estimates that 79 percent of our dry cargo and 54 percent of our tanker tonnage are in the 15-19-year-old bracket. From the standpoint of modern design, these vessels were outmoded long ago. Approximately 1.7 percent of the US-flag dry cargo tonnage is under five years of age, and only 5.9 per cent is from five to nine years old. This latter age group includes the Mariner-class ships that were built by the Government, plus a few modern container ship conversions. In order for the United States to maintain adequate merchant shipping to meet its "conventional" wartime needs, informed sources feel that it is vital that ships of both subsidized and nonsubsidized operators be periodically replaced under an orderly and progressive program.

BULL V. WATERMAN. The Justice Department has asked the US District Court in Washington to dismiss a suit filed by A. H. Bull Steamship Company in connection with the subsidy application of Waterman Steamship Corporation. Bull sought judgment permanently enjoining the Maritime Subsidy Board from according a subsidy contract to Waterman until a hearing was held and it was determined that there would be no diversion of subsidy into the domestic trade. In its motion to dismiss, the Justice Department said that Bull had no right to demand a hearing and that it had failed to state any claim or cause of action whatsoever under the antitrust laws against Waterman.

SUPREME COURT. The United States Supreme Court has ruled that there is no warranty of seaworthiness attached to a ship not in navigation. The ruling was made with respect to a deactivated Liberty which had been "moth-balled," with supplies, stores, nautical instruments, cargo gear and tackle removed, pipes and machinery drained and prepared for storage, and rudder, tail shaft, and propeller secured. The Court said that "as a result of such action, the ship lost her Coast Guard safety certification as well as her license to operate, both of which were requisite to a vessel in navigation." The case had its origin when the petitioner, Roper, a longshoreman, brought libel in person against the United States, claiming injuries suffered while aboard a Government ship removing grain to an elevator. He sought recovery on the grounds of unseaworthiness and negligence. The District Court dismissed the libel after finding there was no negligence, and that since the ship was not in navigation there was no warranty of seaworthiness.

FEDERAL MARITIME COMMISSION. The FMC has suspended until March 8, 1962 general increases in freight rates proposed by Matson Navigation Company covering the trades from the Pacific Coast to Hawaii and from Hawaiian ports to Atlantic and Gulf ports. The rates were scheduled to become effective November 9, 1961. At the same time, the FMC ordered an investigation of the proposed rates. . . . The FMC has extended from November 10 to November 24, 1961 the time within which interested parties may file written replies to an FMC proposal to change its rules governing practice before the regulatory agency. . . . The United States of America has complained to the FMC with respect to service charges levied on Government cargo by California terminal operators, which charges are assessed against steamship companies and passed on to the Government by the companies. The Government contends the charges are illegal as against it, other shippers and respondent steamship operators, in that they set fixed and arbitrary monetary figures without furnishing to the Government and other shippers and carriers all of the purported services and charges for services which at times are not reduced.

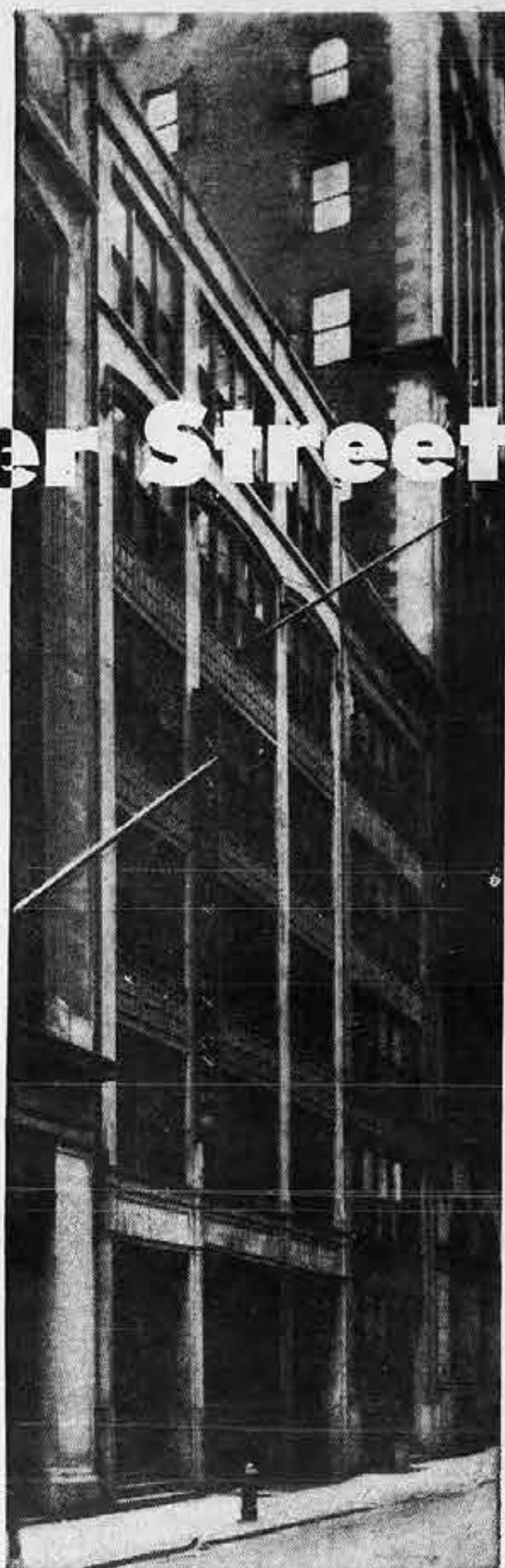
FISH REPORT. The USSR has expanded fishing operations by sending exploratory vessels and completely integrated fishing and processing fleets to participate in fisheries in many areas of the world. The Soviets have nearly doubled their catch in the last decade; in total catch the Russians now stand third behind Japan and Communist China as a leading fish-producing country. The 1960 Soviet catch was 7.7 billion pounds, placing it ahead of the United States for the first time. This increase is the result of long-range planning and a rapidly growing high-seas fleet.

CONSTRUCTION SUBSIDY. The Commerce Department is reportedly preparing actions that may slow down the outflow of ship construction subsidy funds. The move is said to be prompted by the President's call for economy. Construction subsidy outlays this fiscal year were expected to be around \$98 million, plus the leftover from past years. In addition, this Congress has appropriated enough new money for starts on 14 vessels. All this comes in the light of repeated warnings that our merchant fleet is deteriorating. We are told almost daily that our ships are getting older and older. We are warned that the Soviet Union is making a determined drive to achieve maritime superiority. Yet, we are now informed that our construction subsidy program may be slowed down. Again, the American merchant marine will be dealt another blow in what sometimes appears to be a deliberate effort to destroy it. The Secretary of Commerce has already delayed subsidies for the construction of two ore carriers by Bethlehem Steel. Now, it seems, he will give his consent to further delays under the guise of good economy. Can such a move really be termed a sound economical measure?

The Ten Years

Since

Beaver Street



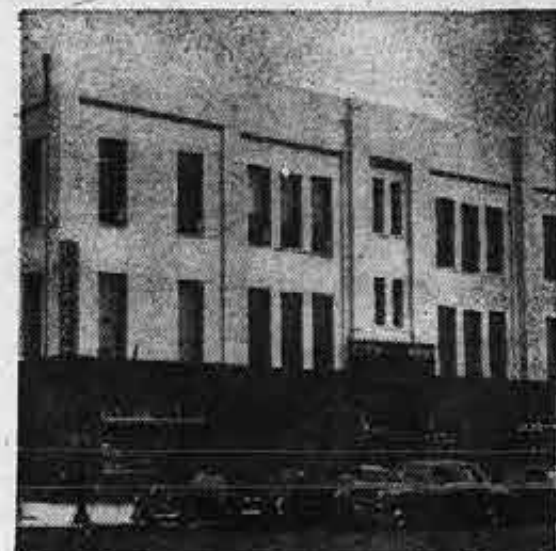
The era in SIU and maritime history that began just ten years ago, with the shifting of SIU headquarters from 51 Beaver Street in lower Manhattan (above) to its current site in Brooklyn, has been a time of expansion and growth for Seafarers and their Union. There have been many moments of drama; the maritime industry, and Seafarers and their ships, like the world at large, have changed in a variety of ways. Featured here are some of the 1951-1961 highlights.



Most Seafarers are family men and homeowners today. Union's welfare program for the whole family meets many needs, even covers triplets.



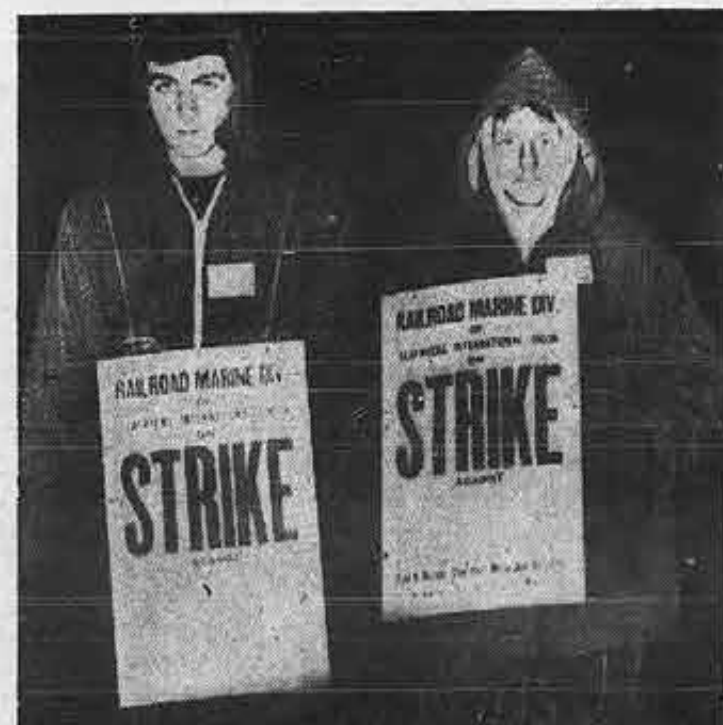
Union is active in many areas. In Puerto Rico, an SIU scholarship winner, now a doctor (left), helps open new SIU clinic.



SIU headquarters in Brooklyn, new today as in '51, is a "long way from Beaver St." Building program in many ports symbolizes Union growth, progress.



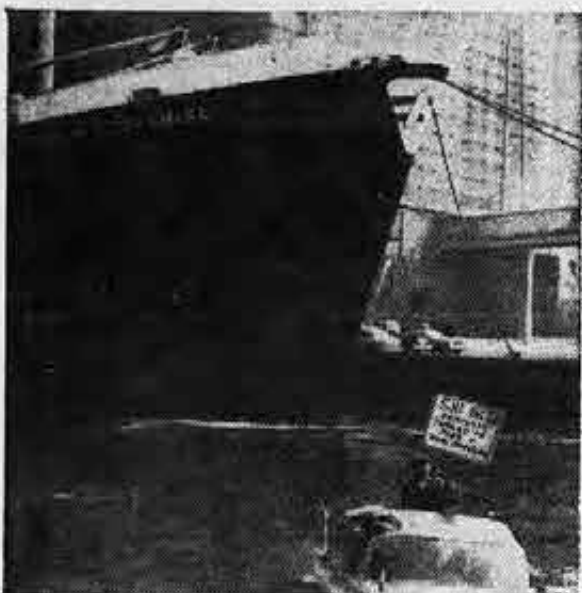
Safety and food programs have made big strides in bettering shipboard conditions, cutting accidents.



Now representing railroad tugmen, SIU led job security strike last winter, won key gains.



Starting modestly, SIU Vacation Plan pioneered guarantee of paid vacation for seamen, now pays up to \$800 per year for continuous service on one vessel.



Seaway opening sparked Lakes' organizing, boosted runaway traffic.



New moves to save domestic trade led to container-carrying roll-on, lift-on vessels, brought on a revolution in US shipping. An atom-powered freightship is due next.



Sea unions held first joint contract talks in '61, offered own program to aid industry.



First SIUNA president and secretary of the Sailors Union on the West Coast, Harry Lundeberg (2nd from left) led early fight on runaways, died in 1957.



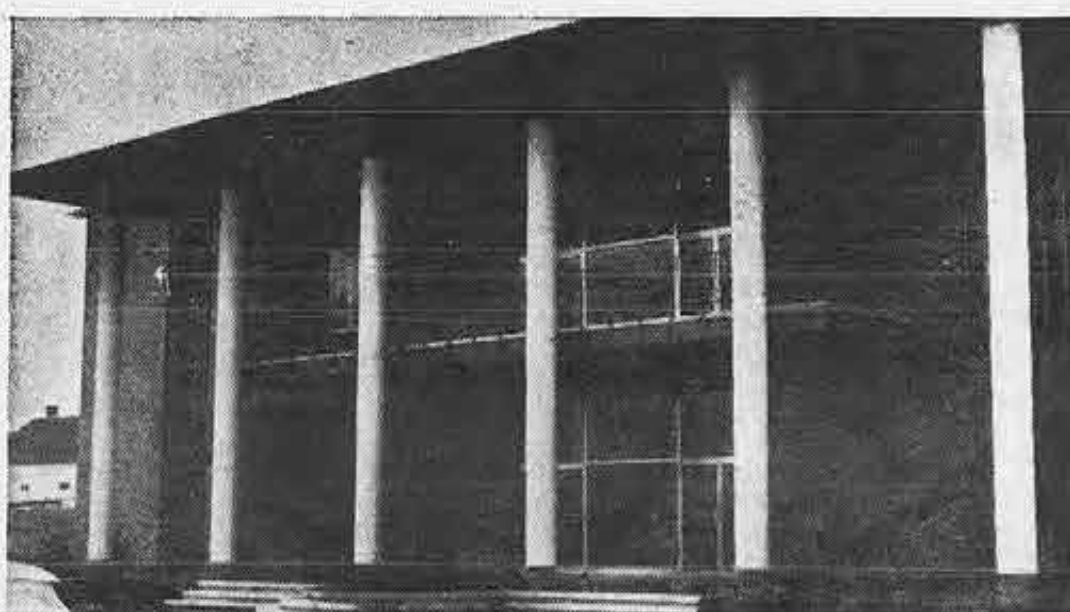
Drive for freedom of seas followed Suez war. SIU action here countered Arab ship boycott.



Mass picketing at UN helped block '58 Cuban bid to scab on Canada SIU.



American Coal Shipping beef brought out maritime union veterans from all coasts. Under US court order, oldtimers of 70 and over competed for jobs.



Graceful columns mark newly-opened Union hall in New Orleans. Building represents new stature for Union as it notes 23rd anniversary this month.

Won SIU Scholarship In '59

SEAFARER GETS 2nd AWARD

Seafarer Donald Peterson, winner of a \$6,000 SIU scholarship award in 1959, has just added new laurels to his string by earning a \$1,250 scholarship from Harvard University for post-graduate studies. Peterson, 28, graduated from Swarthmore College in June.

A member of the SIU since 1953, sailing in the deck department, Peterson was attending Swarthmore in Philadelphia, Pa., when he won one of the five Union scholarships awarded two years ago. He has since graduated with a Bachelor of Arts degree and entered Harvard for the current semester in pursuit of a Masters of Arts degree in teaching.

The \$1250 Harvard scholarship covers Peterson's full tuition costs at the school. In addition, he has been able to apply the balance of

his SIU award, \$3,000, toward his post-graduate work under a ruling by the trustees of the SIU plan.

Peterson got to college the hard way. He had to go to sea to support himself as soon as he left high school in 1951, tried to enter Swarthmore and found his academic preparation would keep him out. He then went back to sea and attended summer session at the Peddie School, Philadelphia, but before he could try Swarthmore again, was drafted into the Army in February, 1953.

Discharged six months later when his right leg, which had been

lame, collapsed on him, the SIU scholar went back to sea. This eventually made it possible for him to complete his education. He served as a volunteer organizer for a time, and subsequently became a full book member.

Hospitalized for surgery on his leg, he went back to sea with the SIU when he became fit for duty, starting with the Robin Tuxford. For the next five years he sailed with Robin, Isthmian, Waterman and Cities Service, among other companies, while completing his qualifications for college entrance.

When the scholarship was awarded to Peterson, he said at the time, "it meant the difference between continuing or stopping my education. My understanding has been deepened by the gratitude I now feel."



Peterson

New Navy Hydrofoil On Order

WASHINGTON—A contract covering the design and construction of the latest hydrofoil research ship authorized by the Government has been awarded to the Grumman Aircraft Engineering Corp. by the Navy's Bureau of Ships.

At the same time, the Customs Bureau has announced the streamlining of its rig classifications to include hydrofoil craft and nuclear powered ships.

Rig classifications, used in the documentation of vessels, have been modified to include "gas screw hydrofoil," "oil screw hydrofoil" and "nuclear steam screw." The abbreviations of these rigs for use in merchant ships are "GA.H," "OL.H" and "NS."

The newest hydrofoil contract, which is for the research ship authorized in the Navy's 1962 ship-building program, totals almost \$12 million. The proposed ship is expected to be about 200 feet long and displace about 300 tons. Initially its speed is to be up to 50 knots, but it may ultimately reach 75-80 knots.

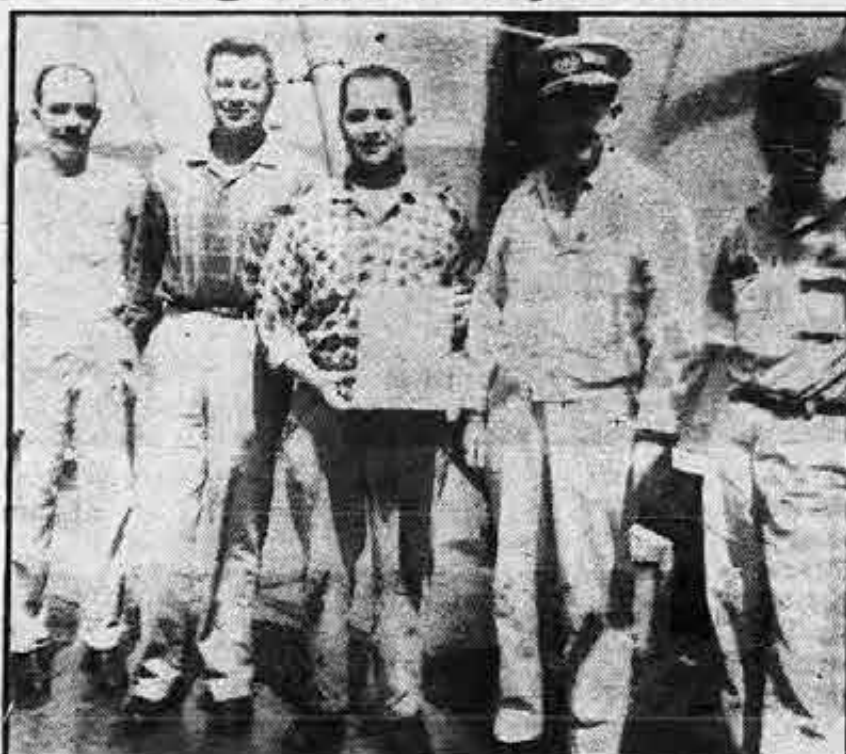
The new Custom Bureau rig classifications are being used on marine documents now being issued but existing documents do not have to be turned in for any changes in designations.

Among the classification changes, now to be lumped under the rig "sail," are barks, barkentines, brigs, brigantines, catboats, ketches, schooners, sloops and yawls. The rig "barge" is amended to include all non-self-propelled vessels other than houseboats and dredges. This eliminates the craft known as a "scow"—at least the type that doesn't travel under its own power.

Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits, Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. The cards should be witnessed as a means of verifying signatures.

Young America Plays It Safe



SIU award for a year's accident-free sailing on the Young America is displayed (l-r) by pantryman E. J. Smith, chief engineer J. Uzzell, oiler M. Stupin, Capt. T. Tucker, 1st assistant W. McKenzie. Presentation was made in San Francisco.

PENN MARINER (Penn Shipping), Sept. 17—Chairman, Strickland Jr.; Secretary, S. Rothschild. Master informed ship's delegate A. Villanova that he will try to get ice in Trinidad. Vote of thanks to steward department and to chief engineer for going all-out on ice box repairs.

DE SOTO (Waterman), Sept. 30—Chairman, James J. Johnson; Secretary, J. F. Castonover. No logs and no beefs reported by department delegates. Vote of thanks to ship's delegate for a good job. Headquarters should check on mail service in the Far East. Yokohama mail delivered in Los Angeles on our return. Return all folding coats.

SEATRAN NEW YORK (Seatrains), Sept. 24—Chairman, C. W. Halla; Secretary, Alex James. Man who missed ship replaced. No beefs reported by department delegates. All men advised to fill out new welfare cards. Ship constantly short-handed. Union to be contacted.

CLAIBORNE (Waterman), Oct. 1—Chairman, C. Lomera; Secretary, F. Johnson. No beefs reported by department delegates. Help sanitary man keep ship clean.

CHOCTAW (Waterman), Sept. 26—Chairman, D. Ticari; Secretary, C. Bortz. \$1 in treasury. No beefs reported by department delegates. Disposal of movie fund should be postponed until definite word is received on lay-up.

SEATRICE (Bull), Oct. 4—Chairman, none listed; Secretary, Charles F. Boyie. No beefs reported by department delegates. Mate complained about bosun raising gangway without orders. See about Floridian getting stores from us.

STEEL SEAFARER (Isthmian), Sept. 24—Chairman, P. Sarkus; Secretary, F. E. Nelson. No beefs reported. Union to check with company to have mail handled more efficiently. Repairs

port hole glass and door lock in wiper's room. Suggested that garbage disposal be done off shore side of ship just aft of housing due to amount of deck cargo.

MONTEGO SEA (Lion), Sept. 17—Chairman, J. Davine; Secretary, R. Hutchins. Some OT disputed. Mess-room, laundry and passageways painted. Patrolman should check with Company why mail is not delivered on time. Need correct mailing address. Ship to be fumigated before sailing and guard rails to be replaced. Hooks needed on all watertight doors.

SEATRAN SAVANNAH (Seatrains), Sept. 26—Chairman, J. M. Lundy;



Secretary, O. M. White. Same old problem on ice machine. Need to supplement ice down south. Milk ran out two days out on return voyage. Captain refused to order enough milk; said steward should ration milk.

SEATRAN GEORGIA (Seatrains), Sept. 17—Chairman, John Cole; Secretary, Roberto Hannibal. J. Jackson, ship's delegate, missed ship because of hurricane Carla. Meeting to elect new ship's delegate called by R. Hannibal. John Cole, wiper, elected new ship's delegate. \$30 in treasury. No beefs reported.

ALCOA POLARIS (Alcoa), Sept. 1—Chairman, James Peterson; Secretary, Orlando H. Loper. \$5.24 in treasury.

Ship sailed two short in galley. Captain claimed he is not required to call replacements in ports without Union hall. No beefs reported by department delegates. Request garbage be dumped aft. Keep passageways clear. James Peterson elected ships delegate.

SEATRAN TEXAS (Seatrains), Aug. 20—Chairman, James Glenn; Secretary, J. Lee Rogers. Ship's delegate reported that the engine department has been on time off. One man missed ship in Edgewater; one missed ship in Texas City. Man fired in New Orleans left ship owing \$20 for two watches. Ship's treasurer reported \$93.33 in ship's fund. Motion carried that crew does not concur with new vacation benefit. Everybody should receive the same per year regardless of how many ships served on. A ship may lay up or a person may become ill, or various other things may occur to compel a man to leave a ship.

COB VICTORY (Victory), Aug. 21—Chairman, J. Crews; Secretary, F. Cain. Food plan representative contacted and came aboard in New Orleans to straighten out food situation. Two men hospitalized in Honolulu. No communications or LOGs received. Ship should have fast and clean pay-off. Vote of thanks to all delegates for cooperation. No beefs reported. Start ship's fund at payoff. Crew requested to keep messhall clean, stay out of messhall and pantry in shorts. Vote of thanks to whole steward department, especially chief cook. Food improving due to new chief cook.

STEEL ARCHITECT (Isthmian), June 25—Chairman, W. E. Culpepper; Secretary, Jerry Chodack. One man hospitalized in Bombay. Crew pantry and messmen, after sailing for 2 months, doing very poor job and working against each other. Steward will supervise messhall during meals. On next draw each delegate to make a \$1 collection for small emergency

fund. Leak in sink and other repairs given to chief engineer but no action taken. Danger of carrying garbage aft in port brought up again.

GLENBROOK (Wall Street Traders), Aug. 27—Chairman, Edwin Mariano; Secretary, B. H. Schwartz. No beefs reported by department delegate. Request to fumigate the ship against ants.

NEVA WEST (Bloomfield), Aug. 20—Chairman, B. Sales; Secretary, W. R. Gels. \$28 in treasury. No beefs reported. Ship's delegate to check with slop chest and have more Camels and Luckys put on board. Dayman doesn't know duties; shouldn't ship on deck again until he proves himself able.

SEATRAN NEW YORK (Seatrains), Aug. 27—Chairman, A. D. Thompson; Secretary, Alex James. No beefs reported by department delegates. Ship's delegate will be the first man to contact at payoff. Delegate to ask captain about next voyage.

MASSMAR (Calmar), Sept. 5—Chairman, James J. Davito; Secretary, M. E. Greenwald. No beefs reported by department delegates. Request new washing machine. Cups to be returned to pantry. Julius Gural elected ship's delegate.

DEL MAR (Mississippi), Aug. 27—Chairman, W. C. Baranowski; Secretary, Edward Archos. Delegate contacted New Orleans hall re chairs for three lounges. None put on board. Ship running smoothly. Clean payoff. Motion to give \$50 from ship's fund to home for underprivileged children so they can see football games.

SEATRAN GEORGIA (Seatrains), Aug. 27—Chairman, John Cole; Secretary, Roberto Hannibal. Complaint about too many roaches aboard the ship. Vinson resigned delegate's job. \$30 in treasury. No beefs reported by department delegates. Jackson, third cook, is new ship's delegate.

SIU FOOD and SHIP SANITATION DEPARTMENT

Chf Wilson, Food and Ship Sanitation Director



Eggs Aboard—Handle With Care!

One of the most important food items aboard ship, as all experienced steward department members know, is eggs. Both from the standpoint of nutritional value and popularity, eggs are a key item in shipboard feeding.

Since they are perishable, eggs must be given special attention both in storage and handling. The high standards on food quality for all SIU-contracted ships must be maintained, especially where eggs are concerned.

Like other dairy products and meats, eggs are usually inspected and graded in the US by the Department of Agriculture. However, the chief steward aboard a vessel still has the ultimate responsibility to see that the products meet SIU standards.

Almost everyone likes eggs in some form—if they are fresh. Despite the fact that they look hard, eggs are sensitive. The shell is actually full of tiny holes, or pores, and air goes through the shell as it does through a screen. That is why eggs pick up odors from other foods and cannot stand much heat or cold in storage.

Special Temperature Required

Contrary to popular belief, eggs require storage at temperatures much lower than are usually maintained. The US Department of Agriculture has done research which shows that eggs keep best at temperatures of between 30°F. and 33°F. The freezing point for eggs is 28°F. and storage temperatures should be just a bit higher.

If possible, the wrappings on eggs should be kept on to retain their freshness and moisture. Good packaging of eggs helps to promote cleanliness and prevents the spread of odors. A well-kept dairy box will also help in preserving the freshness, flavor and food value of eggs. The dairy box, where eggs, mild cheese, milk, lard and shortenings are stored, has to be clean and maintained at the proper temperature.

Because of pores in the shells, eggs should be kept separate from food with strong odors. Air passing through the pores can carry odors from other foods, thus giving the eggs an unpleasant quality. Products like roquefort, blue and other strong cheeses should not be kept in the same box as eggs. These strong cheeses can be well wrapped and put in the vegetable box.

Never Turn Egg Cases

Eggs are always placed in a case with their pointed ends down. They are packed that way for good reason and they should stay that way. The pointed end is the strongest and least likely to break. The rounded end has an air cell which should not be disturbed. If the air cell is shaken up and broken, the yolk of the egg may stick to the shell and the egg will spoil more rapidly.

It is therefore important for stewards to keep egg cases stacked with the top sides up—never bottoms-up or on the sides. Some stewards have been told that eggs should be turned regularly. Forget it. Modern food science proves it is undesirable to turn egg cases.

Seven good rules to remember in the handling of eggs are:

1. Don't let eggs stand on the pier longer than necessary.
2. Don't let eggs become smashed while being loaded onto ship.
3. Don't let cases, or eggs themselves, get wet.
4. Never turn egg cases.
5. Don't store egg cases on their sides or ends, always store them top side up.
6. Don't store eggs with strong odor foods.
7. If possible, don't let temperatures fall lower than 30 degrees or go higher than 33 degrees.

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

SIU SOCIAL SECURITY DEPARTMENT

SOCIAL SECURITY REPORT



Joseph Volplan, Social Security Director

Call For Action By US, States

Added evidence, if any is required at this stage of the game, that individual states can't be counted on to deal with basic issues of social legislation on their own, was provided at a recent AFL-CIO Social Security conference in Denver. The sessions produced a call for broad expansion of social insurance programs at both the Federal and state levels.

Acknowledging the responsibility of state governments to take care of the "bread and butter issues" of workmen's compensations, health insurance and unemployment benefits, the governor of Colorado, Stephen L. R. McNichols, had this to say: "We have moved far in trying to provide educational facilities, rehabilitate delinquent children, improve the care of our mentally ill and liberalize other social legislation, but these western states are tough states. It's not easy to explain that a small tax increase is often a big bargain."

The Governor urged a continued drive by trade unions—who are not seeking the "impossible," he noted—to press on these issues. His views were echoed by Assistant Secretary of Labor Jerry R. Holleman, a former president of the Texas state AFL-CIO. Holleman pointed out: "It's obvious that states as a whole have not and will not measure up to an acceptable standard" in providing laws in these fields.

Speakers also cited automation and population growth as the cause of the many problems that have developed over the years without appropriate across-the-board legislation to cover them. They indicated again and again that since the problems are extensive and do not follow state boundaries, they have to be worked out at every level of government. As seamen, we couldn't agree with this more. We run into these problems of different laws from area to area all the time.

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Virtually unknown in this country only a generation ago, voluntary private health insurance has grown into a highly complex structure covering almost three-quarters of the US population.

A generation ago, health insurance was mainly designed to offer protection against the cost of hospital care. This is still the most popular type of coverage and, by the end of 1960, almost 132 million Americans were covered for hospital expenses under various plans. Now other types of protection—surgical, regular medical and, most recently, "major medical"—have begun to catch up with hospital insurance in the number of people enrolled.

"Major medical" insurance, which covered too few people as recently as 1950 to warrant study, by 1960 protected 27.5 million people. This insurance usually covers very large expenditures for nearly all types of hospital and medical care, as well as helping to pay for prescriptions, appliances, special nursing care and x-rays.

Seafarers, of course, have broad protection for themselves and their families through the SIU Welfare Plan which provides many kinds of benefits not covered by private plans. Many other trade unions also have long-established welfare programs in operation to service their members and dependents. Taking into account the size of the organized labor movement and combining this with the figures noted above, we still find a good number of Americans with no medical, hospital or surgical protection of any kind.

This includes the large group of aged folks who cannot obtain or afford costly private insurance plus low-wage groups who are in the worst possible position if some emergency strikes the family.

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

New Orleans, San Francisco Pay Out Increased Benefits



Urge Early Health Exam Renewal

The Medical Department of the Seafarers Welfare Plan urges Seafarers whose clinic cards are expiring to get them renewed in advance and not wait until the last minute. This is particularly true in cases where a man has just paid off a ship and expects to be ashore awhile. If the examination at the SIU clinic is taken immediately, then if there is any need for medical treatment it can be obtained through PHS without having to delay shipping out.

It is not necessary to wait until the year is up to get the clinic card renewed at the SIU health centers. This can be done as much as two months in advance of the expiration date.

Special Equipment Care Benefits Young And Old

Always flexible to meet changing needs, the SIU Welfare Plan is continuing to provide specialized care for Seafarers and dependents via the special equipment benefit to cover severe, chronic illness.

The Plan's special equipment feature has furnished a variety of rehabilitation equipment and medical gear ranging from special bedframes, powered wheelchairs and eye prosthesis to hearing aids in some cases.

One of the latest examples of the special benefit is the coverage provided for nine-year-old David Schwartz, a polio patient and the son of Seafarer Robert D. Schwartz of Citronelle, Ala. A set of leg braces was supplied for David last

year after he contracted poliomyelitis and all repairs and orthopedic shoes required since then has been provided and arranged by the SIU through the Welfare Plan.

Reimbursement was approved for Schwartz last month after he laid out \$114.06 for repairs to the braces and a change of shoes for his son. To date, Schwartz has received some \$400 in benefits for equipment and special care required for David in the course of his illness. An SIU man since 1943,



Ossmow



Schwartz

Schwartz last shipped as AB on the Keva Ideal (Keva).

SIU oldtimer John Ossmow is also receiving special attention due to a degenerative disease of the central nervous system that put him on SIU pension in May, 1960. All costs of a collapsible wheelchair and other medical items are being covered by the Plan. Ossmow began sailing SIU in 1938 and he and his wife now live in Philadelphia. He last shipped as bosun in 1957.

OK 2 More Pensioners

Two more veteran Seafarers joined the growing list of SIU oldtimers retired on pensions by trustee action late last month.

Newcomers to the \$150 monthly pension are Alexander Peffanis and James Russell, both 65 years of age, veterans of the deck department and residents of New York. They are guaranteed payment of the monthly pensions for life.

An AB on the Atlas (Tankers & Tramps) his last time out in August, Brother Peffanis has sailed with the SIU since 1946. He originally began sailing about 35 years ago from his native Greece. Peffanis lists a niece, Anastasia Analiti, in Greece, as next of kin.



Peffanis



Russell

Brother Russell was one of the SIU oldtimers in the American Coal Shipping beef and sailed on the Harry L. Glucksmann for ACS in 1937. He's been the victim of a lingering illness most of the time since he paid off the Seatrail New York in 1958. Russell's SIU seetime goes back to 1941.

How To Qualify For S&A

The Sickness and Accident Benefit program for Seafarers launched last month marks a major new development under the SIU Welfare Plan. It provides, for the first time, benefits in cases of illness or injury that occur off the job. It also means outpatients can now receive benefits although they have never been covered for SIU benefits before.

Following are the basic terms of the new benefits:

Basic Eligibility. The Basic Eligibility Rule for all Sickness & Accident benefits is the same as for all other welfare benefits. Seafarers must have one day's seetime in the previous six months plus 90 days in the last calendar year in order to qualify. This is the minimum requirement for benefits under the Seafarers Welfare Plan.

Illness or Injury Aboard Ship. Seafarers who are ill or injured aboard a vessel only qualify for S & A hospital benefits. As outpatients, they are entitled to Maintenance & Cure of \$8 per day from the company. Maintenance & Cure is protected by law. Where there is a question whether M & C is payable, benefits will apply subject to collection of M & C.

Illness or Injury Ashore. Seafarers who are ill or injured ashore qualify for both hospital and outpatient benefits under the S&A program. If they have been discharged after less than 39 weeks in the hospital, they automatically qualify to receive outpatient benefits for the remainder of the 39-week period.

Hospital Benefits. Every hospitalized Seafarer who meets the Basic Eligibility Rule can receive \$8 per day hospital benefits for up to 39 weeks. If he remains in the hospital over 39 weeks, regular benefits of \$3 per day are payable for as long as needed. Payments are made right in the hospital in most cases.

Outpatient Benefits. In every case, Seafarers should contact any SIU hall. They must complete the S&A application available in all halls and furnish a USPHS medical abstract. Seafarers who have not been hospitalized must be outpatients for 7 days before they can receive benefits, which are retroactive to the 5th day. Benefits are paid at the rate of \$56 per week.

Since circumstances will naturally vary, Seafarers are urged to make sure they fill out their applications fully according to the particular circumstances in their own cases. This will simplify checking and processing of applications whether a Seafarer applies at headquarters or in the outposts. All payments are being handled at headquarters in the same manner as SIU Vacation Plan benefits.



At left, first Seafarer in New Orleans to draw \$56 weekly S&A outpatient benefit is Salvador Rallo (right), getting check from SIU welfare rep. Herman Troclair. In San Francisco (above), welfare rep. Walt Reidy (2nd from left) looks on as Seafarers James Lee, Jr., Pete Matovich and Stokes Ayers sign for \$8 daily in-hospital benefit.

High-Cost Union Bonding Charges Cut—No Claims

WASHINGTON—Harsh, costly bonding requirements imposed on the country's trade unions under the 1959 Landrum-Griffin Act have proven unnecessary and the costs have now been reduced.

The Surety Association of America agreed with a committee of AFL-CIO union officers that the heavy bonding charges could not be justified on the basis of experience. The rate cut went into effect last month.

AFL-CIO Survey

A survey of 122 AFL-CIO international unions and six affiliated departments showed "not a single claim had been filed" under the "faithful discharge" bonding provision. William F. Schnitzler, AFL-CIO secretary-treasurer, reported that the reduced rate is added evidence that there is no justification for the strict and expensive bonding requirements for trade union officers and employees.

"Faithful discharge of duties" bonds, Schnitzler said, are a result of an obscure Landrum-Griffin clause. They represent "a new concept" in bonding, he noted, pointing out that the higher costs of bonds had to be met from union assets which could have been bet-

ter used to promote the well-being of union members.

If the unions and surety companies cooperated and worked out a schedule of rates for commercial blanket fidelity bonds, Schnitzler continued, "they could obtain greater coverage for a lesser rate and the assets of the trade union movement would be conserved... for the benefit of the members."

Seafarers Speak At NY Meeting

Hitting the deck at regular monthly membership meeting in New York, Seafarer George Muzzicca (left, at mike) asks question on new SIU welfare programs during part of question-answer period at the November 6 session. Looking on is Port Agent Joe Di-George (seated) and Welfare Rep. Tom Gould. At right, Frank Myatt takes his turn at the rostrum to check on provisions of new Sickness & Accident Benefit program regarding SIU outpatients.



ATOM-SHIP FUELED UP IN DRESS REHEARSAL

CAMDEN—A dress rehearsal session on fuel-loading procedures for the NS Savannah, the first nuclear-powered merchant ship, apparently went off without a major hitch early this month. The practice-loading procedures were complete in every detail but one—no atomic fuel was used.

The four-hour run-through at the New York Shipbuilding yard here was designed to insure complete safety when the actual loading of reactor fuel on the Savannah takes place. No date has yet been set. The procedures vary

somewhat from those used for the Navy's atom-sub, which have been operating for several years.

Meanwhile, a construction order for the world's second nuclear merchant vessel has been placed in West Germany. Construction of the new ship at Kiel is expected to begin within a year. Completion is scheduled by 1964.

As yet unnamed, the new German vessel will be a \$10 million, 15,000-ton bulk carrier. The plans, however, are to use it chiefly for research with little expectation for economical operation. In addition to a crew of 75, she will have accommodations for 35 passengers.

Here in Camden, the practice loading session was handled by the nuclear staff of the shipbuilder. In the actual loading, uranium oxide fuel will be placed in the Savannah's pressurized water reactor which will actually operate the plant.

Many pains have been taken to assure that the first surface commercial craft using atom power will be safe.

"Under no circumstances will passengers or operating personnel be exposed to dangerous, uncontrolled radiation," the skipper noted. States Marine is the contract operator for the Government.



SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

USPHS HOSPITAL GALVESTON, TEXAS
Max W. Anderson
Clarence Bertrand
Richard Beadling
George Dost
Burl Haire
Earl Howell
Walton Hudson
George Meltzer
Broadus Miles

USPHS HOSPITAL SEATTLE, WASH.
Louis Barch
Luis Bernier
M. Johns
K. W. Kelly

USPHS HOSPITAL NEW ORLEANS, LA.
Arvo Antilla
Samuel Bailey
W. Barrilleaux
Felipe Basalta
Clifford Brewster
A. Caragiorio
Harry Cronin
Thomas Dailey
Cornelius D. Ouden
Joaquin Dimas
Albert Doty
Otis Neal Edwards
Jesse Everett
Needem Galloway
Charles Garrison
Norman Hadden
Frank Hales
E. B. Hardcastle
Willie Hardeman
Carla Harris
Fred Hazard
Alvin Headricks
George Kasprzyk

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Omar Ali
Alex Anopol
Erasmo Arroyo
Kurtis Binemanis
Joseph Blake
John Bloom
Sigmund Boggan
Jack Brock
Frutoso Camacho
John Campo
Daniel Carment
Enoch Collins
H. L. Cox
Thomas Cox
Napoleon Douglas
Danny Ekhoft
Dolware Eldemire
Friedof Fondilla
Vaino Fonsell
Chester Gawrysh
Estell Godfrey
Aniquio Gonzalez
John Graddick
Francis Hannaford

USPHS HOSPITAL SAVANNAH, GEORGIA
George Brown
Donna Williamson
USPHS HOSPITAL BRIGHTON, MASS.
Benjamin Boudreau
William Dyer
Arthur Kavel
USPHS HOSPITAL SAN FRANCISCO, CALIF.
Stokes Ayers
Leslie Brillhart
James Eagen
Paul Foster
John Guard
L. Knickerbocker
James Lee, Jr.

USPHS HOSPITAL BALTIMORE, MARYLAND
Ramon Aquida
Kenneth Brown
Millard Bryan
Charles Campbell
Joseph Cox
William Dixon
Antonio DosSantos
Louis Firlie
Gorman Glaze
Sam Hacker
Lars Johansen
Francis Kessel

USPHS HOSPITAL NORFOLK, VIRGINIA
Allen Burke
Norris Mam
LONG BEACH MEMORIAL HOSPITAL, LONG BEACH, CALIF.
S. Krawczynski
Henning Bjork
Alberto Gutierrez
USPHS HOSPITAL FORT WORTH, TEXAS
Benjamin Deibler
Thomas Leahy
Max Olson

VA HOSPITAL WEST HAVEN, CONN.
James Gorman
VA HOSPITAL TEMPLE, TEXAS
William E. Nelson
US SOLDIERS' HOME WASHINGTON, DC
William Thomson
PINE CREST HAVEN COVINGTON, LA.
Frank Martin
VA HOSPITAL KERRVILLE, TEXAS
Willard T. Cahill

USPHS HOSPITAL SAVANNAH, GEORGIA
Thomas Low
Charles Robinson
USPHS HOSPITAL SAN FRANCISCO, CALIF.
Phillip Mason
Wm. McIlveen
Chas. Neukirchner
Reino Pelaso
Winford Powell
Richard Ripley
Doyle Sheets

USPHS HOSPITAL NORFOLK, VIRGINIA
Allen Burke
Norris Mam
LONG BEACH MEMORIAL HOSPITAL, LONG BEACH, CALIF.
S. Krawczynski
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USPHS HOSPITAL FORT WORTH, TEXAS
Benjamin Deibler
Thomas Leahy
Max Olson

Physical Exams—All SIU Clinics

September, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	103	13	15	131
Houston	90	—	—	90
Mobile	81	14	10	105
New Orleans	214	11	20	245
New York	341	28	18	387
TOTAL	829	66	63	958

SIU Blood Bank Inventory

October, 1961

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	Old plan discontinued; new program being set up			
New York	89	42	38	93
Philadelphia	13	23	—	38
Baltimore	—	17	7	10
Norfolk	—	16	—	16
Jacksonville	15	13	—	28
Tampa	Hall just reopened; bank being set up			
Mobile	20	12	2	30
New Orleans	—	20	—	20
Houston	—	3 1/2	—	3 1/2
Wilmington	22	—	2	20
San Francisco	—	5	12	(7)*
Seattle	15	—	—	15
TOTAL	178	151 1/4	61	266 1/4

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

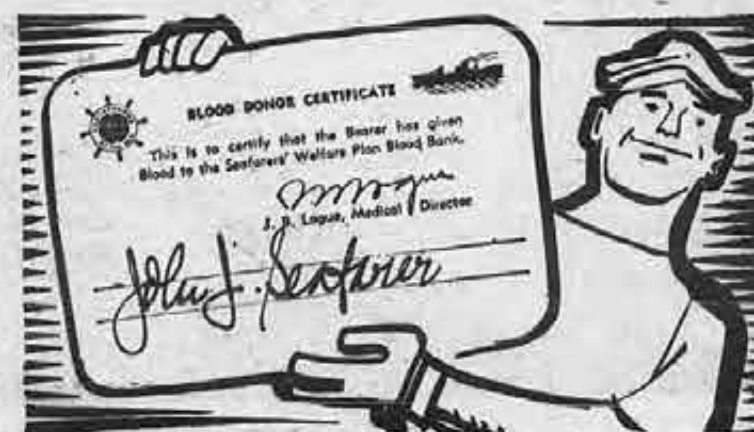
SIU Welfare, Vacation Plans

Cash Benefits Paid

September 18-October 15, 1961

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)....	7841	\$29,132.72
Death Benefits (Welfare).....	7	17,248.70
Disability Benefits (Welfare)..	1354	47,375.00
Maternity Benefits (Welfare)..	38	7,600.00
Dependents Benefits (Welfare)..	221	58,222.13
Optical Benefits (Welfare)....	171	1,601.90
Outpatient benefits (Welfare)..	111	12,878.00*
Summary (Welfare)	9743	\$174,058.45
Vacation Benefits	1450	\$245,821.52
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	11193	\$419,879.97

* Figures cover October 1-31.



To obtain SIU Blood Bank information or a donor card (sample above), contact any SIU hall. All emergency needs can be serviced via local SIU banks or headquarters.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Shelter Deals—An Old Shell Game

Fast-buck promoters are capitalizing on the current public concern over fallout shelters to use high-pressure sales tactics for the sale of purported protective equipment. Many of the same operators who previously sold you overpriced storm windows, house siding, patios, encyclopedias, fire-alarm systems and other home-improvement jobs, soon will be on your street to sell you survival on the installment plan.

In Michigan, the Michigan Consumer Association reports complaints that salesmen for shelters are using a "buy or die" slogan, and are showing families scare films of what happened in Hiroshima.

In New York, a leading promoter advertised in the daily papers for "crack closers . . . siding, book men, franchise men, etc., to 'get in on the ground floor of the new fallout shelter industry.' This company advertised 'Huge commission . . . get the cream of this new field,' and promised that leads to prospective buyers would be supplied salesmen from displays in Grand Central, Penn Station, etc.

By "crack closers," this multi-million firm means it seeks salesmen expert at taking leads and overcoming any sales resistance.

Many sellers have seized on the recent publicity given various types of "shelter" and "survival equipment" by "Life" magazine to promote such equipment as fallout detection meters, at prices which vary as much as 50 per cent among various promoters. Other advertisers of fallout shelters are using such scare headlines as "Prepare Now for SURVIVAL."

Better Business Bureaus are making a nationwide survey in an effort to establish standards and stop the threat of high-pressure selling by shady operators, the Association of Better Business Bureaus reports. "There is no doubt the home improvement operators are going 'underground,'" a spokesman commented.

It is known that "a number of the promoters entering the shelter business are individuals who have had bad records in the home improvement business," Allan Backman, vice-president of the National Better Business Bureau, told this reporter. Civil-defense officials are similarly worried over the activities of high-pressure sellers. The Minnesota civil-defense director, Hubert Schon, has called for a Federal standard for shelters. One manufacturer even has advertised a "Lifetime guarantee" for its shelter. That's a safe enough offer for him to make.

Prentice-Hall, a large business-advisory service, has recommended this to its clients: "Make plans now to get in on the civil-defense market and you'll have the jump on your competitors when it really starts burgeoning."

Another business expert warns that among the cheaters, there will be two techniques: "One will be to get signatures on contracts and then to sell the contracts to local builders. The other will be to sign up victims and then to build a shelter at a cost to allow a fancy profit."

This writer has no recommendation as to whether you should build a shelter or not, or get your town to build a community type, as some towns are planning to do at much lower cost per family. But there is no doubt that you need to avoid the current pressure from high-commission salesmen. It is noteworthy that some sellers are offering shelters for \$700, while others want \$2,000 or more.

No standards of adequacy actually have been set up yet. Local, state and Federal civil defense officials are still trying to work out the details of what is an adequate shelter. Currently the Federal Trade Commission is meeting with the Defense Department to formulate a standard and provide a guide to the public.

Since responsible authorities are still working out standards, "Life's" claim that prefabricated shelters can be constructed within a few hours by two men using only a screwdriver and wrench doesn't seem reliable, in this writer's opinion.

If you feel you do need a shelter, and are unwilling to wait until standards of adequacy are established, or the situation is clarified, our advice is to at least first ask your local Civil Defense office for a list of qualified contractors and recommended plans. Don't sign a contract until you do.

Must Be A Sea Monster



Peering over the side, SIU crewmembers on the Transeastern look like they're waiting for something—or someone—to drop in on them. It really wasn't that serious; stores were due aboard and they wanted to see what's on the menu.

Use Ships, Air Force Told

WASHINGTON—An indifferent Defense Department attitude toward the American merchant fleet continued to show itself as a Congressional watchdog agency pulled the Air Force up short and told it to stop wasting money shipping by air and use ships.

The General Accounting Office, which reviews most Government spending, said the Air Force spent about five times what it should have to move

non-essential military cargo overseas by commercial air lines.

On another front, the Army finally conceded officially that some 440,000 tons of coal being purchased from US suppliers for use at American bases in West Germany is subject to the "50-50" law. The matter had been the subject of dispute for several months. Over 40 shiploads of coal cargo to be shared by American-flag and foreign lines are involved.

With the "50-50" decision made, Army officials asked the Military Sea Transportation Service to arrange the chartering for the American-flag half of the shipments. Defense officials originally wanted to ship all of the tonnage on foreign vessels. The first shipment of the US Army coal has reportedly gone out on a Norwegian vessel.

The \$11.5 million army coal contract, the largest negotiated in the industry for some time, not only means a boost for US shipping. It will also give a shot in the arm to the ailing mine industry. All the coal will come from 15 Pennsylvania mines.

At the same time, mine interests noted that this year's contract was

signed after a major part of this year's fuel needs had been filled by European suppliers. They expressed hope that orders for the next fiscal year would all come from American sources.

For Use In Rush Only

The Air Force is supposed to use commercial air freight only when there is a rush for the material. However, Air Force brass blushing explained that officials in the military assistance program felt military air service to certain countries "was not satisfactory." On the other hand, the Army and Navy use the Military Air Transport Service when they ship the same type of cargo by air.

Basing its estimate on an examination of air freight vouchers turned in by commercial carriers, the GAO said the Air Force paid over \$5.5 million for commercial airlifts of military cargo over a 12-month period. "On the basis of limited tests, we estimate that this cost would not have exceeded \$1 million" if shipped by surface carriers, the agency noted. The accounting office said there was no rush for most of these items and the bulk of it was non-critical material.

Among the examples of the wasteful spending for commercial air freight when shipping could have been used, was this one: the Air Force shipped English language training equipment to several countries by commercial air at a cost of \$125,000.

The order covered 56 shipments, including an \$18,000 item to Thailand and a \$14,000 consignment to Turkey. The GAO said that over \$100,000 could have been saved on this cargo alone.



YOUNG AMERICA (Waterman), July 23—Chairman, F. D. Gosse; Secretary, A. S. Telen. No beefs reported by department delegates. F. D. Gosse elected new ship's delegate.

HURRICANE (Waterman), Aug. 3—Chairman, Walter Wallace; Secretary, Eugene Ray. One man logged and one hospitalized in Bremerhaven. Repairs started but not completed. Old magazines to be given to the Seaman's Institute at Rotterdam, Holland. Each member should donate to ship's fund for taking care of ship's business. Crew asked to take care of linen and not use it for soiling.

ATLAS (Tankers & Tramps), Aug. 6—Chairman, Adkins; Secretary, W. H. Simmons. One man missed ship in Trinidad; one left in hospital in Trinidad. \$35 in ship's fund. Television set to be fixed. No spare fans or parts on ship. Crew asked to remove clothes from washing machine when finished. Vote of thanks to steward department.

ALAMAR (Calmar), Aug. 26—Chairman, C. A. Bellamy; Secretary, Don Peterson. No beefs reported by department delegates. Request to bring cups in from deck. Crew should wear pants in mess hall, keep heads clean, let the delegates handle all ship's business at the payoff.

EDITH (Bull), Aug. 26—Chairman, Pat Murphy; Secretary, Walcy Thomas. \$4 in treasury. No beefs reported to delegates. Vote of thanks to steward department for good food served.

CAPE HENRY (Northern), No date—Chairman, Carroll Quinn; Secretary, Robert Saunders. Icebox in recreation room to be fixed. Some disputed OT. No LOGs received since company in operation. Check with patrolman. Complaint again regarding use of onion. Steward asked to avoid heavy use of same.

SUZANNE (Bull), Sept. 4—Chairman, T. Gallagher; Secretary, none. No beefs reported by department delegates. Motion made to practice safety or do away with safety meetings. Union to see if company can supply more shore bread. Vote of thanks to stewards for a job well done.

HILTON (Bull), Aug. 27—Chairman, M. J. Denzey; Secretary, P. L. Shauger. Nothing to report. Everything running smooth. No beefs reported by department delegates. Vote of thanks to steward and galley.

SAN MARINO (Peninsular), Sept. 3—Chairman, Jesse Baugher; Secretary,

F. J. McQueeny. No beefs reported by department delegates. Request to keep doors locked outside, turn off washing machine, flush toilets, do not wear underwear in mess halls.

SAN MARINO (Peninsular), Aug. 3—Chairman, Jesse Baugher; Secretary, F. J. McQueeny. No beefs reported by department delegates. Crew requested to turn off washing machine when finished using it. Do not wear underwear in mess halls. Flush all toilets.

HILTON (Bull), Aug. 26—Chairman, M. J. Denzey; Secretary, P. Shauger. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

egates. Vote of thanks to the steward department. Everything running smoothly.

ALCOA POLARIS (Alcoa), Oct. 6—Chairman, B. N. Gay; Secretary, T. C. Overton, Jr. All soiled linen should be put in proper place. \$14.90 in treasury. No beefs reported by delegates.

FRANCES (Bull), Sept. 26—Chairman, George P. McCartney; Secretary, Carlos Diaz. Two delayed sailings; one is disputed and will be settled at the payoff. Consideration should be shown to the brothers off watch who are trying to sleep. No beefs reported. Headquarters report No. 251 accepted in entirety. Anyone who needs a light bulb should ask the electrician instead of taking them from the passageways or heads. Carpenter had two wrenches stolen from him.

SEATRAN NEW JERSEY (Seatrains), Sept. 10—Chairman, none listed; Secretary, J. Rigby. H. M. Connell elected new ship's delegate. No beefs reported by department delegates. Keep laundry room clean. Do not run washing machine too long.

MONTEAU (American Bulk Carriers), Sept. 26—Chairman, C. W. Jordan; Secretary, P. G. Vaughn. No beefs reported by department delegates. Have ship fumigated. See patrolman about very bad mail serv-

ice. Repair water fountain. Discussion about baker; baking is improving.

STEEL VOYAGER (Isthmian), Sept. 24—Chairman, Peter McDonald; Secretary, C. K. Hppard. Company again taking on bad water at Djibouti. Steward left ship at Gibraltar because of illness. Ship's delegate sent telegram to headquarters. \$7.97 in treasury. Some disputed overtime. No other beefs reported. See patrolman about canned milk and find out about dating all milk coming aboard. Need new washing machine.

CITIES SERVICE BALTIMORE (Cities Service), Oct. 11—Chairman, W. Willbridge; Secretary, John H. Elliott. Steward ordered a new washing machine. No beefs reported by department delegates. Have crew folic acid painted.

FAIRLAND (Sea-Land), Oct. 14—Chairman, D. Claussen; Secretary, Walter Newberg. \$11.05 in treasury. Toilets back aft need more pressure. Crew agrees that at meeting before each payoff new delegates be elected for one month. Vote of thanks by crew to the steward department and also from the deck department to the buson for a job well done.

AZALEA CITY (Sea-Land Service), Oct. 13—Chairman, Scotty McCormick; Secretary, A. F. Fontaine. P. Del Valle will check with patrolman concerning delayed sailing and other disputed OT. \$4.50 on hand. No beefs reported by delegates. Ship needs to be fumigated.

JEAN LAFITTE (Waterman), Oct. 8—Chairman, William Selfzer; Secretary, Marcel Jette. \$28.01 in treasury. No beefs reported. Marcel Jette elected new ship's delegate. George Cragg elected treasurer and safety delegate. Room keys to be distributed to proper rooms. Mate will be asked for a list pertaining to the slopchest.

SHORT HILLS (Sea-Land), Sept. 21—Chairman, Red Sullivan; Secretary, Roy J. Barker. No beefs reported by department delegates. Something should be done about the deck cargo, as there should be ample room to walk back aft without danger of getting injured. Vote of thanks to the steward department for a job well done. Keep all cardboard and wooden boxes out of garbage cans while in port.

CITIES SERVICE MIAMI (Cities Service), Sept. 19—Chairman, C. A. Kaust; Secretary, Robert W. Doff. No beefs reported. Repair pump for washing machine. Need garbage cans for mess room. Brother Kaust elected new ship's delegate.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



What Happens At Fifty?

Strange things seem to take place with the "average" and "normal" male when he hits the age of 50. It may well be a mark of our own society and its rapid development over a short span of years. Whatever the cause, it seems to be a medical fact. Of course, there are ways to help our man out of his dilemma if he's ready and willing to seek and accept such help. The Group Health Association of America, Inc. has drawn a "tintype" of this fellow and what may be done to assist him. It makes an interesting story.

Jimmy Thomas was a successful man in his community, but he began to run scared. He bought a sports car. He drove a little faster and a little more recklessly. He wore colorful clothes. He began to act the playboy. He was a bit less pleasant to live with. He began to have a series of minor illnesses that kept him from work. He drank more. He was critical of everyone—both at home and at work. In short, he lost many of the qualities that had made him a community leader.

What had happened? There was nothing he could put his finger on but suddenly he had realized he was at the peak of his achievements. He lost his self-confidence. Others were threatening his position, and there was no place to go in his business but down. He felt he couldn't put in a full day's work without being exhausted. He was no longer able to keep up the pace he had always run. Worst of all he couldn't do all these things. Even his sex life seemed to be affected.

Looked For Causes

What did he do? He began to look for reasons. He needed someone on whom to blame his failures. Others were undercutting him and trying to get his job, home, his security.

In many ways he set out to prove that he was still the same old guy. He became a sport. He tried different sexual outlets. He made more noise to attract attention. He began to point up his associates' failures, so he would appear as the one competent person in the outfit—at least to those around him.

Where did this get him? Nowhere in particular. He was fortunate enough to land in the hands of a doctor who knew what was going on in Jimmy. After conferences with his family and a few close friends, the doctor began to develop in Jimmy an understanding of himself. It took a lot of study, understanding and patience, but Jimmy emerged from this crisis with greater strength than he had ever shown. He seemed headed for a long period of inner peace and greater social usefulness.

Such is the tale recently told by a leading internist, himself in the middle fifties, of the trials of the energetic male undergoing signs of change. This is the story of the male who has little tangible to tell him that his energy balance is shifting. He faces a time of great fear, frustration and confusion.

New Drives

Many who have previously been seen as stable members of the community become unwittingly driven to alcoholism, hypochondriasis, anti-social behavior, suicide and even murder. Insecurity, depression, and anxiety lead to frantic behavior. When these behavioral changes are recognized, and the individual seeks help or is persuaded to accept it, much can be done to tide him over this period.

A true evaluation of assets and potentialities, reassurance that these changes are normal and capable of adjustment, and bringing in to focus aims of the following years do help relieve these anxieties. Those who emerge from these trials turn out to be productive community leaders, elder statesmen, senior members, counsellors, wise old heads, the balance wheels of the community.

Their wisdom and tolerance assure for them a position money couldn't buy, and their happiness

is inner rather than superficial. Those who fail become eternally bitter—if they survive.

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

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

SIU ARRIVALS and DEPARTURES

All the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$7,200 in maternity benefits and a maturity value of \$900 in bonds:

Eileen Braun, born June 30, 1961, to Seafarer and Mrs. Leo Joseph Braun, Jr., Austin, Texas.

Michael A. Donnelly, born August 10, 1961, to Seafarer and Mrs. Henry B. Donnelly, Lacombe, La.

Lisa Kennedy, born August 30, 1961, to Seafarer and Mrs. William E. Kennedy, 8-Mile, Ala.

Robert Reynolds, born August 8, 1961, to Seafarer and Mrs. Harry T. Reynolds, S. Ozone Park, NY.

Daniel S. Schafer, born August 27, 1961, to Seafarer and Mrs. William Schafer, Oakland, California.

Brian Glass, born June 23, 1961, to Seafarer and Mrs. John Glass, Glen Burnie, Md.

Teresa Pitre, born August 18, 1961, to Seafarer and Mrs. Ladislav Pitre, Oberlin, La.

Ophelia N. Airey, born May 2, 1961, to Seafarer and Mrs. Frank O. Airey, Seattle, Wash.

Antonio Lin, born July 4, 1961, to Seafarer and Mrs. Sing Quez Lin, New York, NY.

Carla Joy Ireland, born September 13, 1961, to Seafarer and Mrs. Jackie Ireland, Lowland, North Carolina.

Amelia Carballo, born September 11, 1961, to Seafarer and Mrs. Jose Carballo, New York, NY.

Dawn Kama Jacobson, born July 23, 1961, to Seafarer and Mrs. Walter Jacobson, Houston, Texas.

Sandra Bowman, born August 11, 1961, to Seafarer and Mrs. John Bowman, New Orleans, La.

Michael Flood, born October 1, 1961, to Seafarer and Mrs. John T. Flood, Philadelphia, Pa.

Sandra Marino, born September 12, 1961, to Seafarer and Mrs. Carlo Marino, New Orleans, La.

Marie Mazzariello, born September 18, 1961, to Seafarer and Mrs. Frank Mazzariello, Staten Island, NY.

Lisa Jones, born September 17, 1961, to Seafarer and Mrs. Farris Jones, Portsmouth, Va.

Patricia Kokoszka, born September 7, 1961, to Seafarer and Mrs. Edward Kokoszka, Baltimore, Md.

Norman R. Foster, born August 30, 1961, to Seafarer and Mrs. Floran Foster, Springhill, Ala.

Cathy L. Young, born January 1, 1961, to Seafarer and Mrs. James M. Young, Norfolk, Va.

Marcella L. Howell, born August 14, 1961, to Seafarer and Mrs. Marvin E. Howell, Lucedale, Miss.

Albert F. Derosby, born August 17, 1961, to Seafarer and Mrs. Albert J. Derosby, Houston, Texas.

Mitchell Auger, born July 30, 1961, to Seafarer and Mrs. Jean Auger, Bell Mawr, NJ.

Ivan A. Durning, born August 28, 1961, to Seafarer and Mrs.

Ivan Durning, New Philadelphia, Ohio.

Greg E. Davis, born July 19, 1961, to Seafarer and Mrs. Gordon L. Davis, New Orleans, La.

Patricia Degollado, born July 22, 1961, to Seafarer and Mrs. Margarito Degollado, Houston, Texas.

Hayden F. Henry, Jr., born August 3, 1961, to Seafarer and Mrs. Hayden F. Henry, Nicholson, Miss.

Marcia Gullett, born July 30, 1961, to Seafarer and Mrs. Clifton Gullett, Mobile, Ala.

Leonard Celden Francis, born September 19, 1961, to Seafarer and Mrs. Leonard Francis, Manteo, NC.

Loy Hillary Chapkewitz, born September 6, 1961, to Seafarer and

Mrs. Jerome Chapkewitz, New York, NY.

Joela A. Selby, born August 28, 1961, to Seafarer and Mrs. Joe C. Selby, Genoa, Texas.

Thomas J. Zilkovsky, born August 18, 1961, to Seafarer and Mrs. Edward Zilkovsky, Linden, NJ.

Michael Murr, born September 5, 1961, to Seafarer and Mrs. Michael G. Murr, New Orleans, La.

Maude S. Cooley, born August 10, 1961, to Seafarer and Mrs. Benjamin Cooley, Citronelle, Ala.

Nedra Rivera, born September 14, 1961, to Seafarer and Mrs. Alfonso Rivera, Hermanas Davila, Puerto Rico.

Tina Marie Varnan, born August 3, 1961, to Seafarer and Mrs. James Varnan, Supply, NC.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$24,500 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

George Dobronich, 46: Pneumonia was the cause of death of

Brother Dobronich on October 25, 1961 at the USPHS Hospital, New Orleans, La. He joined the SIU in 1941 and sailed in the deck department. Surviving is his widow, Mrs. Mary Dobronich, of Arabi, La. Burial was in St. Bernard Cemetery, Arabi. Total benefit: \$4,000.

Andrew Stauder, 57: A heart condition was fatal to Brother

Stauder on September 1, 1961 at New Orleans, La. He had shipped with the SIU in the steward department since 1951. A friend, Evelyn Spears, of New Orleans, survives. Burial was in Cypress Grove, New Orleans. Total benefit: \$500.

Raphael Sirignano, 60: Brother Sirignano died of a heart attack at home in Staten Island, New York, on April 27, 1961. He had been sailing on SIU railroad tugs since June, 1960. Surviving is his widow, Mrs. Tessie Sirignano. St. Peter's Cemetery, Staten Island, was the place of interment. Total benefit, \$4,000.

John C. George, 65: A cerebral blood clot was the cause of death to Brother George on September 10, 1961 at the Mobile General Hospital, Mobile, Ala. He began sailing in the engine department with the SIU in 1938 and had been re-

ceiving special disability benefits since 1956. His widow, Gladys George, of Mobile, survives. Burial was at Magnolia Cemetery, Mobile. Total benefit, \$4,000.

William J. Morris, 61: Pneumonia was the cause of death to Brother Morris on September 21, 1961, at Ulmens Convalescent Home, Savannah, Ga. He began sailing with the SIU engine department in 1942 and had been receiving special disability benefits since 1960. Surviving is a sister, Mrs. Catherine M. Bell, of Savannah. Burial was in Bonaventure Cemetery, Savannah. Total benefit: \$4,000.

August Jensen, 61: Brother Jensen died on October 1, 1961, at the USPHS Hospital, Staten Island, NY. A member of the SIU since 1943, he shipped in the deck department and had been receiving special disability benefits since July 2, 1961. Surviving is his widow, Marie Jensen, of Huntington Station, LI, NY. Cremation was at Greenwood, Brooklyn. Total benefit: \$4,000.

Alejo Vila, 57: Brother Vila died of pneumonia on October 26, 1961 at the Albert Einstein Medical Center, Philadelphia, Pa. He was a member of the SIU since 1949 and shipped in the engine department. A sister, Jane Landa, of Philadelphia, survives. Holy Cross Cemetery, Yeadon, Pa., was the place of burial. Total benefit: \$4,000.

STOP

Have You Filed Your New Enrollment-Beneficiary Card?

SEAFARERS WELFARE PLAN

That's My Baby



Seafarer Robert O'Brien, chief electrician, plays the proud father as he and his one-year-old daughter Mary Ann pose for the cameraman. The O'Briens, who hail from Salem, Mass., received a \$200 welfare benefit last October when Mary Ann joined the family.

From the Ships at Sea

After some bad luck in Inchon, Korea (a fire in No. 4 hold that took two days to douse with both the crew and military personnel working around the clock and three more days to jettison a water-logged wheat cargo—LOG, October '61), the Steel Traveler (Isthmian) steamed into Kao Hsiung, Formosa, on its way back to the States.

"When we hit this port of call," ship's delegate Kenneth Singh reported, "our day for the draw fell on a weekend and, as the old story goes, most of us were pretty well cleaned out."

While in town, Singh and several other crewmembers visited the Lucky Bar, where "J.C.", the proprietor, cashed the draw. "That money looked awful good," Singh added. (See photo.)



Cashing weekend draw at the Lucky Bar in Kao Hsiung, Formosa, are Steel Traveler Seafarers Kenneth Singh, chief electrician (2nd from left), Howard Whiteley, messman, and Fritz Manard, AB. The ladies are some of the local hostesses.

The Atlas (Bull) found itself with 100 cases of empty bottles aboard. The minutes don't explain the reason for the large accumulation of glassworks, except to mention that the empties are "cokes" and other soft drinks. With little effort, the gang could turn out a lot of fancy table lamps.

Calling for the support of farm workers and improvement of conditions for migrant laborers, the crew of the Chatham (Sea-Land) has submitted a resolution to headquarters. The document reads as follows:

"Whereas, we are bound by our duty and need to support the efforts of American workers to organize into our trade union movement, and,

"Whereas, agricultural workers, numbering about one million throughout the United States, are living under extremely poor conditions, and,

"Whereas, throughout the past

100 years, various organizing efforts have gone into this struggle, without the full support and energy of our trade unions, and

"Whereas, the Agricultural Workers Organizing Committee, AFL-CIO, has become defunct, leaving this field largely unorganized and fully at the mercy of the Growers Association, now,

"Therefore, be it resolved, that we, the ship's crew of the SS Chatham, wholeheartedly recognize the urgent need for full support of the agricultural workers to organize and attain the benefits of a higher standard of living, com-

parable with the rest of organized labor."

The crew urged that the resolution be reviewed for further action.

Informality has reached the limits on the San Marino (Peninsular) and the crew has decided to take action. From now on: "No more underwear in the mess halls." None at all?

Can anything be added to the thoughts of the anonymous delegate on the Florida State (Everglades) who wrote: "Same old ship. Same old run. Same old crew. But it's nice."

ALCOA RANGER (Alcoa), August 28 — Chairman, Richard C. Busby; Secretary, A. Nall. No beefs reported by delegates. Discussion about stewards using steward department toilet.

ROBIN KIRK (Moore McCormack), August 30 — Chairman, Edward Kresz; Secretary, Paul Finrow. \$16.10 in treasury. No beefs reported by delegates. Ship's delegate to see about ordering new washing machine. Request to return cups to pantry. Use ship's fund to buy timer for washing machine. Fans needed in crew toilets; add to repair list.

STEEL SCIENTIST (Isthmian), August 28 — Chairman, John F. McGonnel; Secretary, F. S. Omega. Maloney named ship's treasurer. Beef about the cold water shower. Crew advised that a cooling system was to be installed but the USPHS rejected it. Suggestion that a patrolman and USPHS official be asked to come down and explain why a cooling system could not be installed.

ALCOA PENNANT (Alcoa), August 28 — Chairman, C. De Hospedales; Secretary, A. Romero. \$1.60 in treasury. No beefs reported by department delegates.

MADAKET (Waterman), Sept. 3 — Chairman, William C. Smith; Secretary, Albert G. Espenada. Everything running smoothly. Some repairs from last trip not done but this trip all will be done except painting of rooms. \$3.19 in treasury. No beefs reported. Vote of thanks for job well done. Request crew and officers keep out of the galley.

CARA SEA (Bleakley), September 3 — Chairman, P. Du Cloux; Secretary, Adriane Fecteau. No beefs reported by department delegates. Ralph O. King, new ship's delegate, to see the captain about opening slop chest. Engine delegate to see chief engineer about painting black gang fuc'les.

LUCILE BLOOMFIELD (Bloomfield), August 16 — Chairman, J. Noonan; Secretary, E. Houston. Old washing machine unsatisfactory; crew has chipped in and bought a new one. New crewmembers to donate \$1 each for use and maintenance of same. C. Hughart elected new ship's delegate. Joyner elected deck delegate. Jack Meyers engine delegate. Pizatoski steward delegate. No beefs reported.

STEEL SURVEYOR (Isthmian), September 4 — Chairman, Theo. W. Drobins; Secretary, M. S. Sospina. Ship's delegate reported everything running

smoothly. Ship received money for second safety award. \$13.34 in ship's fund. Few hours disputed OT in deck department to be taken up with patrolman for clarification on equalization of OT.

ANDREW JACKSON (Waterman), Sept. 4 — Chairman, Sidney Segree; Secretary, James K. Pursell. Everything okay except for a few minor beefs. Steward department doing a good job. No beefs reported by delegates. Motion made to write headquarters concerning clarification of sailing board time. Discussion on new vacation plan. Suggest that Union clarify plan.

HASTINGS (Waterman), Sept. 3 — Chairman, August Lazzaro; Secretary, John E. Wells. Everything running smooth. Delegates asked to be present at payoff. Discussion on class C shipping. Two men logged; one left ship in Panama City. One man signed on in Antwerp.

STEEL RECORDER (Isthmian), Sept. 8 — Chairman, E. A. Pappas; Secretary, Ken Turner. Bennie Wienberg elected new ship's delegate. No beefs reported. Motion made to have passengers feed at 0745 instead of 0730 to have less confusion in the galley. Cloaks need to be corrected. Replace old linens.

STEEL EXECUTIVE (Isthmian), Aug. 28 — Chairman, Alexander D. Brodie; Secretary, Cedric R. Wood. \$12.89 in treasury. Some disputed OT. A magnificent vote of thanks to galley for excellent meals, very good service

and cleanliness. Appreciation was expressed to brothers who took time and trouble to set up and operate the movies every other night. Two shows given on movie night.

DIGEST of
SIU SHIP
MEETINGS

AZALEA CITY (Sea-Land), Sept. 10 — Chairman, Scotty McCormack; Secretary, Paul Martin. Cooperation asked regarding inspections by Public Health. \$8.50 in treasury. No beefs reported. Pedro Delvalle elected new ship's delegate. Vote of thanks to the steward department.

MOUNT EVANS (Bull), July 30 — Chairman, F. McGuire; Secretary, A. G. Arons. No beefs reported. Garbage cans to be scrubbed after use. Fan in messhall out of order. Cots to be distributed. Keep natives out of passageways and fuc'les. Need screens for messhall.

CHICKASAW (Waterman), Sept. 4 — Chairman, Howard Menz; Secretary, Frank Kustura. One man missed ship in Okinawa; one hospitalized in Kobe. All men getting off to turn in room keys. Turn washing machine off after

use. \$10.05 in treasury. Vote of thanks to all delegates. No beefs reported by department delegates. All dirty coffee mugs should be put in sink. Vote of thanks to steward department. Less noise in passageway. Vote of thanks to Captain Epperly, chief officer Fillipone, chief engineer Wylie and first assistant H. E. High for cooperating with the crew at all times.

PORTMAR (Calmar), Sept. 9 — Chairman, B. L. Winborne; Secretary, A. C. Streeter. Everything running smooth. Vote of thanks to Captain Hamilton for his cooperation with the crew. Repair list to be made up and checked for necessary repairs.

COASTAL CRUSADER (Suwannee), Sept. 2 — Chairman, Kenneth Sterner; Secretary, Cliff Taggart. \$2 in ship's fund. No beefs reported by delegates. Amendment from Sword Knot accepted unanimously.

CHATHAM (Sea-Land), Sept. 13 — Chairman, Walter W. Le Claire; Secretary, Linzy Bosley. No beefs reported. Larger tables needed in crew mess. Motion to give deck maintenance men the bigger room next to cooks' room so steward can use their room for linen locker. See patrolman about allotments. Special vote of thanks to steward for grade A meals and incidentals beneficial to crew. Big vote of thanks to baker for his pastries and breads.

MARYMAR (Calmar), Sept. 24 — Chairman, John R. Marshall; Secretary, Robert Kyle. No beefs reported by department delegates. Motion to

LOG-A-RHYTHM:

The Soldier

By Carl Max McDaniel

Amid the tumult of battle a soldier lies
Pondering the meaning of the soul
While man-made pyrotechnics rend the skies
And death strikes indiscriminately below.

He ponders the issue of life and eternity
In the precious shelter of his fox-hole
Struggles in his mind to set his spirit free
Wonders if there is immortality for the soul.

He wonders what the Fates will decree
And if there really is a God
Wonders if death in battle is the key
To unlock his spirit from the bloody sod.

The shells whine and the cannons roar loud
As the Grim Reaper stalks the macabre scene
The soldier wonders what comes after the shroud.
If only he knew, he could die serene.

do away with coffee urn and use coffee percolator. Vote of thanks to stewards for a job well done. Crew asked to remove personal wash from lines after they are dried.

TAMARA GULDEN (Comm. Trans), Sept. 3 — Chairman, S. E. Mill; Secretary, R. Belliveau. No beefs reported by department delegates. New ship's delegate is Jay Cohen.

STEEL VENDOR (Isthmian), Sept. 3 — Chairman, Joe Cave; Secretary, Fred Shala. Two men left in Spain. \$19.61 in treasury. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

STEEL WORKER (Isthmian), Aug. 26 — Chairman, Harry L. Baum; Secretary, W. M. Wallace. No beefs reported by department delegates. \$6 in treasury. Motion carried to refer dispute on demotion of fireman Abad to boarding patrolman. Steward requested crew to take care of cots and not to leave them on deck.

DEL SUD (Mississippi), Sept. 24 — Chairman, C. Dowling; Secretary, Theo. O. Rainey. \$137.20 in treasury. No beefs reported. Motion to donate \$25 from ship's fund to Houston victims of hurricane Carla. Theo. D. James elected ship's delegate. Opening of ship's delegate's mail by unauthorized personnel should stop.

PENN EXPLORER (Penn Shipping), Sept. 17 — Chairman, J. Dickerson; Secretary, A. Bernard. Need new refrigerator and washing machine. \$1.50 in treasury. All steward department rooms to be souged out. Dry store room to be souged and painted due to weevil and worms. Vote of thanks to radio operator for posting news of ball games and other news.

CITIES SERVICE BALTIMORE (Cities Service), Sept. 19 — Chairman, J. Kusanashi; Secretary, Fennell. Turn in all old linen. No beefs reported by department delegates. B. Willridge elected new ship's delegate.

STEEL VOYAGER (Isthmian), June 18 — Chairman, H. A. Oranoe; Secretary, C. B. Cobrom. \$17.25 in treasury. \$5 donated to American Merchant Marine Library. Motion to write to headquarters re getting three fans in each room.

FORT HOSKINS (Cities Service), Sept. 3 — Chairman, John Trust; Secretary, J. T. Linhart. \$14 in treasury. No beefs reported by department delegates. T. D. York elected new ship's delegate. Messhall needs painting. Should replace toaster.



LOG-A-RHYTHM:

The Twelve to Four Watch

By Amos B. Beinhardt

The Captain's standing orders say, These are the rules you must obey; A sharp lookout shall be maintained, To handsomely steer you will be trained.

Enroute to the bridge, use the outside stair, (You come awake in the fresh air). Should the weather worsen from bad to badder, Then you may use the inner ladder. Don't shoot the breeze with the mate on watch, (He's already fit for the booby hatch). In coming and going about the deck, The rigging and gear occasionally check.

If anything seems to be out of sorts, Come to me with your report. When we get the pilot aboard at last, Make sure the ladder is made well fast.

Be sure to have a heaving line ready, Rig the steps and make sure they're steady; If he's coming or going from the ship at night, Go to the boat deck and train the light.

A few additions I would make, For seamanship and order's sake,

When tying up, or in undocking, (And this also applies to Panama locking).

An able seaman is to be at the winch, To make sure that it runs without a hitch;

To tend the propeller guard is to be The permanent duty of the ordinar-ies.

At all times when approaching the pier, Have two heaving lines coiled and clear;

To send ashore our mooring lines, Without a second's loss of time.

When the dock on the horizon appears, Heave away with your line, amidst the cheers

Of all assembled, as it falls short... Then try again—when we're closer to port.

Since no self-respecting rat would stoop,

To come up the hawsers to the poop;

With rat guards, aft, we're not equipped, somehow;

The second mate has them all at the bow.

That's all for now, I'll end this song; Except... please make the coffee good and strong,

One spoon of sugar and a little cream in,

When you relieve the wheel, bring it hot and steamy!

Open Wide



Cliff Taggart, steward aboard the Coastal Crusader, pries open the mouth of an eight-foot-shark he caught on a recent trip. "Look, Ma, no cavities," said the shark.

Alma Caught High And Dry

Seafarers on the City of Alma had an unexpected two-day stop-over at Castle Island, Bahamas, when the vessel went aground near the Caribbean Isle early this month.

Enroute from Los Angeles to Galveston, the Waterman C-2 reportedly suffered no major damage and no injuries to crewmembers at the time of the mishap. She was spotted by the foreign-flag motorship Ciudad de Cumana while perched on the bar.

The two-day-period on the "high and dry" came to an end when local tugs hauled the Alma back to deep water and she resumed her run to Texas. The vessel arrived at Port Newark on November 10.

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DEL NORTE (Delta) July 23—Chairman, Philip Colon; Secretary, Lennie Hargrethelmer. Reported that a new chemical for killing roaches will be used. \$285 on hand with a vote of thanks. No beefs reported by department delegates. Nelson elected ship's delegate. Have the air conditioning checked and other quarters. One minute of silence for departed brothers.

TAMARA GILDEN (Transport Commercial) July 30—Chairman, Charles Martin; Secretary, Edward Skorupski. Crew wants more cooperation from the galley. Washing machine to be shut off after using. This ship has one man to a fore and is air-conditioned. It has windows instead of portholes, tiled floors, mahogany cabinets and lockers and formica-paneled bulkheads.

PENN TRANSPORTER (Penn Navigation) August 5—Chairman, Percy

DIGEST of SIU SHIP MEETINGS

Boyer's Secretary, Charles Brinon. No beefs reported by department delegates except disputed OT. Crew not to leave Baltimore harbor with this ship unless the smokestack is fixed. Vote of thanks to the steward department.

TIMBER HITCH (Suwannee), July 30—Chairman, J. P. Johnson; Secretary, Paul Magro. Ship's delegate notified headquarters of the death of Brother W. S. Smith. Disputed OT referred to headquarters. Ship's treasurer DeSilva made motion that crew donate \$1 to ship's fund. Discussion on helping to keep messhall clean, also crew pantry. Messmen's quarters need painting. Mattresses in bad shape—request for new ones. Insufficient slopchest. Mail service is very bad. Request for OT sheets and LOGs.

OVERSEAS EVA (Overseas Carriers), July 9—Chairman, A. Reasko; Secretary, N. P. Davis. Ship's delegate reported one man hospitalized in Karachi and one in Rotterdam. One man missed ship in Massawa. Clarification on draws in bunker ports received from headquarters. Discussion on lack of cold water in shower while in the Persian Gulf. Vote of thanks to Mr. Dahlgren, the chief mate, for a very fine job of taking care of the sick and injured on this voyage. \$31.23 left in ship's fund. Crew voted to give it to the men in hospital. \$10.77 used for telegrams to Union. Crew complained about ship's ventilation system. Should be cleaned and repaired. New mattresses were not received. Pillows ordered for next voyage. Will take problem of ship being insufficiently stored with patrolman. Vote of thanks to the cooks.

YAKA (Waterman), July 21—Chairman, M. Cross; Secretary, D. S. Gotseff. Ship's delegate reported that the messhall was painted. Pantry not painted for more than one year. See the patrolman about this and other beefs aboard ship. One man hospitalized in Long Beach. Motion to have patrolman submit a type-written copy of clarification regarding coolie labor, and this to be posted on crew's bulletin board in messroom. Ship should be fumigated for roaches in shipyard. Steward department given a vote of thanks for the good food.

MANKATO VICTORY (Victory Carriers), July 27—Chairman, Bill Soudery; Secretary, Tex Jacks. Crew asked to bring back coffee cups when finished with them, also to take clothes off line when dry. No beefs reported by department delegates. Motion made to lock screen doors to keep out longshoremen. Ship needs fumigation.

PANOCENIC FAITH (Panocenic), Aug. 24—Chairman, G. Ruf; Secretary, S. U. Johnson. Ship's delegate reported one meal disputed. Take up with boarding patrolman. Drinking water tanks to be checked. Transportation issue also to be brought to the Union's attention. Master commented on the efficiency of the sanitary men. Only 90 quarts of milk obtained in Hawaiian Islands. Milk issue in general to be taken up with patrolman. \$19.85 in ship's fund. Delegates to have patrolman check at sign-on if sufficient amount of US dollars or travelers checks are available for next trip.

BENTS FORT (Chiles Service), Aug. 13—Chairman, A. J. Giovanli; Secretary, W. Cassidy. All repairs completed. No cooperation on feeding and menu very poor. Linen not changed often enough. Ship going to shipyard. Crew requests awnings aft and on boat deck and stern. Request innerspring mattresses instead of foam.

HERCULES VICTORY (Ocean Carriers), Aug. 22—Chairman, William Dodd; Secretary, F. J. Whitely Johnson. Crew list sent in. Quite a few jobs will be open after payoff at San Francisco. Captain pleased with crew for top job done. \$7.75 in ship's treasury. Andy Gower elected ship's treasurer. No beefs reported by department delegates. Fans in 8-12 to be checked. Chief electrician states no brushes or parts. Fans ordered.

Steward will order new mattresses and windshute. Have patrolman check mattresses in fore and aft. Order porthole screens. Ship needs fumigation. Crew asked not to make noise when men are sleeping and not to wear shorts in messroom. Turn in all excess linen at next issue for Wilmington. Vote of thanks to steward department.

ATLAS (Cargo & Tankship), Aug. 4—Chairman, Philip C. Adkins; Secretary, W. H. Simmons. \$35 left in ship's fund as \$25 was deducted in Yokosuka, Japan, to purchase library books. Some disputed OT in deck department. Two members from the Danny Boy which was sold in Korea joined ship at Yokosuka. Contacting Union re transportation or monies due these men. Good crew aboard; no beefs in engine and steward departments. Suggestions made that television be repaired at next port; chief engineer order spare fans and parts. No spares aboard. Each man clean washing machine after use. Check on ice machine placed aboard ship. Vote of thanks to steward department for fine job.

ALCOA PEGASUS (Alcoa), Aug. 27—Chairman, Edward Morris; Secretary, Samuel A. Solomon. Treasurer reported \$5.10 in ship's fund. No LOGs or communications received from headquarters. New mattresses and pillows needed.

JEAN LA FITTE (Waterman), Sept. 4—Chairman, F. P. Drozak; Secretary, E. Mooney. Ship's delegate reported one man missed ship in Japan. Ship needs fumigation for roaches. Discussion on increase of benefits. Crew very happy over the gains. Mail service very bad. Request Union check with company to see if we could get better service.

FAIRLAND (Sea-Land), Aug. 13—Chairman, A. Arnold; Secretary, Walter Newberg. Everything in order and no beefs. One man missed ship in Houston, Texas. \$11.30 in ship's fund. Vote of thanks to steward department. See patrolman about vent in crew quarters and roaches aboard ship.

TRANS-INDIA (Hudson Waterways), Aug. 12—Chairman, D. L. Dickerson; Secretary, R. E. Ayers. One member in hospital in Laurens Marques. Washing machine out of order. Need new drinking fountains as they have been out of order all trip. Two men short in deck department. June LOG not received.

CALMAR (Calmar), July 19—Chairman, M. Kondylas; Secretary, A. Whitmer. No beefs reported. Crew requests new washing machine. No ship's fund. One man hospitalized in Long Beach, California. Baker requests patrolman to come to ship re alleged inferior baked products.

OCEAN DINNY (Maritime Overseas), Aug. 6—Chairman, Paul L. Whitlow; Secretary, Norman DuBels. Captain says he will pay anyone off at request on 24-hour notice. Time off discussed. Should be a departmental issue and not involve whole ship. Discussion on hospital slips and possibility of Coast Guard medical exams. Crew asked to request slips only if needed. Ship's fund \$10. No beefs reported by delegates. Suggestion that if ship lays up, the ship's fund be turned over to Salvation Army, AMMI Library or Catholic Seamen's Club at discretion of treasurer. Vote of thanks to steward and the galley force for putting out very good food. Steward thanked crew for fine cooperation given to him.

HASTINGS (Waterman), Aug. 5—Chairman, August Lazzaro; Secretary, John Wells. Nicolas Caputo elected ship's delegate. No beefs reported by department delegates. Everything is running smoothly.

STEEL APPRENTICE (Isthmian), no date—Chairman, T. Crawford; Secretary, J. Fuller. No draws on overtime in foreign ports. No beefs reported by department delegates. Suggestion for separate watch table and lunch in ice box for men who sleep through noon meal. Night lunch to have more variety and should have pastries at coffee time. Letter to be sent to headquarters about tax taken out of shipyard subsistence. No LOGs or communications received last trip. Beefs not settled fully in San Francisco. Crew asked to be quiet in passageways in the morning. Men standing watch at night awakened by unnecessary noise.

GLOBE EXPLORER (Maritime Overseas), August 8—Chairman, J. R. Thompson; Secretary, Vernon Douglas. A few hours disputed OT. \$5 in treasury. No beefs reported by department delegates. Vote of thanks to Jack E. Gervais for a job well done as ship's delegate and to Union officials on the outcome of the recent strike. Frank Van Dusen elected new ship's delegate.

PENN VOYAGER (Penn Ship- ping), August 19—Chairman, D. W. Tusk; Secretary, C. O. Straud. T. McRaney elected ship's delegate. No beefs reported by department delegates. Request that garbage and trash be put in cans provided aft.

DEL AIRES (Mississippi), August 19—Chairman, R. Ransome; Secretary, L. R. Lienes. \$10 in ship's fund. No beefs reported by department delegates. Request men using washing machines to clean them after use.

GLOBE PROGRESS (Maritime Overseas), August 20—Chairman, Stanley F. Schuler; Secretary, Andy C. Noah. Everything going smoothly. Eight-day clock to be put in crew messroom. Wipers overtime to be discussed with patrolman. Vote of thanks to the steward department.

Shutterbugs Show Stuff



Two of the SIU's traveling photogs stopped by the LOG office to drop off some of their handiwork to be shown to fellow Seafarers. At left, Lars Neilsen, who also sails on deck, caught shipmate Louis Torres, AB, having a high time painting down one of the masts while in Jakarta. It looks like Brother Torres has a long way to go—either up or down. On the Steel Scientist, also on the Far East run, George W. Scott snapped night cook & baker Elias P. Navor (below, left) far from his usual haunts. Navor doubles as a tonsorial artist and was doing the honors for chiefmate M. E. Ryder when Scott came by.



Overseas Rose Running Smooth

To the Editor:

I am happy to report that the Overseas Rose (Maritime Overseas) is shaping up in good SIU style. All quarters, messhalls, pantries and the galley have been painted out this trip.

Since the last writing, we have gone to Corpus Christi, Texas, where patrolman Steve Zubovich paid off the ship. I would like to say at this time that Steve did a darn good job of settling the beefs aboard the ship. Since then, all departments have been running

LETTERS To The Editor

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

smooth, with very few beefs. It looks like a clean payoff next time.

Robert Donnell, chief steward, is still turning out those good menus and he has a galley force that is turning out some really tasty chow. Special mention should go to Brother F. E. Smith, night cook and baker, who has been turning out very fine pastry. He's also now doing double duty, since we had to leave our chief cook, J. A. Witchens, back in Calcutta, India, due to illness.

A vote of thanks is due to the entire steward department, as it has done a bang-up job.

Speaking of Calcutta, I would like to caution all Seafarers who are going to India, to be sure and declare all money, cigarettes, cameras, watches and anything else of value carried aboard. Indian customs officials take a very dim view of undeclared articles and do not hesitate to slap on a very heavy fine.

We had a bit of a problem with customs this trip, and we owe special thanks to Capt. James W. Mattland for the effort he extended to help the crew of this vessel in getting through customs.

It's a toss-up where we're heading now. After discharging our grain from Texas, we started out for Portland, Oregon, and on the way received a radiogram that we're chartered to States Marine. Will write again when we know more about what's going on.

Charles J. Welborn
Engine delegate

SIU Disability \$ Eases Big Blow

To the Editor:

I'm receiving the disability benefit and it sure helped out a lot on account of what happened here. As you know, the big blow really hit Texas when hurricane Carla came. You've probably seen pictures of the storm. I'm sending some clippings in this letter.

The storm piled up ships and boats all over the waterfront, knocked power lines down and water seemed to cover the whole state the way it looked to us. Anyway, the disability check came in handy. I want to thank the Union for this help.

Paul R. Albano



In the faint light of a makeshift operating room, Seafarer Charles B. Jennings was able to snap this scene of the emergency surgery performed on the Coastal Sentry on shipmate Emmanuel Attungue. Above, doctor prepares to remove infected appendix while missile technicians assist in the surgery.

Seafarer's Life Is Saved By First Operation At Sea Aboard SIU Missile Ship

Truth is always stranger and more exciting than fiction. That's what someone is always saying, but the fact doesn't hit until you can see something actually happening.

The men on the Coastal Sentry (Suwannee) had plenty of extra excitement aboard their vessel recently, although riding a missile ship and playing a part in the Government's space program provides lots of action on its own.

Events on the Sentry started out when one of the crew developed a ruptured appendix that had to come out. When there is no operating room or surgical tools and the ship is riding in rough seas, then you've really got trouble.

On Sunday, August 27, the Sentry was patrolling somewhere in the Indian Ocean, waiting for an

This article was submitted from the Coastal Sentry by Seafarer Charles B. Jennings, electrician.

impending "Mercury" space shot. She had been on patrol for 30 days since leaving Florida.

Down below, Seafarer Emmanuel Attungue, AB, had been in sick bay for several days with acute appendicitis. As each hour passed, his condition grew steadily worse. At the same time, the Sentry couldn't head back to port and had to be on station for her basic mission.

Luckily, the ship carried a medical observer participating in the space shot series, Commander Frank H. Austin, Jr., Medical Corps, USN. Checking over the ship's limited hospital facilities, Cmdr. Austin must have realized he didn't have too much of a choice. As the ship's clocks ticked off, Attungue's condition was becoming critical and at 2100, he decided to operate.

The operating room would be the crew's messhall; a table would serve as the operating bench. Attungue was therefore prepared for surgery, and then carried into the newly-set-up "operating room."

A spinal anesthetic was administered, and Cmdr. Austin made the first incision at 2157 hours. The ship was rolling now, battered



Jennings



Mosely

by heavy swells, and the captain brought her about. This would give Attungue a smoother ride; the ship was taking green water over the bow.

Assisted by an improvised medical team utilizing the faint light of every available lamp, the doctor proceeded. On hand, as part of the team, was the chief mate; Seafarer C. E. Mosely, steward; two RCA technicians and the ship's operations manager, representing Pan American Airways.

As the night dragged on, sweat beaded the faces of everyone taking part in the life-saving effort. Then, by 0025, the next morning, the operation ended. The emer-

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Missing Captain Sought By Author

To the Editor:

At the present time, I am engaged in research for a comprehensive work on the life of Eugene O'Neill. I wrote to you because I am trying to locate a Captain Henshaw (Henshaw or Hinshaw) who was a personal friend of O'Neill's.

If he is still alive, the captain would be in his 70's or 80's. The last I know of him is that he was a master of a tramp steamer that some of your men may have sailed on. He and O'Neill met by chance when O'Neill was a passenger on another ship, at Manila in December, 1928.

I don't know the Captain's first name or the name of his ship. I would appreciate hear-

LETTERS To The Editor

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ing from anyone knowing anything about the man I'm seeking.

Write me at 5 Montague Terrace, Brooklyn, NY. Thank you for your cooperation.

Louis Sheaffer

✶ ✶ ✶

Offers Thanks On Welfare Aid

To the Editor:

A little note of appreciation to the Seafarers Welfare Plan and also a vote of thanks to the Philadelphia SIU welfare representative who gave untiringly of his time to help my wife and I in our time of need.

There was a little difficulty for a time in clearing up our case concerning the hospitalization of our daughter. But in the long run everything was taken care of. The point I wish to stress is that I was on a ship while everything was being settled. The welfare office and welfare representative, working together with my wife, got it straightened away.

So I wish to say for all three of us, my wife, daughter and myself, our heartfelt thanks.

Robert "Whitey" Duff

Shipboard Sketches

by Ben Graham



"You have a calcium deficiency—very soft bones!"

Del Sud Crew Aids Shipmate —Gets Him Home For Funeral



Del Sud passenger utilityman Prince Baker (center) receives check covering crew's contribution of \$447.50 from ship's delegate Beau James (right), while steward delegate A. A. Valiente looks on.

When tragedy strikes a member of an SIU crew, his fellow Seafarers aren't always the hard-bitten types they're made out to be in movies and novels about the sea.

The latest case in point came up aboard the Del Sud (Mississippi), when Prince Baker, passenger utilityman, received a cable advising him of his mother's sudden death in Chattanooga, Tenn. Baker faced the problem of not being able to get to the funeral, due to lack of the necessary cash to make up the plane fare.

Immediately, Seafarers on the Del Sud swung into action. A voluntary collection was started aboard ship with the aid of the SIU delegates. The crew, hearing of their brother's misfortune, responded with a total of \$447.50. This was promptly presented to Baker, enabling him to fly home in time for the burial.

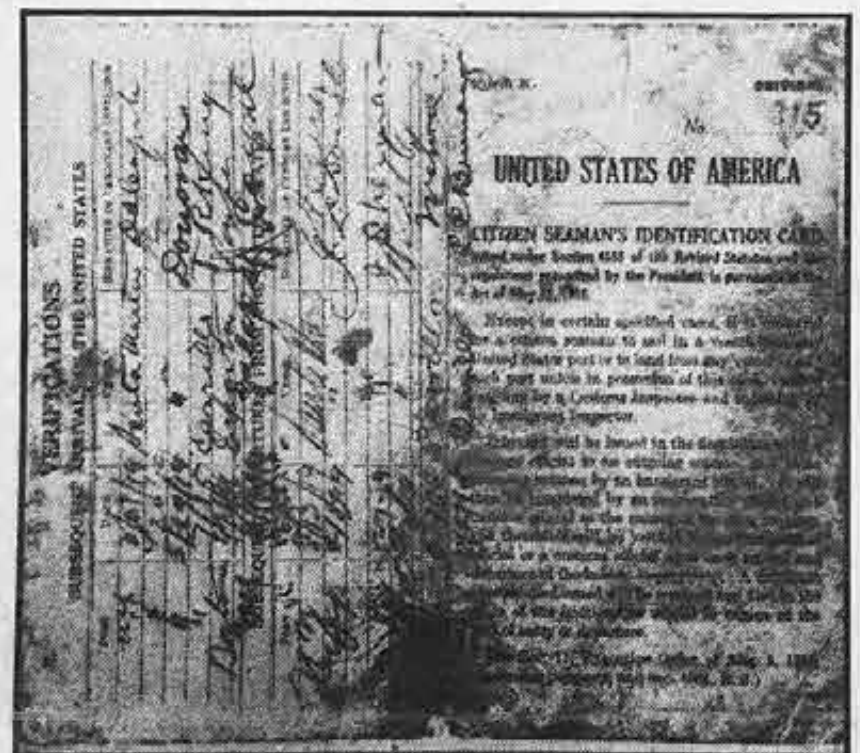
Before leaving, Baker expressed warm thanks for the assistance and spirit behind the "crews' action. His shipmates aboard the Del Sud sent a floral wreath on ahead too.

Remember When?

Seamen's Papers—1918



Quite a few Seafarers still sailing today probably recall these 1918-vintage seamen's documents issued in the US at that time. SIU oldtimer Jean R. Longhurst brought his old papers in to show fellow Seafarers what they—and he—looked like back then. The old papers are a far cry from the modern, plastic-laminated documents issued today. They were a four-sided affair (see above and below) which folded to fit a pocket or wallet. The rules provided that a Customs man had to issue the original documents and check them outbound from the country, while Immigration checked the papers inbound. World War I was on at the time.



LOG-A-RHYTHM:

Honeymoon

By J. F. Wunderlich

Those moments of weakness,
Those moments of love,
Those moments of gazing
At stars shining above.

The sea shines like silver,
With light from the moon.
Those moments of passion,
When dawn comes too soon.

Likes LOG News On Shipping Biz

To the Editor:

I would like to say that I enjoy receiving the LOG, as it keeps me informed on Union activities and also gives me the latest news concerning my many friends in the industry.

At the present time I have my book in retirement, but I still visit the Baltimore hall

Although I don't get around as well as I used to, I still visit the hall occasionally. But I want to put on the record my thanks to the Union and its Welfare Plan for all the first-class help they've given to me. I'm proud to be a part of the "Brotherhood of the Sea."

August Steinmann

Wants ID Cards For SIU Wives

To the Editor:

I enjoy reading the LOG very much when it arrives at our home. I drop everything I am doing and read it from cover to cover.

The SIU really is to be thanked for the excellent job it is doing for its members. The only thing is, we wives of Seafarers should have ID cards to carry with us at all times. I say this because I have read of this idea in the LOG before and am for it a hundred percent.

Margaret Farrand

Benefit Affair Not The Del Sud's

To the Editor:

Just to set the record straight, an article published in the October LOG stated that the crew of the SS Del Sud (Mississippi) staged a benefit dance to enable my nephew Pete Cadare to buy an artificial limb.

The fact is that his classmates and friends from Loyola College threw the benefit. The crew of the Del Sud bought tickets, and received the thanks of my nephew, but it was the Loyola students who actually arranged the affair.

Vic Miorana

Keep Up Health, Say Plantermen

To the Editor:

According to the SEAFARERS LOG, we notice that the death list published each month is high. We feel some of the men could be living today if they had carried out their doctor's orders.

If your doctor tells you what not to eat, drink, or do, heed what he says. He should know what he's talking about. Below are some of our ideas on this subject:

If your clinic card is good for only six months, and your health is poor, why not try for a coastwise job in case medical services are needed in a hurry. That way, any required treatment can be obtained quickly and without too much difficulty. Remember: Doctors' care and conditions in hospitals are not the same throughout the world.

On board ship, as the saying goes, you're in your home away from home. You have to take care of yourself, since nobody else can do it for you. If you're sick, your shipmates will try to help as well as they can. But they can't do everything for you.

Keep cool. You may feel rough and tough sometimes, but soon enough you will meet your match to cool you right off. Don't expect a lot of sympathy; everybody's got problems.

The most important thing is to be good and take care of yourself. Your health comes first and, if you watch it, you'll do you and your family the most good.

Conditions on board the Planter right now are good and she's a clean ship.

Leroy Swiger
Ship's delegate

PERSONALS and NOTICES

Olman Morales
Contact your mother in Costa Rica as soon as possible.

✠ ✠ ✠
Edward S. Skorupski
Get in touch with S. Frederick Placer, 276 Fifth Ave., New York 1, NY.

✠ ✠ ✠
Harold Fielding
The above-named or anyone knowing his whereabouts is asked to contact his wife, Betty Fielding.

Court Hits Convention Tax Favors

WASHINGTON — The US Supreme Court is now taking a hard look at business tax deductions and, in the process, may take a lot of the conviviality out of the traditional business convention.

In one ruling, the high court turned down a plea that all the time spent at the convention of a life insurance group was strictly for business purposes. A second case is expected to go the same way.

The court held, as a matter of record, that conventions are usually intended as a bonus or reward and were not primarily held to conduct business. Both the company involved and its representative were assessed for taxes originally deducted.

Both cases presented a somber picture for discussion at a recent life insurance association convention in Chicago, where it was conceded that the emphasis would now be on teaching new sales techniques, announcing new products, sales methods, etc. All recreation and play, it was asserted, would be confined to times before or after the strictly business portion of the gathering and would have to be charged as a personal expense.

The new approach will try to avoid severe tax penalties on companies and officials by putting business back into the "business" convention.

Under the court rulings and the pattern they are likely to set, the convention of the future would be packed with speeches, panels, meetings and "working" workshops. The usual vacation atmosphere would be secondary or, at least, would be present only after hours. Wives and children could be brought along at personal expense, not as a matter of routine business expense.

The rollecall might also become an accepted practice and would mean an important benefit. It would be very useful later on if the tax man came around to question a deduction.

Notify Union On LOG Mail

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

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

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

134 Gotamco, Passay City, the Philippines.

✠ ✠ ✠
Franz R. Schwartz
Mother would like to hear from you. Write V. V. Van Gordon, St. Joseph's Hospital, Room 203, Bremerhaven, Germany.

✠ ✠ ✠
Raymond Queen
The above-named or anyone knowing his whereabouts is asked to contact his mother, Mrs. Peachie Queen, Cove Cap, West Va.

✠ ✠ ✠
Edward J. Bender
Your sister, Mrs. G. B. Lopez, would like to hear from you. Contact 3638 S. Bronson Road, Tucson, Arizona.

✠ ✠ ✠
Fred Gentry
Jimmie McDonald
Write Nevin Ellis, 311-121st Ave., Tampa 12, Fla., about some clothes left at the Savannah hall.

✠ ✠ ✠
Robert Raymer
Get in touch with Allen Andrews, Jr., PO Box 165, Salem, Wis.

✠ ✠ ✠
Zollie Evans, Jr.
Contact your mother, Mrs. Theresa Evans, 149 N. 10th St., Lebanon, Pa.

✠ ✠ ✠
Jose Mercado Garcia
Write to Ramon Torres, Box 272, Fajardo, Puerto Rico.

✠ ✠ ✠
Issidoros M. Kyriakos
Get in touch with Issidore G. Kyriakos, SS Flying Independent, c/o Isbrandtsen Co., Inc., 26 Broadway, New York 4, NY.

✠ ✠ ✠
Whoever picked up a white seabag with the name "Siesfeld" stenciled on the side is asked to return it to the closest SIU hall for forwarding to William G. Siesfeld, care of SS Jean Lafitte (Waterman).

✠ ✠ ✠
Jerry King
Important you contact Mrs. Barbara King, care of Mrs. J. von Rosenberg, 241 West Main St., Bayshore, Long Island, NY.

✠ ✠ ✠
John Whisman
Get in touch with Langsam & Langsam, 16 Court Street, Brooklyn 1, NY.

✠ ✠ ✠
Donald Oakes
Contact M. Edward Gross, 3813 Linden Avenue, Philadelphia 14, Pa. He is anxious to hear from you.

✠ ✠ ✠
Walter Sherman
Your daughter, now Mrs. Barbara E. Houck, 3128 Phyllis Street, Jacksonville, Fla., wants to hear from you. Anyone knowing the whereabouts of the above-named is asked to contact Mrs. Houck.

✠ ✠ ✠
Membership Mail
Papers, discharges and pictures are being held in the LOG office for the following Seafarers: Bob Christensen, Drew Clemons Gay,

SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

Fernando Dacanay, Bernard C. D'Ornellas, E. J. Perry, Edward R. White, Thomas White, William Roesch Jr., A. De Souza, Daniel Mejias, Rollan Teets, Marcel A. Jette, Chips Garrison (ex-Robin Trent).

✠ ✠ ✠
Ed. J. Ottowski
Your wallet with seaman's papers is being held at the LOG office.

✠ ✠ ✠
Income Tax Refunds
Income tax refund checks are being held for the following by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.: Joseph A. Alves (3 checks), Claude D. Berry, Margarito Borja, Dao King Chae, Cheung Soa Cheng (2 checks), John W. Curlew, John J. Doyle (2 checks), Richard Dunfee (4 checks), Robert Ferrandiz, Ho Yung Kong, Steve Krkovich, James Lear (4 checks), Milledge Parler Lee (4 checks), Harry

Lowther, Francis A. Luiz, Francisco A. Martinez, Elmer J. Moe (2 checks), Potenciano Paculba, John J. Reardon, James G. Rodder, Marvin E. Satchell (4 checks), John W. Singer (2 checks), Wil-

Ham L. Strike, Raymond A. Triche, Weldon O. Wallace, Charles Walsh (3 checks), Ying Ming Wei (2 checks), Ah Sai Wong (2 checks), Chin Chi Wong, and Ding Hai Woo.

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

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

(Print Information)

NAME _____
STREET ADDRESS _____
CITY _____ ZONE _____ STATE _____
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:
ADDRESS _____
CITY _____ ZONE _____ STATE _____

To Collect Your Transportation or Repatriation Expenses

Specific rules have been written into all SIU contracts over the years to cover the variety of conditions under which Seafarers may be entitled to transportation, repatriation, subsistence and upkeep. These provisions are long established by contract to assure that SIU crewmembers' benefits are upheld as a matter of right. Since each situation stands on its own, depending on the port of engagement and whether a Seafarer happens to leave a vessel in the continental United States, offshore or in a foreign port, the rules apply in different ways.

Seafarers are urged to check the provisions in the agreement from time to time so that when a question on transportation arises, they know where they stand. Further, when first-class transportation, repatriation upkeep, subsistence or other monies due are not being provided, SIU crewmembers should contact any Union patrolman or the nearest SIU hall.

Standard procedures are being established (see sample form, left) to guarantee that every Seafarer's rights are maintained as provided in Union agreements. Seafarers should be sure to furnish complete details for prompt processing of claims for all money due.

Seafarers International Union

Atlantic, Gulf, Lakes
and

Inland Waters District, AFL-CIO

INFORMATION QUESTIONNAIRE
for
CLAIMS PERTAINING TO REPATRIATION, OR TRANSPORTATION

Name JOHN DOE Book or PB No. D-61

Home Address 60 MAIN STREET Phone No. MAIN 1-2345

CENTER CITY S.S. # 999-99-999

Z# 123456 Rating AB

Last vessel NEVERMORE Agent _____ Date 3-8-61

Company NEVERMORE SS Date 3-8-61

Vessel's original port of engagement N.Y. Date 9-11-61

Where did you join vessel? N.Y. Date 9-12-61

Where did you leave the vessel? WILMINGTON, CALIF.

Where did vessel pay-off? WILMINGTON, CALIF.

Reason for leaving: SICK, STOMACH PAINS

Was allotment stopped? Yes ☒ No ☐ Transportation paid? Yes ☐ No ☒ None Due ☐

Were earned wages paid? Yes ☒ No ☐ Unearned wages paid? Yes ☐ No ☒ None Due ☐

Did you sign off articles? Yes ☐ No ☒ If no, explain LEFT VESSEL ON

ARRIVAL IN WILMINGTON. WENT TO SAN FRANCISCO AND

CHECKED IN USPHS 9-12-61 DISCHARGED 10-1-61. WENT TO N.Y.

Did you get a separation slip from the Master or Company Representative? Yes ☐ No ☒

If yes, attach same to this form. MASTER DID NOT HAVE A FORM.

If you terminated employment due to illness or injury, did you get a master's certificate?

Yes ☐ No ☒ If yes, attach same to this form. SEE ABOVE

Do you have any other medical documents signifying your reason for leaving the vessel?

Yes ☒ No ☐ If yes, attach same to this form. ATTACHED IS AN ABSTRACT

FROM USPHS SAN FRANCISCO.

Transportation? Yes ☒ No ☐ If yes, explain and attach any

STUB FOR TWA FLIGHT 402, SF to N.Y. THAT

I PAID FOR.

Have you taken up your claim with anyone? Yes ☒ No ☐ If yes, with whom?

COMPANY CLAIM AGENT, NEVERMORE SS

What was done? AGENT REFUSED TO PAY

State any further information which would assist in processing this claim: CLAIM

AGENT SAYS HE DOES NOT KNOW ANYTHING ABOUT

MY TRANSPORTATION. I HAVE COMING 1 DAY'S

PAY UNEARNED WAGES, 1 DAY'S SUBSISTENCE

AND TRANSPORTATION FROM WILMINGTON, CALIF.

TO N.Y.

Prepared by (UNION AGENT OR PATROLMAN)

Port N.Y. Date 11-1-61