



On The Line. Pickets of the MTD West Gulf Ports Council are pictured at Houston where they tied up Yugoslav-flag MV Drzic to launch boycott against Cuba trade ships. The Drzic wanted to pick up US Government cargo for the Middle East. (Story on Page 2.)



Firemen's Pay. Seeking decent pay offer from New York City, AFL-CIO Uniformed Firemen's Association Local 94 was supported in City Hall picketing demonstration by NY Maritime Port Council and other area unions. Some 3,000 pickets ringed City Hall for three hours.

**Landmark Contract
For Trinidad SIU**

**Nine Alcoa
Runaways
Sign Pact**

Story On Page 3

**MTD PICKETING
AIDS US MOVE
ON CUBA SHIPS**

Story On Page 2

**NLRB KO'S NMU
LAST CHANCE
IN ROBIN RAID**

Story On Page 2



First Of A Kind. Signing of the first contract between a major seamen's union and a runaway-flag fleet is completed at Port-of-Spain by the SIUNA-affiliated Seamen's & Waterfront Workers Trade Union of Trinidad covering nine Alcoa ships operated by the Lib-Ore Corp. Participants (seated, l-r) are Francis Mungroo and Rupert Jones of SWWTU; Capt. H. L. Jacobsen, and port engineers Jack Nichols and Ed Dembero, for Lib-Ore; standing, James Tobias, SWWTU; SIUNA rep. Mike Carlin; Capt. Milton Miles, Alcoa general manager in the Caribbean, and Frank Rumbaugh, manager, Tembladora Transfer Station, Trinidad. (Story on Page 3.)

Action By MTD Spurs US Rule On Cuba Trade

MONTREAL — Strong action by unions of the AFL-CIO Maritime Trades Department to focus attention on foreign ships seeking US Government cargoes while engaged in Communist and Cuban trade was reaffirmed here at the quarterly meeting of the MTD executive board.

Delegates representing 33 international unions vigorously backed the "get-tough" policy on Cuba trade ships both in the national interest and for the future job security of American seamen and maritime workers.

The MTD protest was kicked off in advance of official Washington reaction to the flood of arms and military cargoes moving to Cuba on Communist bloc and other vessels when the West Gulf Ports Council of the MTD tied up the Yugoslav freighter MV Drzic in Houston on September 26.

Two weeks earlier, the Drzic had carried Russian grain to Cuba, arriving in Texas to load flour bound for the United Arab Republic under the Department of Agriculture's farm surplus disposal program.

MTD pickets effectively blocked loading of the US Government-financed cargo and the Drzic eventually left without it. Lines were respected by dock workers in the International Longshoremen's Association, the SIU Inland Boatman's Union whose members refused to man tugs to move the vessel and by the Masters, Mates & Pilots, who refused to supply a pilot and prevented the ship from shifting to another port.

The MTD stand brought on similar boycott action against Cuban trade ships in other ports, including Galveston, New Orleans, Mobile, and also in several Atlantic Coast ports, such as New York, where ILA members boycotted all

vessels in Communist trade and wouldn't touch them. Ships involved included the Netherlands-flag Java, West German-flag Marburg, Ollendorf and the Westfalen, Greek-flag Apollonia, Yugoslav-flag Kupres, Norwegian-flag Liso, Lebanon's Panagiotis Xilas and others.

The original position of the MTD unions was upheld in official Government policy to quarantine Cuba and cut off military shipments, as President Kennedy proclaimed a program to close US ports to Cuba trade ships and to deny US-financed cargoes to such vessels.

Besides Communist bloc vessels, some 430 free world ships have engaged in Cuban trade during recent years, although there is no evidence that any of them have carried arms shipments. The Maritime Administration also reported that free world ships made 185 trips to Cuba from June to August of this year, and accounted for twice the shipping supplied by the Soviet bloc. Ships of Britain, Greece, West Germany and Norway accounted for about 61 percent of the total.

Union Has Cable Address

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



General manager Tommy Ivan of the Chicago Black Hawks hockey team, owned by James Norris, smilingly displays \$1,000,000 check signed by Norris to seal offer for Toronto Maple Leafs' star.

Canada SIU Opens Case At Upper Lakes Hearing

MONTREAL—The scene of the Canadian government inquiry into the Upper Lakes Shipping dispute has shifted to this port, where headquarters of the SIU of Canada is located, as the union began introducing the first rebuttal evidence to charges and statements made since the hearings began in August.

Due to the circumstances surrounding the dispute and the conspiracy promoted by Upper Lakes against the SIU, as well as the international nature of the company's operations, both the US and the Canada have undertaken formal inquiries on their own. The special US panel held hearings in July and issued a report recommending a "series of international conferences" to help resolve the issues.

The dispute arose when Upper Lakes, after a ten-year contractual relationship with the SIU, broke its contract, locked out some 300 Canadian crewmembers and recruited new crews through a union

established with the support of the company and a group within the Canadian Labor Congress.

The separate Canadian inquiry now underway, which is likely to continue for several weeks, has already held hearings at Toronto, Ottawa and St. Catharines, Ontario. It is expected to move on to other ports when the SIU completes presentation of its case here. The hearings are being conducted by Justice T. G. Norris of Vancouver.

Members of the executive board of the AFL-CIO Maritime Trades Department also met for their regular quarterly meeting here on October 22-24, instead of in Hawaii as originally scheduled, because of the interest in the dispute among MTD unions on both sides of the border. Despite some confusion on this issue, the Hawaii meeting had been cancelled as far back as September 28, when it was not known exactly when the Montreal phase of the hearings would begin or what stage they would reach when the MTD board convened.

During the course of their sessions, MTD board members reaffirmed the support of the SIU in the Upper Lakes dispute which they had voted just one year ago on October 8 and which was ratified by convention action in December.

They also adopted a resolution labeling William Dodge, CLC executive vice president, as a "scab" and a "strikebreaker" for his assistance, admitted under oath during the hearings, in working out arrangements with Upper Lakes for the union-busting campaign against the SIU of Canada.

Norris Million \$ Buy Turned Down

TORONTO—Interest in the struggle by the SIU of Canada against the union-busting tactics of the Upper Lakes Shipping Company here spread onto the sports pages again this month with the disclosure that

a member of the Norris family, which controls Upper Lakes, had offered a million dollars to buy a hockey player.

A check for \$1 million signed by James Norris was duly forwarded to the Toronto Maple Leafs Hockey Club to seal the transaction, reported in the New York Times as "the highest amount ever paid for an athlete in a straight cash deal."

The Maple Leafs ultimately rejected the Norris offer, apparently

fearing reprisals by local fans at the box-office if their star left wing, Frank Mahovlich, was traded away. Norris had sought Mahovlich for his own team, the Chicago Black Hawks.

In the current Upper Lakes beef, the best guide to the vast resources available to the Norris family in the fight engineered by Upper Lakes against the SIU of Canada is the simple fact of a million-dollar cash proposition to buy an athlete. The highest recorded cash sale of an athlete previously was for \$250,000.

Representatives of the Norris family and for Upper Lakes have already taken some pains to try and separate the public image of James Norris, one of two brothers, from the rest of the Norris family, which they contend currently owns Upper Lakes.

James Norris, as reported by Dan Parker, sports editor of the New York Daily Mirror, has been a ten percent owner of Upper Lakes in the past, so that his connection with the rest of the family and Upper Lakes is not so remote after all. The story of Norris' boxing and other sports enterprises were fully documented during various US Government investigations and grand jury actions, including a US Senate inquiry less than two years ago.

Robin Line Raid Crushed

NMU Loses In Final Appeal

WASHINGTON—Rebuffed on all counts, the National Maritime Union has reached the end of the line in its attempted raid on the SIU-contracted Robin Line fleet.

Persisting in its efforts to upset a 21-year collective bargaining relationship between the SIU and Robin Line, the

NMU lost a final appeal to the National Labor Relations Board here of an earlier ruling by the NLRB's regional director in New York. The regional board rejected an NMU petition for certification as representative of Robin Line SIU crews in June.

This month the NMU also became the second union in AFL-CIO history to come under the sanctions provisions of the Federation constitution for violation of the AFL-CIO Internal Disputes Plan established last January.

The latest events mark the second time within five years that the NMU has attempted a raid on the Robin Line. In 1957, when the Robin fleet was sold to Moore-McCormack, the NMU was thoroughly beaten in a representation election. The latest raid, which was initiated in the course of SIU contract negotiations this spring with all operators, also violated a previous joint agreement recognizing the SIU's right to represent Robin Line crews.

The imposition of sanctions against the NMU was announced by AFL-CIO President George Meany on October 5 in a letter to

all affiliates of the Federation.

He noted the previous determination by David L. Cole, impartial umpire under the Internal Disputes Plan, that the attempted NMU raid had violated the Federation constitution and the subsequent denial by a subcommittee of the AFL-CIO Executive Council of the NMU appeal from this ruling.

NMU was then warned in September that it faced sanctions and was being given additional time to "reconsider your position."

The sanctions provisions of the constitution provide that "the non-complying affiliate shall not be entitled to file any complaint or appear in a complaining capacity in any proceeding" under the Internal Disputes Plan. It also stipulates that the Federation "shall, upon request, supply every appropriate assistance and aid to any organization resisting the action determined to be in violation of this article . . ."

In its order dismissing the NMU's election petition, the labor board said that on the basis of the 1957 NLRB determination, Moore-McCormack and both unions for

five years "had adjusted to a bargaining pattern" and that it saw no reason to disturb the present relationship. It also called attention to the fact that the company—"the party normally expected to be most inconvenienced by the separate seven-ship unit"—had failed to object to the dismissal of the NMU petition by the regional director.

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Begin New SIU Hall In Norfolk

NORFOLK — With ground already broken on October 29 to start construction of a new SIU hall here, the building is tentatively scheduled for completion by the end of April in 1963.

Terms of the building contract with a local contractor call for completion within 180 days of the ground-breaking. Six companies bid for the construction job and the firm of W. H. Belenga, as low bidder, received the contract.

The new hall will be a one-story structure just off the Front Street docks—at Woodis Avenue and 3rd Street—much closer to the busy pier area than the Colley Street location now in use. The hall will serve Seafarers and members of SIU affiliates in the vast Hampton Roads area and will provide another important link in the network of new SIU buildings on the Atlantic and Gulf coasts.

Facilities planned for the hall include an expanded hiring hall, ample space for union meetings, offices, welfare services and records, plus accommodations for a snackbar-cafeteria and recreational facilities for the membership in port.

The modernistic structure will go up right in the center of a Norfolk Housing Authority project.



Labor training team from Trinidad including SWWTU officials visited SIU in NY just a few days before final pact with Alcoa was completed. Next to SIU Vice-President Earl Shepard is SWWTU Sec'y General George Munroe (2nd from left) and Asst. Sec'y G. Nathaniel Stewart (4th from right) with group representing air transport, government and general workers. SIU rep. Ed Wilson is in rear.

Foreign Ships Leap Jones Act Barrier

WASHINGTON—The US domestic shipping trades have been opened to foreign-flag ships for the first time since the passage of the Jones Act in 1920 under a new law passed by Congress with White House approval.

Sponsored by Sen. Maurine Neuberger (Dem.-Ore.), the law overturns the basic protections embodied in the Jones Act, which requires all ships in the domestic trades to be American-built and American-manned. The amended legislation allows foreign ships to haul lumber to Puerto Rico from ports anywhere in the US whenever the Secretary of Commerce determines that there is no American vessel "reasonably available" to handle the lumber.

Lumber Industry

The amendment was pushed by the entire Pacific Northwest lumber industry, which has been competing unsuccessfully with Canadian growers who handle most of the lumber used in Puerto Rico. There have been no US ships on the lumber run to Puerto Rico from the Pacific Northwest for some time, although such SIU-contracted companies as Calmar do haul lumber to the East Coast.

During the debate on the measure, there was considerable discussion and conflict regarding the cause for the lost US lumber market on the island and elsewhere. Lumber prices and shipping rates alternately shared the blame.

Broad Powers Given

Under the amendment, the Commerce Secretary is given broad authority, when invoking suspension of the Jones Act so that a foreign vessel can enter the trade, "to establish such terms, conditions and regulations with respect to

operations under such suspension as he determines to be in the national interest."

A further provision is that the foreign vessels involved do not have to conform to US shipping laws in any way if they were not previously in US trade. This means minimum American control of any foreign shipping serving domestic ports for the carriage of lumber to Puerto Rico.

Sen. Neuberger had originally sought a much broader amendment calling for almost outright destruction of the Jones Act on the plea of any industry or region.

This version as well as the one that finally passed was opposed by virtually all segments of the steamship industry, including both unions and management.

SIU In Trinidad Wins Alcoa Pact For 9 Runaways

PORT-OF-SPAIN, Trinidad — Commemorating the first anniversary of its affiliation with the SIU of North America, at the same time, the Seamen's and Waterfront Workers Trade Union of Trinidad scored two major "firsts" in maritime on its own.

The 6,000-member SIUNA affiliate signed a three-year contract with Lib-Ore Steamship Company of Monrovia, a wholly-owned subsidiary of SIU-contracted Alcoa Steamship Company in the States, and won the first union hiring hall for seamen ever established in the Caribbean.

Agreement with Lib-Ore marks the first full-scale union agreement between a legitimate union and a Liberian-flag fleet. Lib-Ore operates nine specialized ships in the bauxite trade between Surinam, Trinidad and the US Gulf.

The signing of the contract with Lib-Ore on October 24 climaxed over five months of hard negotiations by the SWWTU to bring decent wages and conditions to the 270 unlicensed seamen who man its runaway fleet. It follows the success of various SIUNA affiliates in gaining agreements on selected single runaway-flag targets as far back as 1950.

16% Increase

Terms of the SWWTU agreement, which provide for a general upgrading of all conditions aboard the nine vessels, provide for a 16 percent wage increase over the three-year life of the contract plus a ten-cent increase in overtime rates over the same period.

The workweek will be cut to 48 hours in the first year, and to 44 hours in the second year. Overtime will be paid for all work beyond these hours.

Crewmembers on the bauxite ships currently work a 56-hour week without payment of overtime.

The wage changes amount to an eight percent general raise in the first year of the contract, with four percent more for each of the following two years. Overtime pay-

ments will be boosted by five cents hourly immediately and by another five cents beginning in 1964.

Other provisions call for conditions previously unheard of in a runaway-flag ship operation. These include two days extra compensation for day workers in the first year, and an additional day in the third year, payment of maintenance and cure benefits, launch service, coffee and night lunch, clothing bonus, rest periods, extra meals and elimination of firemen and oilers' work on watch.

Additional benefits include provision for sanitary work in crew quarters, extra soap and linen, fresh milk, slop chests aboard ship

and almost unheard of—penalty overtime.

Hiring provisions call for the shipping of all unlicensed personnel through the SWWTU hiring hall.

The SWWTU won recognition as exclusive bargaining agent for all nine Alcoa runaway ships earlier this year. After recognition was granted, officers of the SWWTU visiting SIU headquarters in New York to study American union operations boarded one of the vessels, the Discoverer, on arrival in New York and were able to survey the crew's needs and conditions for the purpose of the negotiations that began shortly afterward.

Veteran SIU Official

'Sonny' Simmons Passes At 43

One of the earliest SIU members and officials, Claude "Sonny" Simmons, SIU vice-president in charge of contracts and contract enforcement, died October 30 at Hackensack Hospital in New Jersey after a long illness. He was 43 years old.

An experienced organizer and contract specialist, Simmons had been a member of the SIU since its founding in 1938 and first came ashore to serve as a Union officer in the Port of Tampa in 1941. He had been acting as the SIU's chief negotiator since 1959 and was elected to his last post in 1960.

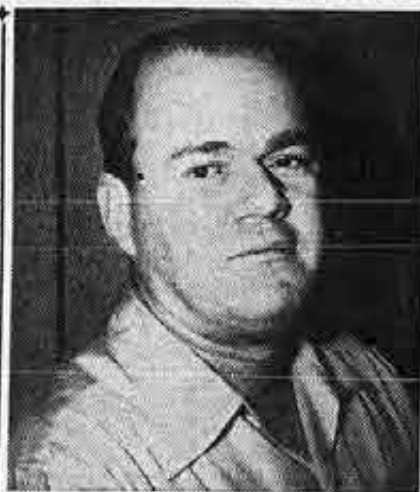
He gained the nickname "Sonny" when he first went to sea from his native Tampa at the age of 15, shipping as a deckhand on a coastal freighter. He thereafter switched to ocean-going vessels where he worked virtually all engine department ratings as a wiper, fireman, oiler, and as a deck engineer on winches and cargo machinery.

Equipped with a Southern drawl, a ready wit and a detailed knowledge of labor contracts, Simmons was always regarded as a hard but fair bargainer in all types of negotiations.

His contract experience ran the gamut from deep-sea vessels to harbor tugboats. During the SIU Railway Marine Region strike in New York in January, 1961, he applied his wide experience in maritime contract matters to railroad management in the course of negotiations for SIU tugmen employed on railroad marine equipment.

Besides working as a merchant seaman in the thirties, Simmons worked for a time with the US Lighthouse Department.

He was born July 19, 1919, at Brewster, Florida, near Tampa. He sailed through most of World War



Claude 'Sonny' Simmons

II after his initial service as a Union officer and again for a period in 1948-49. He also served at various times as an elected officer in Tampa and New York and, in 1951, was elected to a series of posts that led to his election as an assistant secretary-treasurer of the Union in 1953. He was reelected in each election thereafter until, under the provisions of the new constitution, he was named to his last office in 1960.

Services were held in Oradell, New Jersey near his home in River Edge.

Simmons is survived by his wife, Dorothy, and three children, Gary 10, Carolyn 7, and Joyce, 3. Other survivors include his father, William C. Simmons of Fort Walton Beach, Fla.; a sister, Mrs. Thelma Leonard of Fort Walton Beach; and two brothers, Charles L. Simmons of New Orleans and Walter H. Simmons of Fort Walton Beach, both SIU members.

\$800 Vacation Payment Begins For All Seafarers

All Seafarers began accumulating vacation credits at an annual rate of \$800 on October 1, as the seventh increase in SIU Vacation Plan benefits since 1952 went into effect. The latest boost doubles the previous rate of \$400 in annual vacation pay. There is no requirement that a Seafarer must get off a ship in order to collect.

Meanwhile, a number of Seafarers began this month to collect vacation payments of \$800 or more covering continuous service aboard the same vessel since October, 1961. (See Feature on Page 9.) This was provided for in 1961 on continuous service time only, and then expanded in the 1962 negotiations last June so that the \$800 figure now applies to all SIU men regardless of the number of ships worked.

Procedure Is Unchanged

Payment of vacation benefits at the \$800 rate is being handled in the same manner as it originally was when the rate was \$140 per year. Applications can be made at headquarters or in the outposts, and checks will be made up and forwarded on the same day.

As in the past, Seafarers applying for vacation must present discharges showing at least 90 days of

seaside for any number of ships or companies. Payments will be pro-rated at the old \$400 rate for all seafarers prior to October 1, 1962, with the exception of continuous service time on one vessel since October 1 of last year.



Seafarer A. R. Vasquez picks up a husky \$1,031 vacation check in NY after long trip on the Orion Planet (Colonial).

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MEBA Asks AFL-CIO Sanctions Against NMU

Job Loss Ruled A Raid

The Marine Engineers Beneficial Association has asked the AFL-CIO to apply sanctions against the National Maritime Union's Brotherhood of Marine Officers for its failure to comply with an AFL-CIO impartial umpire's ruling that the BMO takeover of engineers' jobs in the 14-ship Isbrandtsen fleet was a raid on the MEBA's established collective bargaining relationship with the company.

Earlier, a subcommittee of the AFL-CIO unanimously disallowed the NMU's appeal from a determination by David L. Cole, impartial umpire under the Federation's Internal Disputes Plan, that the NMU officers' affiliate was guilty of

raiding the MEBA. NMU unionized crews man the Isbrandtsen ships.

Sanctions were previously invoked against the NMU this month for its attempted raid of SIU crewmembers' jobs in the Robin Line. (See Story on Page 2.)

In the Isbrandtsen situation, the NMU appeal from the Cole determination was heard on September 19 and formal notice of its rejection

was received on October 17. The AFL-CIO subcommittee which heard the appeal included AFL-CIO President George Meany, Secretary - Treasurer William F. Schnitzer and Joseph A. Beirne, president of the Communications Workers Of America.

Separate action by the MEBA to enforce its contract in the Isbrandtsen fleet was underway in New York Supreme Court, following a decision by contract arbitrator Donald F. Shaughnessy that the company must apply its contract with the MEBA to the ships already transferred to the Isbrandtsen Steamship Company Division of American Export Lines.

The arbitrator held in his award that Isbrandtsen has an absolute obligation to apply the MEBA contract for its duration. The pact was negotiated in October, 1961, and remains in force until June, 1964. About 124 engineers' jobs are involved in the dispute. Isbrandtsen has had a contract relationship with the Engineers since 1949.

Isbrandtsen had refused to recognize the MEBA's contract on the ships it was transferring to American Export as part of a subsidy and merger arrangement approved by the Federal Government. Under the complicated financial transaction, Isbrandtsen has actual control of the operating company set up with American Export to run the ships.

The arbitrator's award called for reinstatement plus damages to the engineers who lost their jobs, pointing out that Isbrandtsen had been violating its MEBA agreement since June 15 despite knowledge of its potential obligation to MEBA. As a result, he indicated, Isbrandtsen's difficulties were of its own making.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

National COPE Director James McDevitt has welcomed the encouraging response of union members to COPE's nationwide registration drive for the November elections but warned against "relaxing on the oars when only half the job has been done." He urged union members who had already registered to finish the job by making sure they turn out to vote. Apathy and the failure to vote in so-called off-year elections is the "the workingman's most dangerous enemy," he warned.

The cost of maintaining our Congressmen, just like everything else, keeps going up. This year, Congress has appropriated for its operations some \$147.6 million. Divide 535 (100 Senators, 435 Representatives) into this figure and you come up with \$275,000 to keep one Congressman in Washington for a year, more than double what it was ten years ago. Overall Congressional costs since 1953 have zoomed six times as fast as the rest of the Federal budget. At these prices, voters should insist on their money's worth by electing people to Congress who will act on the country's needs.

Does one vote really count?

In 1944, less than a one-vote bulge in every Ohio precinct sent Robert Taft to the Senate and later produced the Taft-Hartley Act. The same margin of victory made a Senator of Oregon's Richard Neuberger in 1954. He went on to assist in promoting progressive legislation and supporting AFL-CIO and pro-labor programs. In 1960, President Kennedy was elected by the hairline advantage of less than one vote per precinct. One vote really does count.

Twenty-nine states have laws protecting workers against penalty or loss of wages if they take time off the job to vote. The states are: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Massachusetts, Minnesota, Missouri, Nebraska, Nevada, New Mexico, New York, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Utah, West Virginia, Wisconsin and Wyoming. Though the laws vary, most provide that a worker who is an eligible voter can take time off to vote if he submits prior notice to his employer. Most of these laws also impose penalties on employers for failure to comply. These states and others also have absentee balloting procedures for Seafarers and others unable to be at polling places on Election Day.

Dr. Angelo D'Elola of Buffalo, NY, is a radiologist. As such, he depends on other doctors to refer patients to him. He had a good practice until he tangled with the president of his county medical society over the issue of medical care for the aged. By a strange coincidence, right after that, other doctors stopped sending patients to him for x-ray service and he was blacklisted from some hospitals. He had to close down his office, let some of his insurance policies lapse and now faces bankruptcy. All this comes at a time when D'Elola is running for Congress against an ultra-conservative candidate. He says he'll still vote for medicare if elected.

THE INQUIRING SEAFARER

QUESTION: Of all the countries that you've travelled to, which one do you think has the most attractive women?

Charles Johnson, steward: I like those South African girls the best; they really know how to treat a man right. They look out for your health, make you feel right at home. These women have a wonderful personality. You'd have to go far to beat one of those girls.



Michael Deamantis, engine: You can't beat those Japanese gals. Besides being very attractive, they make a man feel very important. They're never bossy like American women and they always leave the initiative to the man. Ask any Seafarer who has been to Japan about Japanese women. He'll tell you the same thing.



H. Torres, engine: European women, especially the women in Holland, Spain and Belgium. They're just like American girls; they know the same tricks and all seem to be products of the same civilization. Oriental girls are very different. They have a very respectful attitude toward a man and are very appreciative of your attentions.



Robert L. Mitchell, steward: I've been to Europe, Africa, the Far East and Latin America, and I'm perfectly satisfied with what I have in Hackensack. You don't have to go any further.



Herman Piller, deck: Spain has the girls for me. I like everything about them, the way they walk, talk, dress and everything else. In addition to being good dressers they can cook very well. They're friendly and easy to meet, and they can really stir up a storm on the dance floor, too.



Paul Laborde, deck: As far as I'm concerned, there are more beautiful women in Brazil and Argentina than anywhere else. The girls in Japan, Korea and the Far East are very nice, but they can't beat the South American girls. New York women are beautiful, but they are very unfriendly as a rule.



Statement of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946 and June 11, 1960 (74 Stat. 208) showing the ownership, management and circulation of SEAFARERS LOG published monthly at Brooklyn, New York, for September 28, 1962.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing Editor, Irwin Spivack, 675 4th Ave., Brooklyn 32, NY; Business Manager, none.

2. The owner is: (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given.)

3. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the Act of June 11, 1960 to be included in all statements regardless of frequency of issue.) 40,000.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 1st day of October, 1962.

Bertram Greene, Notary Public. (My commission expires December 20, 1962.)

675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the Act of June 11, 1960 to be included in all statements regardless of frequency of issue.) 40,000.

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PENN TRADER (Penn Shipping), July 12—Chairman, Louis Cayton; Secretary, J. R. Austin. No beefs reported. Louis Cayton elected ship's delegate. Discussion about keeping pantry clean. Steward spoke of the cooperation that was obtained by the deck and engine departments last trip, which was excellent.

STEEL NAVIGATOR (Isthmian), July 15—Chairman, Frank Balaslar; Secretary, Delmar Missimer. Cold water aboard ship continues to be dirty. This beef being pursued. Crew intends to have meeting at payoff with food plan representative present for airing of beefs about food. \$74.89 in ship's fund. Motion to donate \$28 from ship's fund to American Merchant Library Association, in response to appeal for same.

SEATRAN GEORGIA (Seastran), July 22—Chairman, H. G. Bentz; Secretary, H. Svarlies. One deck replacement failed to show. \$10 in ship's fund. No beefs reported. Brother H. G. Bentz elected ship's delegate. Vote of thanks to steward for cakes and soda. Steward said he will order new cots and mattresses.

COLUMBIA (Cape Waterways), July 22—Chairman, J. Tanner; Secretary, A. W. Morales. No beefs reported. Vote of thanks to entire steward department.

DEL RIO (Delta), July 11—Chairman, James Lee; Secretary, Dennis A. Zwicker. Ship's delegate reported everything running smoothly. William F. Long was elected new ship's delegate.

NATALIE (Maritime Overseas), July 15—Chairman, Frank Reese; Secretary, Robert W. Ferrandis. Ship's delegate thanked crew for cooperation. Will check with patrolman regarding lodging. One member hospitalized in Saigon. \$6 in ship's fund. Crew gave vote of thanks to steward department for cooking, baking and service.

KATHRYN (Sull), June 30—Chairman, Murray Savoy; Secretary, C. Mathews. Ship's delegate reported all is running smoothly. Captain thanked crew and delegates for good work and cooperation. Motion to have patrolman see what he can do to have ship fumigated and check hospital supplies and fresh water tanks. Proposal made to refuse stores until a member of Food Plan or a crew-member checks food on dock. Poor

grade of food received in Philadelphia for present voyage, and low grade of vegetables and fruits was obtained in foreign ports this trip. Vote of thanks given to the steward department.

MOBILE (Sea-Land Service), July 27—Chairman, Carmelo Reyes; Secretary, John Fanell. Discussion on draws. Seventy percent of wages & overtime will be given. Crew would like air-conditioning in fo'c'sles. Cooperation asked to keep screen doors closed. Crew would like to have mess-room and pantry painted. Ship's fund and library should be set up.

STEEL EXECUTIVE (Isthmian), June 30—Chairman, G. C. Lawson; Secretary, C. E. Wood. \$9.60 in ship's fund. No beefs reported. Suggestion

lie J. Gyllot. \$253 left in ship's fund. No beefs reported. Motion made to post the cost of the movies purchased. Michael J. Dunn elected ship's delegate and Gilbert J. Piersall as ship's treasurer. New vacation plan and agreement read to membership. Men were instructed on how to use washing machine. Membership voted to have one department clean up washing machine room for entire voyage.

SANTORE (Ore), July 7—Chairman, James Ahern; Secretary, A. McCullum. No beefs reported by department delegates. E. Krenz elected ship's delegate. Cots and chairs ordered but not received.

ALCOA RANGER (Alcoa), July 21—Chairman, E. N. Powell; Secretary, H. F. Soddaway. No beefs reported, everything running smoothly. Crewmembers asked to wear shirt when on or around gangway. C. B. Ivey elected ship's delegate and will see patrolman regarding roaches on ship. Discussion on paying off every other trip and on keeping screen doors closed in port. Request new screens.

ORION COMET (Colonial), July 22—Chairman, John Murphy; Secretary, Harold J. Romero. H. J. Romero elected ship's delegate. Painting of crew quarters started this trip and to be finished up next trip. No beefs reported by department delegates.

STEEL SCIENTIST (Isthmian), July 8—Chairman, Dickerson; Secretary, F. S. Omega. Ship's delegate reported everything running smoothly. Discussion on additional ice machine, better care of washing machine. Submitted three possible changes in engine department working rules.

ALCOA POLARIS (Alcoa), June 10—Chairman, L. C. Nannon; Secretary, K. Hatgimisis. No beefs reported. A. Vante elected ship's delegate. Need new hot water urns for officer and crew pantry plus new grill for galley. Grill now in galley is not working.

July 13—Chairman, Leo C. Nannon; Secretary, A. Aragon. Ship's delegate reported that one man asked to pay off. Motion made that cylinder locks be placed on all fo'c'sle doors; too many keys open the door. Port steward to be contacted for better quality of fresh fruits. Crew mess-hall and crew quarters to be painted.



made to avoid making any unnecessary noise in port and starboard passageways and in main deck in consideration for watchstanders who are sleeping.

MAYFLOWER (Mayflower), July 15—Chairman, William Fell; Secretary, Thomas R. Barrow. An article concerning the rescue of Cubans off the coast of Florida along with picture will be sent to the LOG. \$11.09 in ship's fund. Brother Adams elected ship's delegate. Vote of thanks given to the steward department. Men were asked to contribute to the ship's fund after payoff and were thanked for \$68 donation to the Cubans.

STEEL MAKER (Isthmian), July 19—Chairman, Bernard Toner; Secretary, William Lennox. Fifty dollars in ship's fund. No beefs reported by department delegates. Motion to have exhaust fans installed at the after end of main deck passageway. Chief engineer's attitude towards crewmember was discussed.

DEL SUD (Delta), July 15—Chairman, Michael J. Dunn; Secretary, Les-

THE PACIFIC COAST SEAFARER



Cooks And Firemen Set New Elections

SAN FRANCISCO — Members of the Marine Cooks & Stewards Union and the Marine Firemen's Union were due to begin balloting on new officers early in November after rank-and-file credentials and elections committees completed their check of a flood of nominations for union posts.

The MCS balloting involves 15 open positions and the MFOW election will fill 16 full-time jobs plus trustee and SIUNA convention delegate posts. All elective offices at headquarters and in the outports will be on the ballot for both SIU Pacific District affiliates. The cooks' voting runs November 1 through December 31 and the firemen's ballot extends from

November 5 through the end of January, 1963.

A check of credentials by the five-member MCS committee found 62 nominees qualified to run for office under terms of the union constitution. Over 400 nominations were made, many of them "blanket nominations" of one man for all available offices.

The MCS ballot, which has provision for absentee voting by mail for crewmembers on ships that will not touch mainland ports during the election period, will fill the following offices:

Secretary treasurer, assistant secretary-treasurer, three patrolmen and a dispatcher in San Francisco, one agent and patrolman each in Wilmington, Portland, Seattle and New York, and Honolulu agent.

In the MFOW, 38 members have sent in acceptances as required under the firemen's constitution and will be on the ballot vying for the offices to be filled. A five-man membership committee checked the credentials of all nominees.

The firemen's election will fill the following jobs, and also provides for mail balloting by those unable to vote in port:

President, vice president, treasurer, two San Francisco business agents, San Francisco business agent-clerk, San Francisco dispatcher, port agents in Seattle, Portland, San Pedro, New York and Honolulu, and business agents for Seattle, Portland, San Pedro and New York.

Matson Lures Convention Biz

SAN FRANCISCO—Convention-conscious Matson Navigation Company is trying to lure round-trip shipments of convention exhibits and merchandise to Hawaii conventions with an overall 25 percent rate reduction.

Westbound shipments of products, merchandise and exhibits will be charged the regular freight tariff. Return trip rates will be slashed by one-half.

Matson has since early this year also been promoting use of its passenger vessels as convention ships where large "captive" audiences can be shown new products, develop marketing ideas or take courses in sales techniques while enjoying an ocean voyage.

Begin Non-PMA Pact Talks

SAN FRANCISCO—Full details on far-reaching new offshore and intercoastal shipping agreements have now been concluded by the three member unions of the SIU Pacific District with negotiators for the Pacific Maritime Association. The contract settlement runs until June 15, 1965 and was preceded by an 11-week strike of PMA vessels last Spring.

The new pact, whose improved pension and retirement benefits, trip-off rules on fast-turnaround ships and various other changes went into effect October 1, also called for increased vacations, a flat two percent boost in basic wages, generally upgraded welfare provisions and establishment of a system of medical clinics.

Unions in the Pacific District, comprised of the Sailors Union of the Pacific, Marine Cooks & Stewards and the Marine Firemen's Union, are also continuing bargaining sessions with other operators not members of the PMA on general contract improvements.

Contract discussions are pending with companies including Alaska Steamship, Duncan Bay, Kaiser, United Vintners, Permanente Steamship, Olson, Chamberlain, Pope and Talbot, Kimbrell-Lawrence Transport and Aleutian Marine Transport.

Pacific District Shipping

PORT	SUP	MFOW	MC&S	TOTAL
	9/5 to 10/1	9/1 to 9/31	9/7 to 10/4	
San Francisco	481	153	288	922
Seattle	89	79	37	205
Portland	137	75	31	243
Wilmington	298	(no hall)	76	374
New York	72	23	20	115
New Orleans	10	*	0	10
Honolulu	31	42	19	92
San Pedro	(no hall)	97	(no hall)	97
TOTAL	1,118	469	471	2,058

*No report available

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	Nov. 5
Philadelphia	Nov. 7
Baltimore	Nov. 7
Detroit	Nov. 9
Houston	Nov. 12
New Orleans	Nov. 14
Mobile	Nov. 16

Dock Talks Start Again Under T-H

Picketing by members of the International Longshoremen's Association in Atlantic and Gulf ports under the union's "no contract-no work" policy has been postponed until December 23 by a Taft-Hartley Act injunction which invoked an 80-day "cooling off" period.

The Federal Government went into court for an injunction a few hours after the walkout began on October 1 and a restraining order barring picketing was issued on October 4. Longshoremen were unable to return to work the next day, due to the lateness of the court order, and went back on October 6. The ILA's previous agreement expired September 30.

Principal stumbling block in the negotiations which began last June was an attempt by the New York Shipping Association to seek sweeping cuts in the present 20-man size of work gangs on the docks. The stevedores want to trim gang sizes from four to eight men.

During the course of the ILA walkout, the union had the full support of all major maritime unions, including the SIU, in pressing its demands for a new pact. The companies even fell short in their money offer despite the bid for wholesale cuts in gang sizes.

A special three-man board of inquiry assigned by the President to seek a settlement in the dispute has since stepped out of the picture in favor of regular Government mediators and conciliators.

Calif. Standard Balks New Pact



Charter presentation ceremonies at IUPW executive board meeting in Bakersfield, Calif., on September 22 show IUPW President Lester P. Taylor (center) and SIU Secretary-Treasurer Al Kerr, who represented SIUNA President Paul Hall. Looking on (left) is SIU rep. E. B. McAuley.

BAKERSFIELD, Calif. — Negotiations have been stalemated between the SIUNA-affiliated International Union of Petroleum Workers and the Standard Oil Company of California. Pact talks came to a

halt due to the company's refusal to make a counter-offer on wages and its move to contract out work that could be handled by its own workers.

Federal mediators have stepped out of the negotiations because of the company-created impasse in the talks so far.

The IUPW is the newest affiliate of the SIUNA, with 3,200 members primarily in the California oilfields, as well as Utah and Alaska. It was a long-established independent organization in the Southern California oil industry. Members voted by a margin of four to one for SIUNA affiliation.

In the current contract wrangle with Standard Oil of California, the union cites the fact that it has been in negotiations since March on wages and other contract items as part of a two-year contract.

The union has stood firm on the issue of farmed out work, since the company has not shown any possible economies from engaging in this practice. L. P. Taylor, president of the IUPW, declared that the company pays approximately 35 percent more to use contractors than it pays its own workers, including benefit costs.

"If someone can show me the good sense of this practice, I will be happy to become converted," he added. "We only want to compete for our jobs in the same

manner the company demands the right to compete for its markets."

Taylor called on all customers of Standard Oil of California to refrain from buying the company's products as a demonstration of union solidarity and to show the company that it has an obligation to give its workers a share of "the tremendous profits which these people have helped Standard Oil to accrue."

Local 30 of the IUPW has meanwhile negotiated a new contract for the Northern Oil operation in Alaska's Kenai-Soldotna area. The agreement covers 40 union members and provides for a 30-cent-an-hour wage increase, four paid holidays a year with time and a half for any holiday work and one week's vacation after a year's service. Workers at Northern Oil are welders, gaugers, and hold other general positions with the company.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.



NY Maritime Port Council provided morale-builder for ILA pickets during four-day dock strike as MTD coffee wagons kept all lines supplied with hot coffee and pastry. Scenes here are at Erie Basin where the refreshments were obviously a welcome item.



THE CANADIAN SEAFARER



Canada Sets Foreign Ship Ban In Domestic Trade

OTTAWA—Years of protest by the SIU of Canada against use of cut-rate, foreign-flag and runaway shipping in Canada's domestic trade may finally bear fruit. Action is expected at the new session of Parliament this fall to bar all foreign shipping from Canada's Great Lakes and inland waters trade.

Agreement to the revocation of the 1931 Commonwealth Shipping Act was required from all 11 signers before the Canadian government could invoke protective legislation for its own domestic trade. Great Britain, with the largest number of ships in the Canadian trade, had long stalled the necessary unanimous agreement.

The Canadian counterpart to the American Jones Act provisions would now take the form of an amendment to the Canadian Shipping Act. An estimated 100 ships of Commonwealth registry, about 30 percent of the tonnage engaged in Canada's domestic ship operations, would be affected.

Latest expectations are that the legislation will place the eastern limit of domestic waters as far east as Anticosti Island.

Transport Minister Leon Balcer had originally placed the eastern limit at Les Escoumains, Quebec. Anticosti Island is 270 miles further east.

Canadian shipping interests hope that the limit will eventually take in all coastal waters on both east and west coasts of Canada. Another boost was recently handed Canadian shippers when Canada gave or pledged \$169 million for new ship construction.

Upon passage of the expected legislation barring foreign-flag ships from Canada's domestic waters, Canadian seamen will be in a better position to continue to secure improved wages and working conditions under the SIU of Canada banner. The proposed ban would also work to the considerable advantage of Canadian shipyards and shipbuilders since additional tonnage would be a necessity once a ban on foreign ships went into effect.

Four More Ships Take Crews Back

MONTREAL — Crews of four SIU of Canada-contracted ships lying idle here and in Kingston have been called back as a result of the recent closing of the Port of Churchill.

Men have been called to crew the Hamiltonian, the Montrealais and the C. A. Bennett. The Elgin has also issued a call for her crew to report in Kingston.

Opening of the Port of Churchill is always a signal for many Great Lakes grain carriers to lay up for two months while salt water ships bring in cargo from the West. Its closing is therefore welcomed by Lakes shippers and sailors alike.

The annual, local shipping resurgence has yet to gather much momentum, but indications are that full speed should be attained by mid-fall.

Quick Thinking Saves Tot, 4

MONTREAL—A little four-year old Vile St. Michel girl owes her life to the quick action of Seafarer Kevin Gisfone, a crewmember aboard the Algosoo. (Alagoma Central and Hudson Bay RR).

When Linda Harvey wandered out of sight one evening recently, she wound up falling off a pier into the St. Lawrence River. Gisfone pulled the tot ashore and she was given artificial respiration before being taken to a hospital where she recovered from her ordeal.

Banks Honored By Canada Unions



Honored by Canadian AFL-CIO unions, SIU of Canada President Hal C. Banks (right) receives union-made gavel and plaque (not shown) from Marcel Raymond, Vice-President of the Carpenters Union in Canada, on behalf of 12 different unions and four building, construction and metal trades councils in Montreal and province of Quebec.

SIU Taxi Union Blocks Teamsters

Halts Drain On Trust Funds

CHICAGO—Still seeking to hold on to welfare and pension funds belonging to members of the SIUNA Transportation Services and Allied Workers here, Teamster Union officials have been blocked in court from making any further wholesale expenditures of membership trust funds without court permission.

The Teamsters have been trying for over a year to cut off earned welfare and pension benefits of SIU taxi workers, who affiliated with the TSAW in January. The taxi men, in a one-day strike last March, won contracts covering the Checker and Yellow cab fleets, including agreement that the owners would assist in pressing the

workers' case against further Teamster holdback of the funds.

Members of the group here, affiliated as the Drivers Union Organizing Committee Local 777, originally quit the Teamsters last year in an effort to form their own union. During the course of litigation that has followed, the Jimmy Hoffa-Joey Glimco forces controlling Teamster Local 777 have tried to cripple the fund by outlandish

expenditures. They face a possible contempt of court citation for these moves.

Action by Superior Court Judge Abraham Marovitz last month barred the Teamster group from running up any further "administrative expenses" with the exception of necessary salaries.

Evidence produced in court by the SIU-affiliated taxi men showed that the Teamsters had spent six times as much on administration for the first quarter of 1962 as they had paid out in claims. This included a \$1,200 monthly salary for a clerk named Laverne Murray, who is reported to be a close friend of Glimco's.

Meanwhile, in Detroit, negotiations are being pressed by TSAW Local 10 on behalf of Checker Cab garage workers who recently voted overwhelmingly for the TSAW in a National Labor Relations Board election. Details of a scheduled election for some 1,600 Checker drivers are still being worked out.

Youngster In 'Batter's Box'



Traditional at World Series time, since the Yankees always seem to be in on the act, drawing for free series tickets at SIU headquarters highlights Louis Garcia, 10, son of Seafarer Mario Garcia, AB, with an assist from SIU rep. Ed Mooney. Six tickets were drawn for each of the NY games, as Yankees won the series.

MEBA, MMP Hold Anti-Raiding Talks

Preliminary meetings have been held by the Marine Engineers Beneficial Association and the Masters, Mates and Pilots to establish a closer relationship that will strengthen the position of both unions in organizing and contract enforcement.

Subcommittees representing national officers of both unions held several sessions this month to present a united front among the licensed officers' groups. The current move for closer MEBA-MMP ties were prompted by recent raids conducted by the National Maritime Union and the unaffiliated Teamsters on both unions.

Raiding Activities

The NMU has used its affiliate, the Brotherhood of Marine Officers, to move in on contracts held by both officers' unions with Isbrandtsen and the Teamster-sponsored "Marine Officers Association," with NMU support, has pulled a separate raid on the Mississippi Valley Barge Line, an inland waters operation.

NMU has already been found guilty of raiding the engineers in the Isbrandtsen fleet under a ruling by an impartial umpire for the AFL-CIO Internal Disputes Plan, which was later confirmed by a subcommittee of the AFL-CIO

Executive Council. (See Story on Page 4.)

Similar action by the mates and engineers to work out a joint program gained impetus after the merger of separate unions for licensed engineers in 1958 laid the basis for mutual action among the recognized AFL-CIO licensed officer groups.

Advance Meeting Schedule For West Coast SIU Ports

SIU headquarters has issued an advance schedule through March, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with a resolution adopted by the Executive Board last December. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
November 19	November 21	November 23
December 17	December 19	December 21
January 21	January 23	January 25
February 18	February 20	* February 21
March 18	March 20	March 22

*Scheduled early due to Washington's Birthday holiday.

(Regular monthly meeting schedule for all SIU constitutional ports appears on Page 5.)

LET 'EM KNOW!
Write TO THE LOG

RRs Map New Combine

The railroads have decided to get organized. In an effort to seize the initiative in labor negotiations, the 105 major US railroads have set up a single "united" carrier organization. It will supercede the "Regional Conference Committees" from the East, Southeast and West, which previously handled railroad labor contract talks.

Called the National Railway Labor Conference, its function in general will be to "do everything possible we can to get efficient and economical arrangements involving labor costs."

Working with a permanent staff of attorneys, economists, statisticians, specialists and other personnel, some of their moves to get "efficient and economical" arrangements will probably include:

- Efforts to change Federal laws in favor of business in general and the railroads in particular.

- Initiating a campaign to make the public believe that railroad workers are "featherbedders."

- A move to get Congress to amend the Railroad Unemployment Insurance Act to forbid payment of unemployment benefits to rail strikers.

- New moves against the pay and work rules of non-operating employes.

- The handling of the final battle in the railroads' long effort to impose drastic new work rules on their operating employes.

- Formulating the companies' stand on provisions for employes involved in railroad mergers.

The lines involved own about 95 per cent of the track mileage in the nation. The NRLC chairman will be James E. Wolfe, who in the last year has been the railroads' chief labor negotiator. NRLC headquarters will be in Chicago. The national group is "designed to facilitate future planning

and closer coordination of efforts previously handled on a regional basis," an announcement of the group stated.

Industry leaders have said that they expect the unions to find formalized permanent industry-wide bargaining to their own advantage in many instances because it would

speed up the slow bargaining process.

The new railroad grouping is intended to counter the activities of the Railway Labor Executives Association, with which the SIU is affiliated as one of 24 member unions, for SIU tugmen on railroad marine equipment.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Ship's Galley Is Potential Danger Area

Never take chances in the galley. There's too much potential for accidents as things are, and food can be spoiled besides. The galley is no place for horseplay, especially with sharp tools. This is a sure-fire path to injury. There are many other things to watch out for at all times.

When placing meat on blocks or benches, be sure to remove any tools that may be there. A "hidden" tool can be a dangerous thing. If you put a piece of meat on top of a sharp knife, you might forget the knife is there and cut yourself when you pick up the meat.

Knives present many special safety problems in the galley.

Don't carry knives unnecessarily. If they must be carried, hold the knife by the handle with its point toward you. Hold the knife close and walk carefully.

Don't grab for a falling knife. You might miss the handle and catch the blade. Step to one side and let it fall.

Don't put knives in soapy water as they cannot be seen and you may grasp the blade.

Don't throw knives together in a box or drawer. You risk getting cut when reaching for one. Keep knives in a knife rack when they are not in use.

Keep handles of all meat tools free of grease to assure a good safe grip; otherwise, your hand may slip forward onto the blade. Hold handles firmly.

Use the steel with care. Be sure the guard is in place. Keep the blade of the knife away from the hand.

When using the sharpening stone, be sure your guiding hand rides on the back of the blade.

Be extremely careful when using a boning knife. Always keep your hand behind the knife. Use a hand meat-hook when boning meat to provide a firm hold.

Be careful when using the cleaver. The chopping action is difficult to control. Keep hands away from the striking area.

Don't force a saw blade. Forcing it through a bone may cause it to "jump" and tear your fingers. Let the saw do the work.

Handling meat also offers certain hazards in the galley. Care should be taken with meat hooks in the chill box and refrigerator. Be careful of wire on meat packages. And when feeding meat into a grinder, use a stomper. Don't risk the danger of cutting or bruising fingers.

Other Precautions

Among other safety do's and don'ts in the galley are the following:

- Don't leave glassware or glass containers near food preparation areas.

- Don't open cans with anything except a can opener. Remove the cover completely, for the jagged edge may cause a serious cut. Keep blade and gears of can opener clean so the tin will not be ground into food.

- Don't use defective tools or machinery. Report all damaged tools and machinery.

- See that immediate first aid is given to all scratches and cuts.

- Use dry cloths to handle hot utensils. Wet or damp cloths transmit heat easily and may cause burns.

- Use salt to extinguish small grease fires on top of the range.

- Don't hold your face near the fire box when lighting an oil-burning range.

- Don't keep deep-fat frying pans more than two-thirds to three-fourths full. Unless allowance is made, the roll or pitch of the ship may splash fat onto the range and cause a serious fire plus bad burns.

- Don't mix cold liquids with hot fat. The fat will splatter and cause severe burns.

- Keep decks free of debris at all times. Remove all fat, meat trimmings and grease immediately.

- When lifting heavy boxes, bend your knees to distribute the weight.

- Don't climb ladders with food or utensils unless you can hold onto guard rail with one hand. It is safer to make another trip.

In large scale preparation of food, there are many opportunities for injury and infection unless attention is given to safety and sanitation rules. Training yourself to observe clean and safe working habits will pay dividends in better results all around.

(Comments and suggestions are invited by this Department and can be submitted to this column in 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 trip.

THE GREAT LAKES SEAFARER



Risky Salvage Job Begins On Lakes



Busy scene at site of salvage job on British freighter Montrose (background) in the Detroit River pictures SIU Great Lakes men who man service launch and other workboats.

DETROIT—A risky attempt to refloat the sunken British freighter Montrose, now partially blocking the southbound channel of the Detroit River, has already produced injuries for part of the salvage party, which includes SIU tugboat crewmen in the Great Lakes Construction Division of Merritt-Chapman and Scott Corp.

The injuries involved three members of the Pile Drivers Union who were working on the preliminary structures necessary to bring the Montrose right side up. A cutting torch, according to some news accounts, led to a fire and explosion near the derelict. The British ship lies on her port side in about 35 feet of water.

A 65-man Merritt-Chapman crew is manning salvage boats which are setting up for the maneuvers necessary to raise the partially-submerged Montrose.

If the one-time, top Detroit tourist attraction is raised too quickly, the water still left in her hold can shift and throw her over on her other side, in which case the long and costly preparations will have to be repeated. The captain of the salvage crew has expressed confidence, however, that one try is all he'll need.

The 7,318-ton freighter from Liverpool, collided during the night of July 31 with a cement barge, receiving a 37-foot-long gash in her side. She had been steaming away from a berth on the Detroit side of the river at the time, carrying mixed cargo.

Under terms of Merritt-Chapman's contract with the British shipping firm, the salvage company will get nothing if it fails to raise the ship.

The complex salvage attempt includes work by divers to cut away damaged plates; bolting metal sheets as a patch for the hole, and building wooden forms the length of the hole in the ship's side. Pressurized hoses will then force in a protective inner coat of cement from three to ten feet deep, and then the actual move to raise will be made, using massive chains run out from floating derricks.

SIU Ships Team Up On Rescue

DETROIT — Close cooperation between two Great Lakes SIU crews recently speeded rescue of one SIU-contracted ship by another.

Responding to a distress call by the W. E. Fitzgerald out of the Port of Toledo, the Frank E. Taplin altered course and rushed to the assistance of the disabled vessel.

After trying unsuccessfully to tow the Fitzgerald alongside in high seas, the Taplin crew rigged a stern towing line and was able to bring the Fitzgerald into Toledo. Both ships are owned by the SIU-contracted Gartland Steamship Company, Wilmington, Del.

Great Lakes Shipping

August 14 Through September 14, 1962

Port	DECK	ENGINE	STEWARD	TOTAL
ALPENA	28	15	17	60
BUFFALO	46	29	11	86
CHICAGO	29	18	13	60
CLEVELAND	46	32	12	90
DETROIT	158	109	65	332
DULUTH	21	15	9	45
FRANKFORT	18	18	18	54
TOTAL	346	236	145	727





Clifton E. Mainers, oiler on the *Monarch of the Seas (Waterman)* in Mobile, received vacation check for \$809.



Off the *Bethflor (Ore Navigation)*, Seafarer Robert Alvarado, OS (right), has vacation application checked by SIU Port Agent Rex Dickey in Baltimore. Alvarado was first man in Baltimore to file for benefits based on a year's continuous service and drew check for \$804. He lives in Galveston.

FIRST

\$800 VACATION PAY



George S. Chance, OS, counts up \$800 vacation money at SIU headquarters in NY. He was on the *Fairland (Sea-Land)*.

Starting this month, all Seafarers began accumulating vacation credits at an annual rate of \$800 for all seetime, regardless of the number of ships worked. At the same time, many Seafarers also began receiving vacation payments based on the \$800 rate covering continuous service aboard the same vessel for one year, with no requirement at all that they must get off a ship. Seafarers shown here at headquarters and in some of the outports were among the first to collect checks of \$800 or more in continuous service vacation benefits that became payable on October 1, 1962.



Frank Feld, OS off *Calmar's Flomar* (left), gets check for \$848, first in Wilmington, from SIU Port Agent George McCartney.



Carmelo Andrew, oiler off the *Azalea City (Sea-Land)*, gets \$819 (left). John Maytum, OS, *Alcoa Polaris*, drew \$820.



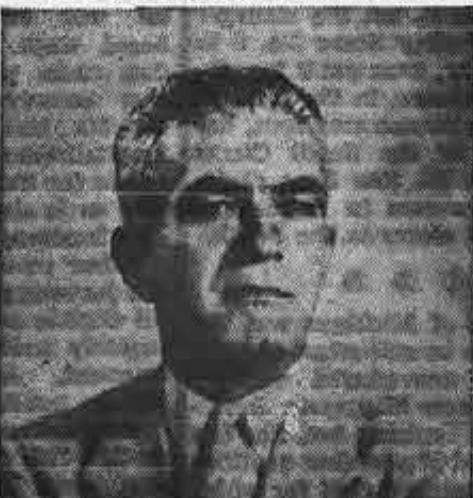
Bassillo Arapakos, AB, *Steel Navigator (Isthmian)*, shows his vacation check for \$802.



Floyd Pence, AB (right), displays his check for \$805 covering year's continuous service on the *Fairland (Sea-Land)*. Jack Katz, of SIU Vacation Plan staff at headquarters, looks it over.



Louis A. Vila, cook, and Harris Patterson, electrician, collected \$801 each in benefits after year on *Alcoa Roamer*.



R. D. D'Angelo, in *Florida State (Everglades)* black gang, drew \$835 check at Miami.



Off the *Globe Explorer (Maritime Overseas)*, Clinton H. Ward, AB (right), watches shipmate Bill Bailey, oiler, sign application. Ward got check for \$807. Bailey, on short trip, got \$134.

Hi-Stake Monopoly Game Relaxes Boss

How do the kingpins of big business spend their hours away from the office?

One way was a conference of more than 500 of the nation's top corporation presidents, vice-presidents, and attorneys, who spent a day in New York recently trying to devise methods of avoiding anti-trust suits and discussing what to do until the lawyer comes.

The one-day get-together sponsored by the National Industrial Conference Board reflects the concern that business moguls are showing these days over some of their brothers in the electrical industry getting caught in a bit of price fixing and having to switch from the classic pinstripe to the less classic Government issue striped suit.

Good Etiquette

Some of the more interesting tidbits to arise out of the meeting was a suggestion that if the Government comes around asking for a study of a merger or acquisition, it is perfectly proper etiquette to tell the Justice Department, even if you have done the study, that "you just can't supply it." The idea is that the document might bear some evidence in future anti-trust situations, and even corporation lawyers have difficulty handling more than one case at a time.

Corporate officials were also advised to check prices now and then for signs that salesmen are "consulting or acting in an anti-social manner," according to one business publication's report on the proceedings.

Need Special Techniques

The meeting finally broke up with everyone in agreement that they should acquaint themselves with all the evasive techniques available in order to avoid the anti-trust net.

The ire of big business took other forms in other places. The National Association of Manufacturers took outrage against an administration proposal to give the Federal Trade Commission the authority to halt any business activity immediately if it had reason to believe that these practices would violate Federal law, and might cause irreparable harm to other

Labor Board Applies New Back \$ Rule

WASHINGTON — The National Labor Relations Board has applied its new six percent interest rule to an employer who refused to bargain with a union and unilaterally cut the pay and changed the working hours of four workers.

In a 4-1 vote, the board ordered the Continental Bus System to halt its refusal to bargain with Street, Electric Railway & Motor Coach Employees Local 1468 for bus terminal employees in Grand Junction, Colorado, and to revoke pay and hour cuts put into effect in September, 1961. It also called on the company to reimburse four workers for loss of pay since 1961, plus interest at six percent.

The ruling was the third this year in which the board has reversed previous policy in the back pay area.

In May it began ordering full reimbursement of employees in cases where a trial examiner had found no unfair practices but later was reversed by the board. The second ruling, also in a discharge case, added six percent interest to the penalty on ground of equity.

Between Calls At Philadelphia



Seafarer Norwood Bryant, AB, catches up on his reading of SIU handbook between hourly job calls.

companies before they could be stopped under regular FTC procedures.

A spokesman for the NAM said that it was extremely unwise to vest such authority in an administrative agency. The President, in a letter urging the new authority, said that delay and litigation hampered activities of the commission and that by the time the FTC got around to acting on some cases, many small business men were already destroyed and any action to be taken then became meaningless.



Cardgame fills the time for this quartet of Seafarers relaxing while in port. Pictured (l-r) Gaston Saillard, steward; Esteban Oquendo, MM; Ralph Maranca, AB back to camera), and Edward Bayne, 3rd cook.

LABOR ROUND-UP

A Chicago rug company and a labor-spying detective agency it employed to help stall negotiations with the Textile Workers Union have been called on the carpet by US agencies for failure to file required reports on their joint activities. The company had been using the agency over a long period to obtain information on union activities. Both the company and the detective agency must file reports on their financial arrangements and other related information.

The "weaker" sex just isn't so, as the male members of State, County and Municipal Employees Local 745 in Colfax, Calif., found out recently. Female members of the local fielded a softball team, the "Unionettes," which swamped the male contingent 11-7. The gals had been challenged to the game by the aptly-named male squad, called the "Old Men of the Hill"

An air-age strikebreaker avoided a picketline set up by striking workers at a Westinghouse plant in Columbus, Ohio, by dropping in on the plant by parachute. Paul Mininger, a member of a local parachute sports club, tried the stunt and succeeded in getting into the factory behind the line. He forgot one detail, however. He can't pull the same trick to get out.

Labor can't lose in the upcoming mayoralty race at Hollow Rock, Tenn., between Maurice E. Flowers and W. B. Molladay. Flowers is a member of the Brotherhood of Lo-

comotive Firemen and Enginemen, and Molladay is in the Order of Railway Conductors . . . The United Furniture Workers have won their fifth victory in an intensive organizing campaign in the State of Maine that began last January. The latest gain was a 100-48 vote victory at Paris Manufacturing.

A new type of fringe benefit was put into effect at the Allis-Chalmers plant in Norwood, Ohio, under a contract negotiated by the International Union of Electrical Workers. Each worker is to get an annual year-end payment amounting to 2.5 percent of his annual wages, in lieu of a pay raise. The benefit will average about \$145 a year according to present estimates . . . When management fires a worker for union activities, it rarely admits it, but the manager of Rose's Variety Store No. 6 in Louisville, Ky., even put it in writing. The evidence, in the form of a letter to a woman employee, has been filed by the Retail Clerks with the NLRB. The Rose chain, with headquarters in Henderson, NC, has 151 stores in the South.

The state of Michigan was the first state to be authorized to train or retrain unemployed workers under the new Manpower Development and Training Act. The law provides that if a worker qualifies for retraining in a skill for which there is a job demand, he will be eligible for a year's on-the-job training or equivalent subsistence payments.

THE SIU INLAND BOATMAN

Pacific IBU Wins First Pact On Alaska Ferries

SEATTLE—The SIU-affiliated Inland Boatmen's Union of the Pacific has completed negotiations on a "first of its kind" contract with the Alaska Department of Public Works in Juneau, Alaska. New legislation makes it possible for the State of Alaska to deal directly with labor organizations—the same as any other commercial employer—for the first time.

Just recently adopted, the new law removes the men working on the state marine highway and ferry system from coverage under the State Personnel Act.

Other Negotiations

At the same time that the IBU pact was concluded, negotiations were also completed by the Marine Engineers Beneficial Association, representing licensed engineers, and the Masters, Mates and Pilots, covering licensed deck officers.

Under the new IBU of the Pacific contract, negotiated by John D. Fox, president, and Merle D. Adlum, of the Puget Sound Division, able bodied seamen will get monthly wages of \$577. The wages are based on a working schedule of 12 hours a day, seven days a week, with one week on and one off. These pay rates include a 25 percent Alaska differential.

Hospital Benefits

Health and welfare clauses in the contract include medical, surgical and hospital benefits for all employees and their dependents plus \$2,000 insurance with a double indemnity clause covering accidental death. The state will pay \$12 a month for each employee's health and welfare coverage.

State ferry system boatmen will also receive one week's vacation

Phila. Men Okay Pact On Derricks

PHILADELPHIA—New contract terms covering SIU boatmen aboard two Merritt, Chapman and Scott derricks have been unanimously approved by the crews and agreed to by the company.

Under terms of a new one-year contract that became effective October 1, members aboard the derricks Conqueror and Capitol will receive an across-the-board wage increase of another five cents per hour. They are also assured full welfare plan benefits including medical care, hospitalization and surgical payments for the men and their families as is standard in all SIU Inland Boatmen's Union contracts.

Other coverage provided under the just-negotiated pact guarantees all eligible company boatmen \$150 monthly union pensions upon retirement. A dues checkoff also will be put into effect.

The boatmen first came under an SIU-IBU agreement seven years ago, when deckhand wages were only \$1.17 an hour. With the signing of the new contract, deckhand wages will reach \$2.42 an hour for straight-time work.

after a year of employment and two weeks after two years.

A pension plan, calling for monthly employer contributions of a maximum of \$25 per employee provides for a monthly pension of \$100 after 20 years of employment. This also includes earlier options on retirement.

The contract also calls for negotiations on a new contract by next September 30 to permit the state to budget for any negotiated changes. The agreed upon changes would then take effect July 1, 1964, when the contract expires.

NLRB Rule Gets Talks Underway

MOREHEAD CITY, NC — Preliminary negotiations have begun here on a first-time contract between the SIU Inland Boatmen's Union and the Carteret Towing Company of Wilmington.

The talks got underway after more than a year's delay in which the company sought to undermine the union and torpedo any chance of reaching an agreement. The bargaining began with the submission of contract proposals only after a Federal Circuit Court ruling that the company must sit down and negotiate.

In its order handed down at Richmond, Va., the 4th circuit appeals court ruled that the company must bargain with the union as called for in an original National Labor Relations Board order last February.

Won Unanimous Vote

The IBU won representation rights in the Carteret fleet by the unanimous vote of the company's boatmen in an NLRB election last year.

Unfair labor practice charges were filed against Carteret in September, 1961, and were ultimately upheld by the NLRB in an order issued in February. The latest court action enforced the NLRB certification of the election results and its later finding that the company must bargain.

Despite last year's election, Carteret had repeatedly refused to acknowledge or meet with the IBU. The case was then turned over to the clerk of the appeals court by the NLRB's general counsel, but action was then postponed for the summer by adjournment of the Court. Carteret handles the docking and undocking of ships in the Wilmington area.



**SIU
LEGISLATIVE
DEPARTMENT**



SHIP CONSTRUCTION—Repeal of a provision for a six percent West Coast differential and extension of the 55 percent ceiling on Government ship construction subsidies were major elements in special subsidy legislation adopted by Congress to amend the Merchant Marine Act of 1936. Three key sections do the following: Strike from the 1936 act the six percent differential which favored Pacific Coast shipyards on bids covering certain merchant vessel construction . . . Extend until July 1, 1965 the 55 percent construction subsidy ceiling on new vessel construction and reconstruction and reconditioning of cargo vessels, and grant until that date up to 60 percent construction subsidy on reconstruction and reconditioning of passenger vessels . . . Provide that repeal of the six percent Pacific Coast shipyard bid differential shall not be effective with respect to contracts such as the bid of National Steel & Shipbuilding Company, San Diego, California, for construction of two freight vessels for American Mail Line.

SOVIET TRADE—Oil is the major weapon of the Soviet trade offensive in the Free World, according to a report of the National Petroleum Council on the Impact of Oil Exports from the Soviet bloc. "The Communists," states the report, "fully recognize the potential they have for attacking the operations of private oil companies, whose oil concessions the USSR considers to be highly important to the Free World's economic and military strength." A working committee, in a preface to the report, emphasizes that as a result of an absolute state monopoly over its foreign trade, the Soviet bloc is in a unique position to use trade for political purposes. "Politics and trade," asserts the preface, "cannot be considered apart when dealing with the Communists. The ultimate goal of the Soviet bloc is to extend its political control, destroy freedom and communize the world, and it uses its monopoly of foreign trade to further these objectives. This, in short, is the problem the Free World faces when trading with the Soviet bloc."

MOBILE TRADE FAIR—The President has signed a compromise bill aimed at upping US sales abroad of agricultural and industrial products through Mobile Trade Fair displays traveling throughout the world to foreign ports and commercial centers. Among its provisions, the legislation requires the Secretary of Commerce to "encourage and promote" the development and use of mobile trade fairs where the operator or operators of the fairs exclusively use United States-flag vessels and aircraft in the transportation of their exhibits. The Secretary is authorized to provide technical assistance and support as well as financial assistance for the purpose of defraying certain expenses incurred abroad when he determines that such operations provide an economical and effective means of promoting export sales. An appropriation not to exceed \$500,000 per fiscal year for each of the three fiscal years during the period beginning July 1, 1962, and ending June 30, 1965 is authorized.

LABOR DEPARTMENT—The US labor force in 1970 may total 85½ million, according to new projections prepared by the Labor Department's Bureau of Labor Statistics. Most of the projected increase of 12½ million over the 1960 labor force is foreseen as resulting from the greatly expanding population of working age. Between 1970 and 1975 the labor force will continue to increase substantially and may reach 93 million. Labor force changes during the 1960's will be highlighted by the addition of 6 million young workers under 25 years of age—almost half the total increase of 12½ million. About 3½ million will be adult women and 3 million adult men. For men 65 years and over, the continuation of trends toward earlier retirement is expected to more than offset their expanding numbers in the population. Between 1970 and 1975 the pattern of changes will be somewhat different. The number of young workers will rise much less sharply than in the 1960's—about 2 million—but there will be almost 3 million more men workers in ages 25 to 34.

FEDERAL MARITIME COMMISSION—An increase in a sugar rate was approved by the Federal Maritime Commission four months after the steamship line applying for it had gone out of the business. Bull Line had sought the 75 cents per ton rate, or an increase of 16 cents last spring, in order to stay in the trade. The company said frankly it had to have the higher rate in order to be able to afford to carry bagged sugar from Puerto Rico to Baltimore, Philadelphia and New York. Sugar is the major cargo imported from Puerto Rico. In June, Bull said it was closing down its Puerto Rican operation because the revenue was not sufficient to pay the costs of operations and the company was losing hundreds of thousands of dollars every month. The commission's belated approval of the Bull application means that any company still in the trade now can charge the 75-cent rate in the future.

TRAMP FLEET—The American-flag trampship fleet staged the largest increase in September in the last ten years, according to American Maritime Association. Additions include six modern bulk carriers amounting to 135,000 tons, all of which were built and financed by private capital. Also documented during the month were two containerhips owned by Sea-Land Service, Inc., and two jumboized ships owned by Seatrains Lines, Inc. If the newly-documented bulk carriers had been built new under the US ship subsidy program, it is estimated this would have cost the Government approximately \$20 million.

COFFEE IMPORTS—Rep. Herbert C. Bonner (Dem-NC), chairman of the House Merchant Marine Committee, believes that the mountains of coffee that US armed forces use should be imported by US-flag ships. He has gotten the Defense Department to use a persuasion approach on coffee importers, from whom the Federal Government annually buys millions of pounds of coffee. Persuasion is preferred since, according to a US spokesman, the Government is "reluctant to interfere in the business management of a commercial concern with mandatory directives." The next step is up to the importers.

'Beat It! You're Queering My Act!'



Comments in the Communist press about what might be called the American labor movement's own "Point Four" aid program for our neighbors to the South give eloquent testimony these days to the success which American labor ambassadors and unionists are having in spiking Red efforts to seduce Latin America's free trade unions and workers.

It is hard to believe that any labor organizations in South or Central America, or beyond, for that matter, is today unaware of the bitter medicine that has been foisted on an unsuspecting Cuban populace. Obviously, the high hopes they held for the political and social reform they were promised via a "working class revolution" was greater than their political savvy—especially concerning Communist duplicity.

Maritime workers in the US and elsewhere learned this lesson bitterly during the years gone by, when the commissars of the CP's waterfront section were so busily engaged in political affairs instead of legitimate trade union business on behalf of the workers they claimed to represent.

Since the lessons of the past are so easily forgotten, it is not difficult to assume, in the atmosphere of extreme working class poverty that exists throughout much of Latin America, that the Communists have been able to make some hay among rebellious though misinformed groups of workers. Fortunately, at the same time, AFL-CIO and large segments of the American labor movement recognized this considerable threat and have embarked on programs that are undoing the damage.

It's clear that the best hope of showing workers in South America and everywhere what free labor can accomplish on its own is to point to conditions in the US and in the Soviet homeland, where strikes are frowned upon in the interests of the "workers' state" and such infractions of discipline are quickly and cruelly crushed. The in-

redients in the Soviet friendship formula also do not shine so brightly when the phony label is stripped off and the true contents are exposed.

Communist China, as well as Soviet Russia, whose agricultural reforms are still in the doldrums after years of planning and programming, still cannot feed and clothe their millions. If they could, they would make it impossible for any of the Iron Curtain satellites to turn to the US or Canada for necessary bread and feed grains and would do the supplying themselves. China still imports huge quantities of Canadian grain on her own, in fact.

Such programs as have been started by the AFL-CIO, the American Institute for Free Labor Development, for example, and training schools which recently graduated their first classes of American-trained Latin trade unionists, stand as the major buffer to ward off the Red pitchmen. These programs have well-earned the tribute of Latin American labor leaders—who recognize the help this has meant in fighting Communist infiltration on the one hand and right-wing dictatorship on the other.

The fact that the Communists have been hurt is apparent from their rantings about American labor "imperialists" who do not understand the local issues as well as the commissars. They understand things only too well, and are best equipped to fight the problem side by side with other workers.

Successful inroads by Communist agents preaching "reform" and practicing Soviet imperialism has been too clearly demonstrated in Cuba. The opportunity being pursued with determination and dedication by the American labor movement in South America is to build a strong and free trade unionism that can effectively withstand both the bullying and the blandishments of Soviet agents, who pose as labor leaders and social reformers, but are still peddling the same old snake oil to anyone who looks ready to buy.

SIU Scholar Eyes Medic Role

(The following article is the third in a series on the five 1962 SIU scholarship winners. Further stories will appear in subsequent issues of the LOG.)

"One of the happiest days of my life!"

That's how Sharron Kay Berry, who last month entered East Carolina College in Greenville, NC, describes the day she first learned that she had won a \$6,000 SIU college scholarship award.

Sharron, the daughter of SIU tugboatman Reuben Berry, a deckhand with the McAlister Towing Company in Norfolk, received one of the five 1962 SIU scholarships awarded last May.

Each scholarship is worth \$6,000 and are among the largest awards of their kind. They enable winning candidates to attend the college of their choice in any course of study. Of those awarded in 1962, one

went to Seafarer Gerald Dwyer, two to the sons of SIU men and two to the daughters of SIU tugmen.

Sharron is a pretty 17-year-old, who lives in Columbia, NC, with her father and two brothers, Reuben Lindsey, 12, and Kenneth Michael, 9. With the aid of her SIU scholarship, she hopes someday to receive a Bachelor of Science degree in Medical Technology

and become a laboratory technician.

She recalls that the telegram announcing the scholarship came during a high school chemistry class at Columbia High School and that it completely "broke up" the class. The school is a small one, and her SIU scholarship was the largest ever received by a local student.

An Active Student

Sharron was an active student in high school, who earned a 93% average during her last three years and was graduated among the top five in her class. She also managed to take part in many extra-curricular activities, including the National Beta Club, the school newspaper and annual, the Future Homemakers of America, the 4-H Club and the Debate Club. All the while, however, she realized that high school was only a first step toward her eventual goal.

Now finishing her first weeks at college, she's found them some of the busiest of her life, including as they did a week of orientation, the first week of classes and most fearsome of all, the first "big test."

After weathering the first tough days with flying colors, Sharron is now looking forward to a happy and busy future at college. She hopes to learn a lot and meet many interesting people. Dad Reuben Berry, who made it all possible by joining the union in the first place, can only add:

"It's wonderful. The scholarship has made us all very happy."



On campus at East Carolina College, Greenville, NC, Sharron shows off the greenery to visiting dad, SIU tugman Reuben Berry, and brother, Kenneth Michael, 9. The family lives in Columbia, NC.



Prior to college days, Sharron is shown at Columbia High School with her "favorite teacher," Mrs. Madge Van Horne, looking over story in SEAFARERS LOG last May announcing 1962 scholarship award to Sharron.

Dr. Weisberger Assists Recovery Of Grid Star

CLEVELAND—Ernie Davis of the Cleveland Browns football team and former "All-America" halfback with Syracuse in 1961, may be playing pro-ball this season in spite of the fact that he has leukemia.

Davis was pronounced fit to play ball by Dr. Austin S. Weisberger, professor of medicine at Western Reserve University and an outstanding authority on blood disorders.

Dr. Weisberger is the brother of Morris Weisberger, executive vice-president of the SIUNA and

secretary-treasurer of the Sailors Union of the Pacific, and has been in the news on several occasions lately.

"He (Davis) has responded extremely well to therapy and medication. As long as he remains in the perfect state of remission, I see no reason why he cannot play professional football," Dr. Weisberger said, in an interview with sports writers.

Feels Normal

A state of remission means that the disease is temporarily arrested, and one of the characteristics of leukemia is that the person who has it may feel normal physically. No cure is yet known.

The disease was first diagnosed after Davis was hospitalized following a work-out with the College All-Stars for a game in Chicago with the Green Bay Packers. The diagnosis of leukemia was confirmed by more than a dozen doctors from five different institutions.

Getting In Shape

Davis, according to the last news reports, will undergo a thorough conditioning program before joining the club, getting his legs in shape for playing and building up his wind and muscle tone. He has been attending the team's practice sessions as a spectator and has been studying their plays in his spare time. Right now he is only one pound over his normal playing weight of 212 pounds.

Davis set many college football records while playing halfback with Syracuse. He signed a three-year contract with the Browns for \$65,000, besides receiving a \$15,000 bonus. He has been under special care by Dr. Weisberger for some time since the Browns have a sizable investment in him. Davis was the country's top collegiate football player last year.

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

More Tips On Car Insurance Costs

As this department previously reported, competition between standard-rate auto insurers and rate-deviating mutuals and direct writers, has erupted into a rate war. The standard-rate companies themselves are cutting prices through classification plans and "safe-driver" awards. For many drivers, how much you now pay depends not only on the amount of dividend or discount a company gives, but how it classifies you.

If you have a young male driver in the family, or recent accidents or traffic convictions, or other classification problems, nowadays you especially need to consult well-qualified brokers as well as agents employed by the more usual rate-deviators.

A leading insurance authority suggests that in discussing with brokers and agents the rates applying to your situation, these factors should be considered:

—Is yours a "compact" car eligible for an extra ten percent discount? (Most insurers define a "compact" as under 200 inches overall length and no more than 125 hp, although some companies vary here too).

—Is it used for commuting, and how far?

—Is it operated occasionally by a young male? What is his age? Married? Steadily employed? Had driver training in school? Has he taken one of the psychological tests? Is he in the upper portion of his class?

—How many convictions or citations have you had? If only one, can you be placed in a company which waives one? How many accidents and how serious?

—If there are two cars in your family, do you qualify for the second-car discount, or what classifications will give you the lowest cost?

You also may want to check on your present insurance, by asking your company how it has you classified and whether it has a merit-rating plan or subsidiary which can benefit you on the basis of your record, and also by comparing the rate you pay with quotation from other companies and brokers.

Ask also how the company stands on the state of Illinois' listing of each insurer's ratio of lawsuits to premiums. This is published each year in "National Underwriters Magazine," and any broker should have a copy. A company with a ratio over five percent might be one of those slow in settling claims. Incidentally, despite occasional rumors, the leading mutuals and other moderate-cost companies often have moderate ratios, the listing shows.

Some merit-rating companies have especially low rates for drivers with excellent records, and may be a choice for families with relatively low road exposure, who drive carefully and keep their cars in good condition. As just one example, while Nationwide Mutual offers some savings from standard rates in various classifications, its sub-

siary, Nationwide General, can be as much as 35 percent below the parent company in some cases. But you also face the possibility that a series of violations or accidents can raise your rate, so that even though this merit-rating company won't cancel you, you could find yourself paying as much as 200 percent more than with the parent company.

Drivers with good safety and traffic records and no special classification problems are in position to shop the more-selective mutual companies and other deviators, and the merit-rating companies.

Among large mutuals and direct writers who often give dividends or discounts, at least to the preferred risks, are such traditionally low-cost auto insurers as Factory Mutual, Lumbermen's Mutual, Mutual Service, Government Employees Insurance Company, State Farm Mutual, Federated Mutual, National Farmers, Nationwide Mutual, Safeco, Allstate, Employers Mutual, American Mutual, Farmers Insurance Exchange, Hardware Mutual, Pennsylvania Threshermen's, and Utica Mutual.

In addition, there are several specialized or more-regional companies often offering reasonable rates. Among them: Farmers Mutuals of Madison, Wisconsin; Shelby Mutual and State Auto Mutual, with main offices in Columbus, Ohio; Keystone Auto Club Insurance Company (Philadelphia); State Auto Insurance Association of Indianapolis; Motor Club of American Group in New Jersey; Auto Club of Southern California; California Casualty Indemnity Exchange.

Preferred Risk Mutual Insurance Company of Des Moines, Iowa, offers substantial savings to non-drinkers.

But some of these companies are selective and in no case can any be considered the best buy for your classification or area until you have compared with other companies and with local brokers. Just as one example, in recent years Travellers, an old-line stock company, has provided substantial savings to some drivers through its classification and safe-driver plans. Too, the slightly-modified policies offered by many stock companies, plus safe-driver discounts, have brought their rates much closer to those of the mutuals and other rate cutters.

Nor is the order of this list significant, nor applicable to all situations and areas. Factory Mutual long has been one of the lowest-cost companies, if not the lowest, but it also is highly selective. Lumbermen's Mutual not only is among the lower-cost group but often offers additional savings through classification. At least two rate-cutting subsidiaries of stock companies do not use the safe-driver plan, and so may be helpful to drivers with severe road exposures. These are Safeco and Autoplan.

If you do buy from a low-cost or merit-rating company, remember that it is more important than ever to avoid accidents, traffic violations and trifling claims. A ticket for speeding or passing a stop sign or red light could cost you more than just the \$5 or \$10 fine.

The large finance companies have their own insurance companies, and many people who finance cars through a dealer also insure through him. You do not have to buy your car insurance from the dealer or finance company. If you do, you forfeit your chance to shop for the lowest rate for your situation and classification. A reliable dealer will not pressure you to buy insurance.

(Seafarers or other readers who missed the first part of this series on car insurance can obtain a copy by writing the LOG.)



D. D. Molter, steward (left), poses for his picture in a clean messhall aboard a clean ship. With him is Jose Blanco, MM. Molter supplied the photos.

100% CLEAN SHIP

The Florida State (Everglades Steamship) is a 19-year-old Liberty converted to haul bulk cement, and runs between Ponce, Puerto Rico, and Port Everglades, Florida. But despite her age and dusty cargo, a recent US Public Health Service inspection won the ship and her SIU crew a perfect 100 percent rating in vessel sanitation.

The USPHS award, reports Seafarer D. D. Molter, chief steward, was also the first of its kind given by the Public Health inspector who covered the ship, who said he was certainly proud to do so, as all hands had earned it. Doing a thorough job on his own, he even had the fans turned off in order to check the blades and found them clean and dust-free.

Galley, refrigerated boxes and messhalls were all inspected and found perfect on the basis of the 167-item checklist which USPHS utilizes in checking sanitary standards aboard ship. The Florida State thus joins a growing list of SIU vessels whose crews have shown that pride in their work and in their profession which is the best advertisement for an American-flag merchant fleet.



Deck gang members (l-r) Tony Domenges, OS; Ernesto Parez, AB, and Manuel Ferriero, OS, with Mason Scott, AB (seated), work in Florida sun, and headgear is vital.



J. F. Otero, OS, who is due to retire soon, gets used to relaxing in the sun. With his SIU pension he'll be able to do it too.



Ship's delegate Ernesto Borrego (left) talks out on deck with Ernesto Parez, AB. Inspection found vessel in good shape.



In galley, some of the men who handle the culinary chores aboard the Florida State are (l-r) Clyde Woods, NCB; Remberto Duo, 3rd cook, and Jack McCranie, chief cook.



Straining a little to watch the birdie are crewmembers Manuel Lopez, Alfred Philips, Tony Domenges, George Knowels, J. F. Otero and James Botana in the crew messhall. Converted into cement bulk carrier, the Florida State has been on steady run to Puerto Rico.

THE SIU INDUSTRIAL WORKER



Win Top Contracts At Two NY Plants

NEW YORK—New contracts have been put into effect at two area plants by the SIU United Industrial Workers, following an eight-hour strike at one shop and a unanimous strike vote at another.

The new agreements at the Milo Machine Company in Valley Stream and at Wisor-Smith Company of Brooklyn call for sizeable wage increases and other improvements covering some 60 workers at both plants.

In the negotiations at Milo, the agreement was reached after UIW members voted overwhelmingly to strike if the company continued to balk at the union's proposals and then were out on the picketline less than one day.

The pact calls for a general 25 cent-an-hour wage increase during the life of the two-year agreement, with 15 cents payable immediately and ten cents more in the second year.

Increased vacation provisions to allow for two weeks off after two years of employment and three weeks after five were also part of the settlement ratified by shop members. Vacation pay will also be pro-rated if an employee is laid off or dismissed at any time.

The settlement calls for an additional paid holiday, employer contributions to the welfare plan

and five days of paid sick leave each year.

Thanks to an overwhelming strike vote at Wisor-Smith, UIW members there gained an immediate 10-cent hourly pay boost retroactive to August 25, plus an additional ten cents hourly guaranteed for next year. A substantial hike in the guaranteed minimum wage at the plant is stipulated. This pact also provides for additional paid holiday and sick leave protection plus a general improvement in plant working conditions.

Milo does precision metal work for weapons production and Wisor-Smith is engaged in the manufacture of electronics equipment, primarily for Federal contracts.

UIW Signs First Pact At Astro

NEW YORK—Adding another company under the union banner, the SIU United Industrial Workers has negotiated a first-time contract with the Astro Lamp Company of Brooklyn.

The two-year agreement will give union members at the plant a substantial wage hike, sick leave, seniority rights, a guaranteed minimum wage, complete welfare plan coverage and many other new benefits.

An immediate wage increase of 15 cents for the first year of the contract, with an additional 10 cents to follow at the beginning of the second year, is a highlight of the pact. After 90 days' employment, the workers will also be entitled to 40 hours' sick leave.

Workers at the plant will be entitled to a week's paid vacation after six months of employment, and to two weeks after a year.

Astro Lamp is engaged in the production of general lamp fixtures.

UIW rep. Charles Heard looks on as Henry Weinstein of Astro Lamp signs first UIW contract. New pact boosts wages and conditions for all workers at the Brooklyn lamp plant.



Navigation Problems? Get A Cat

Bad weather navigation is something shared by sea and air voyagers alike, so the following anonymous memorandum circulated among members of the AFL-CIO Air Line Pilots Association should ring a bell.

Written by an unidentified member of the ALPA, the latest in navigation "manuals" outlines the following procedure as the "Cat And Duck Method of Bad Weather Navigation":

"First, the pilot puts a live cat on the cockpit floor. Because a cat always remains upright, the captain merely has to see which way the cat leans to determine if the wings are level. Second, comes the duck which is used for approaches and landing in soupy weather. Any sensible duck will refuse to fly under instrument conditions. Thus it is only necessary to hurl your duck out of the plane and follow her to the ground.

Must Be Clean

"Make sure your cat is clean. Dirty cats will spend all their time washing. Trying to follow a washing cat usually results in a tight snap-roll followed by an inverted spin and structural wing failure. This is very unsanitary. Old cats are best. Young cats have nine lives but an old cat with only one life left has just as much to lose as you do and therefore will be more dependable.

"Avoid cowardly ducks. If the duck discovers you are using the cat to stay level, she will refuse to leave without the cat. Be sure the duck has good eyesight. A nearsighted duck does not realize she has been thrown out and will descend to the ground in a sitting position. This maneuver is difficult to follow in an airplane. Use land-loving ducks. It is very discouraging to break out of the overcast and find yourself on final approach toward duck blinds, because duck hunters will shoot at anything that flies."

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.

Baltimore 'Floating Pipeline' Idea Rejected By Army Engineers

BALTIMORE—A last-minute ruling by the Army Corps of Engineers has barred installation of a potentially-dangerous "floating dredge pipeline" at a crucial point of the main ship channel here.

The planned pipeline would have crossed Brewerton Angle—an important traffic turn in the ship channel between Fort Carroll and the Sparrows Point Channel. Although the dredging firm, which disclosed its plans only hours before they were to be carried out, insisted that the floating pipeline could be dismantled to permit ships to pass, it conceded the time required would average 10 minutes, and might take as long as 15 minutes.

The resulting pile-up at the sharp turn in the channel and the dangerous situation which might ensue were obvious causes of complaint and led to the rejection of the plan by the Corps. It said "advance notice of any such proposal would be required to assure that navigation to and from the port of Baltimore would not be unreasonably affected."

A dredging firm spokesman had complained that it would cost his company \$8,500 a day if a dredge were idle while a submerged pipe was being laid down.

The suggestion that "picket boats" be used to warn approaching vessels to slow down and to alert the floating pipeline's crew to prepare to dismantle so that a vessel could pass was also turned down as being too costly.

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

More On Sea-Air Rescue Rules

Aside from a vessel's own crew and other nearby ships that may be able to help out, aircraft have for years now proven to be an effective means for assisting ocean-going vessels in distress. Over the years this has saved many lives that otherwise would have been lost in ship disasters or mishaps affecting individual crewmen.

However, the reverse is often true—the greatest hope of survival for passengers on a plane that is forced to ditch at sea is the prompt assistance that can come from ships in the area.

This value was dramatized in the recent ditching of an airliner loaded with military personnel and their families in the North Atlantic. A loss of many lives was averted by the prompt and efficient rescue procedures used by ships in the vicinity.

Such situations are not isolated events. Therefore, knowledge of rescue techniques for an aircraft in distress over a body of water may avoid a major tragedy.

Usually when a plane is in trouble it will attempt to communicate with ocean shipping by radio or flashing light, or by radio relay through another vessel or shore station. However, when the aircraft is unable to make direct contact with a ship, it will try a variety of attention-getting maneuvers to indicate its plight, including circling a ship, crossing the vessel's path at low altitude and, at the same time, by opening and closing the throttle or changing the pitch of its propellers.

The ship acknowledges these distress signals by changing course and following the aircraft. If for any reason the ship is unable to follow, it should indicate this by hoisting the international code flag NOVEMBER or by any other signaling means at its disposal.

Assuming that the ship is able to follow, it should observe these procedures in order to assist the plane in distress:

- (1) Attempt to contact the aircraft by radiotelephone at 2182 kilocycles. Maintain a radiotelegraphy watch on 500 KCs as the rescue coordinator center controlling the case will try to contact the ship on this frequency via shore radio. Be prepared to send homing signals for the aircraft on 410 KCs.
- (2) Post extra lookouts and provide black smoke if possible to aid the aircraft in sighting the ship. Prepare to stop the ship or proceed toward the plane according to the circumstances.
- (3) Have two lifeboats and lifeboat crews ready with two ring buoys, with buoyant heaving lines and fire extinguishers in each boat.
- (4) Prepare the ship's hospital to receive injured persons and have medicine chest, stretchers, blankets, hot drinks and food ready.
- (5) Rig Jacobs' ladders in addition to rigging cargo net or rope mail sling on lee side amidships by cargo boom, to be used to pull up exhausted survivors. Injured persons should be left in the lifeboat to be hoisted aboard with it.
- (6) If the ship is in contact with the aircraft, it should be prepared to give information on weather and sea conditions, including wind direction and force, and the height direction, and length of primary and secondary swell systems. If conditions permit and the pilot selects a ditch heading in sufficient time, lay a foam path along the ditching course.
- (7) Where a ship is in communication with the pilot by the time he is sighted, it should set a course parallel to the ditch heading the pilot has chosen. If not in communication by the time the plane is sighted and you do not know the ditch heading, set a course parallel to the main swell system and into the wind component, if any.
- (8) Those on board ship should use a life-raft or buoyant apparatus in the water as a landing platform at the Jacobs' ladder. Try to recover those survivors in the water or clinging to wreckage before pulling out those in life-rafts.
- (9) Keep the rescue coordination center advised by radio, before and after the ditching.

These rules apply to all vessels which are called upon to assist aircraft in an emergency and, of course, situations will vary. But every Seafarer should be as familiar with these procedures as with those on helicopter rescue of sick or injured seamen that were discussed in this column previously (LOG, July, 1961). Many lives may depend on such knowledge in time of need.

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

THE FISHERMAN and CANNERY WORKER

It Must Be A Scallop Dinner



Scene at recent Scallop Festival spearheaded by SIU-affiliated New Bedford Fishermen's Union pictures Mayor Edward F. Harrington of New Bedford (center) assisting committeemen Austin Skinner (left) and John Burt in awarding door prize. Three-day event served scallops to over 26,000 diners.

US Tightens Insurance Rule On Fishing Boats

WASHINGTON—A new US ruling on marine insurance will give added protection to American fishermen and fishing vessel owners.

New requirements by the Department of the Interior require foreign insurers who issue policies on vessels in which the Government has an interest to establish trust funds in US dollars to guarantee paying off in case of loss or damage.

Low-interest US Government loan policies have encouraged some US-flag vessel construction and since the loans require insurance to be carried, vessel owners have sought out low-cost foreign indemnity and protection groups.

However, there have been some irregularities and attempts to default on payment, with the result that the Federal Government is clamping down. Now, these foreign insurers must establish trust funds to guarantee their being able to live up to their obligations.

Further, the Department's order requires that any foreign in-

surer who writes a policy on a US-aided vessel must open its books for "reasonable" inspection.

The new rules apply to personal and indemnity policies, as well as hull coverage.

US fishing vessel operators who provide their own insurance through pools will be able to continue that practice upon showing the Interior Department their ability to pay claims.

Oyster Men Nix Channel

NEWPORT NEWS—The question of oysters vs. industry is now before the James River Study Commission, which is considering plans to have the 85-mile James River from Hampton Roads to Richmond deepened to accommodate larger ships.

Richmond interests favor the project because they feel that it would act as an incentive for industrial settlement and as a potential force for drawing more waterborne commerce to Virginia.

But the project is meeting with opposition from the area's fisheries industry, which fears that any channel deepening will disrupt the delicate balance of nature that has made the lower James River oyster beds one of the finest oyster-spawning areas in the world.

The Peninsula Port and Industrial Authority of Newport News and Hampton Roads also feels that the project would adversely affect the region's seafood industry. The study commission is conducting hearings on the project in Richmond and Hopewell, another James River port, before reporting to the Virginia General Assembly.

A channel deepening program would enable more of today's deep-draft bulk carriers to run right into the roads.

Skin Game Has New Clothes

WASHINGTON—Modern civilization with all its complications seems to be taking hold among the new nations of Africa in a hurry, and some Seafarers may already have fallen victims to the latest gimmick.

According to the International Labor Press Association, the publisher of the "Kansas City Labor Beacon" received an appealing letter from a Delly Thompson in Lagos, Nigeria, offering to swap African items such as carvings and tiger skins for clothing, etc. Thompson sought to have the offer published in the paper.

Maybe it was the tiger skins that aroused suspicions but, in any case, a check with the US cultural affairs officer in Lagos revealed that similar schemes had been tried "and many Americans have been duped." Seafarers would thus be well-advised to check in advance on any such offers or requests from overseas.

Colombian, Titan Hit Outside SF

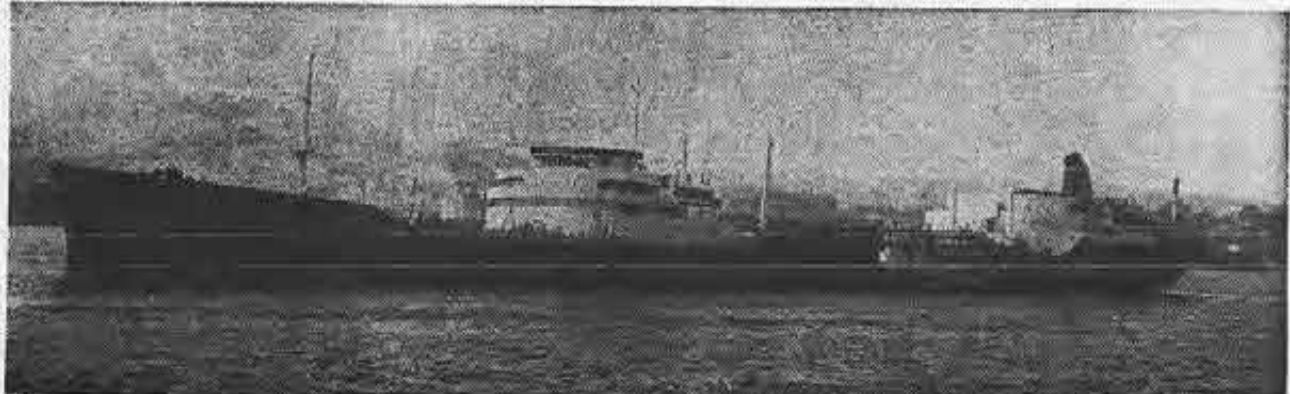
SAN FRANCISCO—Minor damage was reported from a collision between the SIU-manned supertanker Titan (Bull) and the Colombian freighter Rio Magdalena near here September 29. Despite the damage, there were no reports of casualties.

Both ships proceeded to port under their own power with Coast Guard escort vessels alongside. The pre-dawn crash occurred about 20 miles south of the Golden Gate in a fog described as "so thick you couldn't see your shoelaces."

The Titan reported the mishap at 4:50 AM and said the bows of the two ships were locked together. Some members of the Colombian ship's crew had manned lifeboats, but the order to abandon ship was never given. Damage reports indicated two holes punched in the bow of the SIU vessel below the waterline, matched by a 20-by-20-foot gash in the starboard side of the Rio Magdalena.

The Titan was hauling a cargo of gasoline from Baytown, Texas, for delivery to Los Angeles and Richmond and was completing her first trip into the bay from Mobile. Her forepeak tank was flooded and she was stopped dead in the water for about three hours.

Rio Magdalena was heading south for Los Angeles at the time. She was also reported taking water for a while in her #3 hold. She went into a Richmond shipyard for repairs.



SIU-manned Titan is pictured after collision with Colombian freighter on way into San Francisco. She had two holes punched in her bow, but no injuries were reported to crew. The supertanker made it into port under her own power several hours after mishap.

Air Force Clamps Down, Opens Drive On Smoking

WASHINGTON—The Air Force Surgeon General's office has taken the first direct action by any US Government agency to curtail cigarette smoking.

It has ordered Air Force hospitals and clinics to stop distributing free cigarettes to patients and has ordered that cigarettes no longer be included in packaged lunches prepared for service personnel on long flights.

The directive, issued by Major General R. L. Bohannon, deputy AF Surgeon General, stressed that the "ever-increasing evidence" of a link between cigarette smoking, cancer and certain other diseases could no longer be ignored.

The US Public Health Service has for years argued that there is evidence of a link between cigarette smoking and certain diseases. In March, the British Royal College of Physicians reported that "cigarette smoking is a cause of lung cancer."

In May, President Kennedy stated he would take a personal interest in smoking and cancer studies. He later endorsed the appointment of a 12-man board of inquiry.

The toughly-worded Air Force directive says, in part:

"The ever-increasing evidence linking cigarette smoking with lung cancer, pulmonary diseases, cardiovascular diseases, etc., can no longer be ignored."

"To do so is to repudiate the

overwhelming evidence of many medical research teams working independently on a world-wide basis."

MEET YOUR DELEGATE

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

While serving as steward department delegate aboard the Katherine (Bull), Hector de Jesus found that departmental beefs on hours and time off were negligible while shipboard comments on meal quantities were the main issue.

"The crew kept telling us that the variety of food for meals and the stores were not up to Union standards. Consequently, when we reached San Juan the SIU patrolman was able to square things away with the company," he explained.

"We knew we stood on solid ground with our contract and that was all that was needed. The discussion during the voyage made matters very clear," he added.

De Jesus, 38, believes that every Seafarer should accept the

responsibilities of delegate even though he admits that at first "it was sort of rough lining things up."

"One thing is for sure," he adds, "when you are a delegate you get to hear your shipmates' feelings about all kinds of matters and you know that they just aren't blowing off steam—they expect action."

Currently sailing aboard the Mobile (Sea-Land), de Jesus, a widower, admits a preference for the Puerto Rico Island run so that he can be home more often to care for his three children, aged 12, 13 and 14, at home in Brooklyn.

De Jesus began sailing aboard SIU-contracted vessels in 1947 after a few years on other ships. "The SIU contract terms make your job as delegate fairly smooth, because you know you're secure with its provisions. And not only does it assist a delegate, but every SIU member who is covered under the contract. This helps to keep beefs at a minimum."



De Jesus

Pedro Sets Return Fete

SAN PEDRO—Plans for a repeat of the Port of Los Angeles Fishermen's Fiesta, which recently attracted many SIUNA fishermen from this area, will be discussed in December when the fiesta's board of directors meets.

The gala 1962 event, which reportedly attracted 250,000 spectators during its three-day span over the Labor Day weekend, revived a local tradition after a five-year recess.

Among this year's attractions were beautifully-decorated fishing boats, folk dancers in native costume and a boat parade.



Some Of The Leiter Men



With four young sons in tow, Seafarer Alexander Leiter was able to corral three of them for a photo at SIU headquarters during recent family visit. Pictured (l-r) are Leiter with John, 5; Carl, 4, and Eric, 2½. Mrs. Leiter was off-camera with Kurt, 1. Leiter last shipped on the Seatrain Georgia and lives at Pine Beach, NJ.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Are You Neglecting Your Health?

One of the most vital benefits of the Seafarers Welfare Plan is the provision of up-to-date clinics for a thorough physical examination. If you or your family are not participating in this program, you are neglecting one of the most important things in life—"your health."

These periodic physical examinations have become recognized as an essential factor in preventive medicine and are an invaluable aid in early detection of incipient disease. When many conditions have developed to the symptomatic stage, the optimum time for cure has oftentimes slipped by.

The Armed Forces have, for years, recognized the value of such examinations as an essential part of the program for maintaining personnel in adequate physical condition. Many corporations today offer periodic examination to their personnel, either as a voluntary benefit, or as a requirement, especially for their key employees. Many union groups are more and more providing for physical check-ups as a part of fringe benefits for their members.

There are however, many individuals, for reasons of their own, who do not concern themselves with regular physical examinations.

There has been a marked increase in life expectancy in the last 50 years, so that many who would have died at a younger age, are now getting into an older age bracket. This has been accomplished mainly through control of the infectious diseases.

Older age brings its diseases too. Numbered among these are the cardiac conditions, arteriosclerosis, hypertension, diabetes and many geriatric conditions, and especially cancer.

Many of these conditions will be readily recognized by a careful physical examination. Others, especially cancer, where early detection is the difference between death and cure, requires the combined effort of the public, the medical and dental profession and their associated services. It has been estimated that modern methods of treatment for cancer saved 150,000 persons last year; that more may be saved with earlier recognition of the signs of cancer.

On the other hand, it is estimated that new cases are diagnosed at the rate of 450,000 a year, and, that at all times, some 700,000 persons are under treatment for cancer. It is estimated that if the trend is unchecked, 40 million persons now living will develop cancer and 28 million of them will die of it. The

public must be made more aware of the signs of cancer.

Older age normally brings on overweight and hypertension. As a person grows older, there is a gradual lessening of physical activity and metabolic processes. There is an inclination to eat more, gain weight, become overweight, and associated conditions such as hypertension, cardiac disease, arteriosclerosis and gall bladder disease, to name a few, develop.

These examinations are just as important for Seafarers' children. Many congenital defects, if discovered in early life, may be corrected. If neglected until later in life, permanent damage may occur. Many diseases or conditions, if detected early, offer more hope of proper correction as the child grows older.

A few of the more common conditions are flat feet, club foot, knock knees, bow legs and various postural defects. Strabismus (cross eyes) must be corrected early if the vision is to be saved. Juvenile diabetes and rheumatic heart disease should be controlled as early as the condition develops. Others just as important can be detected by early, thorough physical examination.

So, for important health protection, everyone in the family should obtain periodic physical examinations. For, through these examinations, it is possible to detect conditions at a sufficiently early stage for proper treatment, prevention or cure.

Complete physical examinations cannot be made rapidly. They should be done when the patient and the doctor are not in a hurry. Remember, the life you save will be your own.

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

SEAFARERS IN DRYDOCK

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

- USPHS HOSPITAL SAVANNAH, GEORGIA**
 J. Epperson Rex Payne
 Auslin Henning M. B. Silva
 Robert McNay Guy Whitehurst
 John Mitchell
- USPHS HOSPITAL BRIGHTON, MASS.**
 Charles Berkaley Ralph Mendall
 S. Kostegan Charles Robinson
- USPHS HOSPITAL GALVESTON, TEXAS**
 Edward Boyd Starling Lee
 Isham Beard Roscoe Milton
 Charles Burns Hiram Payne
 John Bennett Thomas Riley
 Jacob Beukelaar John Rawza
 Matthew Dunlavy Alvie Rushing
 Lee Frazier Arthur Sigler
 Benjamin Freeman Marshall Smith
 Hebert Jackson Joel Thomas

- USPHS HOSPITAL NORFOLK, VIRGINIA**
 Horace Conway Talmadge Johnson
 Joseph Fitzpatrick Ferlton Mears
 Carl Francum John Perkin
 Charles Guinn, Jr. Kenneth Wells
 Rosco Hampton

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 Warren Alderman Millard Lindsey
 Samuel Bailey Dawson Lynam
 Horace Beavers Kenneth MacKenzie
 Alton Bell John Manuel
 John Brady William Mason
 Roderick Brooks Norman McDaniel
 Vernon Brown James McGuffey
 Virgil Leo Coash Clarence McMullen
 Gerald Coll Sr. Robert McNatt
 Enrique Connor Demetrios Miofas
 Thomas Dalley Mitchell Mobley
 Thurston Dingler Rosindo Mora
 Charles Dowling Lito Morales
 William Doyle J. D. C. Moser
 Sye Ellis James Noonan
 Harry Emmett Harry Peck, Jr.
 Frederick Epsom Harry Peeler
 Julio Gale Clarence Reese
 Eugene Gallaspy N. Reznichenko
 James Glisson Calvin Rome
 Nathan Goldinger Matthew Rosate
 John Guidry Aubry Sargent
 Charles Hlekox William Searlett
 Chester Holts Leonard Shaw
 Sidney Irby Ralph Shrotzky
 Leonard Kay Charles Slater
 William Kennedy Jay Steele
 Elwood Kittrell Gerald L. Thaxton
 Tinnerman Lee William Turner
 Leonard Leleonek Joseph Vancor
 Percy Libby Charles Welborn
 Koa Lim Robert Wilkerson
 Gerald Lims Eugene Williams
 Gerhard Linden Jacob Zimmer

- USPHS HOSPITAL FORT WORTH, TEXAS**
 Gerald Algernon Thomas Leahy
 Benjamin Delbler Arthur Madsen
 Abe Gordon Max Olson
 Joseph Gross Willie Young
 Sanford Kemp Bozo Zelencic

- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 Henning Bjork Thomas Isaksen
 Alberto Gutierrez William Kenny

- USPHS HOSPITAL MEMPHIS, TENNESSEE**
 Joseph Berger

- VA HOSPITAL WEST ROXBURY, MASS.**
 Raymond Arsensault

- VA HOSPITAL KERRVILLE, TEXAS**
 Willard Cahill

- PINE CREST HAVEN COVINGTON, LOUISIANA**
 Frank Martin

- US SOLDIERS HOME WASHINGTON, DC**
 William Thompson

- USPHS HOSPITAL BALTIMORE, MARYLAND**
 Harry Acosta James McDonald
 Russell Aldrich George McKnew
 James Beck Robert Machert
 Gordon Bowder Frank Nappi
 Donald Brooks Daniel Piccirilli
 Charles Crockett Gilbert Pitcher
 Edward Donchy Ray Rayfield
 Eugene Graves James Shipley
 Richard Hake Samuel Solomon
 Charles Hall Joseph Taylor
 Everett Hodges Ernest Trader
 Keith Hubbard Thomas Walston
 Walter Hudson Clyde Ward
 William Lang Joseph Wilaszak

- MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND**
 George Lesnansky James Swoboda
 Jobe Mullen

- SPRINGFIELD STATE HOSPITAL SYKESVILLE, MARYLAND**
 Horace Ledwell

- UNION MEMORIAL HOSPITAL BALTIMORE, MARYLAND**
 Charles Adams

- MARYLAND GENERAL HOSPITAL BALTIMORE, MARYLAND**
 Charles Berick

- VA HOSPITAL BALTIMORE, MARYLAND**
 Donald Eystons

- JERSEY CITY MEDICAL CENTER JERSEY CITY, NEW JERSEY**
 Willie Walker

- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 Chalmers Anderson Albert Canter
 Paul Arthur Richard Cavanaugh
 Harry Baum Franklin Haight

- Charles Hippard Milton Reeves
 Melvin Grant George Richardson
 Francis Keelen Phillip Rogers
 Frank Lambert Lloyd Thomas
 James McCauley
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 Cornel Amelinckx George Crabtree
 John Andringa William Datzko
 Conway Beard Richard Donaldson
 Ed Bonefont F. Escandell
 Arthur Campbell Charles Fertal
 James Case, Jr. George Goullmis
 Ventura Colas Wilfred Grant
- William Hataway James Rist
 Mikael Houland Emeterio Rivera
 George John James Robinson
 John Kekis Howard Rode
 John Kennedy F. Rodriguez
 Bernard Landos Arthur Rummel
 William Logan Anthony Scarturo
 Joe Luburich John Schaller
 John Malvivini James Shiber
 Cornelius Meher B. Skorobogaty
 Uldarico Merjudio Edward Taylor
 Gregorio Ocasio John Ulls
 Stanley Ostrom Robert Walker
 George Pilaras Witold Wieromleu
 Kasimir Puchalski James Williams
 Jan Rani William Williams

Physical Exams—All SIU Clinics

August, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	89	12	30	131
Houston	141	16	19	176
Mobile	53	12	24	89
New Orleans	316	9	31	356
New York	407	36	34	477
Philadelphia	42	4	9	55
TOTAL	1048	89	147	1284

SIU Blood Bank Inventory

September, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	2	5
New York	36½	32	23	45½
Philadelphia	65	0	18	47
Baltimore	60	5½	1	64½
Norfolk	15	0	0	15
Jacksonville	42	4	4	42
Tampa	6	0	0	6
Mobile	17	0	17	0
New Orleans	27½	8	0	35½
Houston	42½	4½	29	18
Wilmington	4	1	0	5
San Francisco	9	3	3	9
Seattle	15	0	0	15
TOTAL	346½	58	97	307½

SIU Welfare, Vacation Plans

Cash Benefits Paid — August, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)....	5,601	\$ 10,509.36
Death Benefits (Welfare).....	12	36,761.50
Disability Benefits (Welfare)...	314	47,128.00
Maternity Benefits (Welfare)...	28	5,682.39
Dependents Benefits (Welfare)...	533	62,844.54
Optical Benefits (Welfare).....	343	3,813.91
Outpatient Benefits (Welfare)...	6,257	62,035.00
Summary (Welfare)	13,089	\$228,774.70
Vacation Benefits	1,420	\$242,952.28
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD....	14,509	\$471,726.98

In the hospital?

Call SIU Hall immediately!

SIU SOCIAL SECURITY DEPARTMENT

Final SIU Death Payment Recalls Valchem Crash

The final \$4,000 SIU death benefit resulting from the March 26, 1959, collision of the SIU-manned tanker Valchem and the liner Santa Rosa was recently paid in the death of Joseph A. Mora, wiper, one of three Seafarers killed as a result of the crash off Atlantic City, NJ. The SIU welfare payment had been delayed pending the appointment of his widow, Jennie Mora, as administratrix of the estate.



Mora

Mora's body was never recovered after the collision in which the Santa Rosa slammed into the port side of the Valchem at about 21 knots, cutting her nearly in two. Two other Seafarers, Charles S. Butler and Ismael J. Romero, both in the engine department, died in the crash which occurred 22 miles off Atlantic City. Twenty-one crewmen were injured and the Valchem was damaged so badly she was not repaired.

Payment of the Mora benefit closes the book on the death claims arising from the Valchem crash. Mora was 48 and had joined the SIU in 1944.

In addition to three SIU men on the tanker, an engineer lost his life in the crash, which was caused principally by "... failure of both vessels to slow to a moderate speed when conditions of reduced visibility and fog were encountered," according to Coast Guard findings after an investigation.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Needs Of The Jobless Go Unchecked

Two labor-backed bills—equal pay for women and extended unemployment compensation—died with the adjournment of Congress despite last-minute efforts to beat the clock through legislative shortcuts. When it became evident that the House-passed equal pay bill was not going to be considered by the Senate Labor Committee, supporters got the Senate to adopt a modified version of the equal pay bill as an amendment to an unrelated House bill. But the plan ran into a snag in the House.

While it is usually routine for differing versions of House and Senate bills to be sent to conference, a single objection in the House is enough to route the legislation through the Rules Committee, which can either pigeonhole the measure or recommend that it be sent to conference. One member of the House objected to the conference. The bill went to the Rules Committee, which had just held its last meeting of the session. And there the measure died.

A similar effort was made to revive the temporary unemployment compensation program through an amendment to a House bill dealing with consolidation of pension trust funds. Although the TUC program had expired last spring, there was still enough money which had been raised through an increase in payroll taxes to permit the program to be revived until the 88th Congress convenes in January. An amendment to that effect was adopted by the Senate, but was left pending on the Senate calendar at adjournment.

The failure of Congress to support repeated requests for a temporary extension of unemployment compensation is denying 3,500 breadwinners a day their jobless benefit. Many of these workers are being thrown on welfare and relief, as this is the end-result of such neglect.

Last April 1 was the cutoff date for the extra 13-week temporary extended benefits. Since that time an estimated 600,000 jobless have lost their checks. Best estimates are that this group will be swelled by another 100,000 every month at least until next Spring.

Organized labor, as well as the Administration, has been seeking another 13-week extension of TUC. Employer organizations are strongly opposing it in fear that they might have to pay an extra one-tenth of one per cent on the unemployment tax to cover the cost.

Nelson Cruikshank, AFL-CIO social security director, recently made these points in testimony before the House Ways and Means Committee:

- More than three out of every five are men, only slightly less than the proportion of men in the total US work force.
- Almost two out of three are between 25 and 54 years old.
- Nearly two-thirds are the primary or sole wage earners of their households.
- About one out of four are wives, many of whom, when working, had been contributing much-needed support to their households.
- Only one out of 10 are unmarried sons, daughters or other relatives of the family heads.
- Only about one in seven is over 65 and only a tiny fraction of these had any other pension except Social Security.
- They live in nearly every state of the union, but are concentrated in the depressed areas, communities with chronic high unemployment.
- Over half of them formerly worked in manufacturing.

What becomes of these families when they run out of jobless pay? The evidence shows that most of them have to go on public welfare, obtain charity from private agencies, move in with relatives, or drastically tighten their belts. If, luckily, other members of the family are still working. This is hardly the kind of situation which can be allowed to continue when Congress comes back in January.

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

SIU Outpatient Benefit Tips \$600,000 In First Year

Just a year old, the SIU sickness and accident benefits program has paid out almost \$600,000 to Seafarers who were never able to receive any type of benefits before.

The S&A program, covering outpatients not receiving maintenance and cure payments or any other assistance, was inaugurated in October, 1961, to handle claims for off-the-job illness and injuries, and was the first of its kind instituted among unlicensed personnel. Benefits at the rate of \$56 per week for

a maximum of 39 weeks have been paid out since then at an average of \$50,000 per month.

The actual total of payments through the end of September was reported as \$589,708.

Since its inception, the S&A program has been designed to apply to Seafarers on outpatient status, a group not previously covered by any other SIU welfare benefit. The \$56 weekly maximum amounts to \$8 per day, the same as the full rate paid to SIU hospital in-patients by the Welfare Plan or by the shipowners as maintenance and cure.

Under the terms of the S&A benefit, however, payments cannot be made at the \$56 rate for more than 39 weeks in any consecutive combination of in-and outpatient time. Thus, a Seafarer in the hospital for ten weeks and receiving \$56 during that period, qualifies for up to 29 weeks of additional benefits if he remains out of the hospital on outpatient status for that amount of time.

Seafarers applying for the outpatient benefit are reminded that they should bring a USPHS medical abstract certifying the nature of their disability whenever they apply. This document is essential for the processing of any claims. The normal seafaring rule on eligibility for benefits also applies. Applications at headquarters and in the outports are handled in the same manner as vacation benefits.

Greetings



A regular visitor to the SIU hall in Chicago, oldtimer Vic Gustafson chats with Port Agent Scotty Aubusson. Gustafson, who'll be 75 in January, retired in 1959 after sailing in the black gang since 1941. He spends his summers in Chicago and winters down South in the sunshine.

Four More SIU Veterans Retire On Union Pension

Another four Seafarers were added to the roster of SIU veterans who are the recipients of \$150 monthly pensions, making a total of 63 oldtimers who have become eligible for payments this year.

The new crop of pensioners includes: Furman H. Haynes, 66; Thomas L. Bowers 62; John D. Lewis, 65, and Fred Frederikson, 65.



Haynes



Bowers

A native Tennessean, Brother Haynes joined the SIU in New Orleans in 1948 and shipped in the engine department. His last ship



Frederikson



Lewis

before retiring was the Orion Comet (Colonial Shipping), which he paid off in July of this year. He now makes his home in Knoxville, Tenn.

Shipping with the SIU since 1942, Brother Bowers sailed in the steward department aboard deep-sea vessels for a period of 20 years. A native of Cardiff, Tenn., he paid off his last ship, the Bethlor (Ore Navigation), in July of this year. He now lives with his wife, Myrtle, in Houston, Texas.

Brother Lewis was a member of the steward department, and before his retirement had sailed for 48 years on deep-sea vessels. Born in Massachusetts, he joined the SIU at New York in 1939, and last sailed aboard the Orion Hunter (Colonial) in December, 1961. He now makes his residence in New York City.

A member of the union for 15 years, Brother Frederikson joined the Union at New Orleans in 1947. He sailed in the deck department and paid off his last ship, the Seatrail Louisiana, this past July. A native of Denmark, he now makes his residence in Hoboken, NJ. He has a married daughter who lives in Santiago, Chile.

Balt. Clinic Begins New 'Shot' Plan

BALTIMORE—The centralized vaccination program for Seafarers at SIU clinics was extended to this port last month. It was previously in effect at the clinics in New Orleans and New York.

Seafarer James E. Marriner was the first to utilize the new immunization service here, and was one of 27 crewmembers off the Alcoa Pointer to take the necessary vaccination series at the same time. Marriner is a messman, 27 years old, from Portsmouth, Va. He has shipped with the SIU for the past three years.

The idea of a centralized vaccine program to cover all necessary immunizations for Seafarers was introduced this summer to do away with the problems involved in getting a shot series renewed or completed. A Seafarer can take any or all of the inoculations involved at his leisure before shipping out or as part of a regular physical examination. The clinics keep a permanent record of all "shots" given in the event other records are lost or misplaced.

The following inoculation periods are recommended:
Smallpox—Once every three years.
Tetanus toxoid—Second dose to follow the first within 3-6 weeks. After a year, a third. Booster each four years.

Typhoid, Para-typhoid—Three doses spaced 7-28 days apart. Booster every three years.

Polio—Series of four injections, the second seven weeks after the first and the third seven months following the second. Final injection a year after the third.

Yellow fever—Once every six years.

Cholera—Two doses 7-10 days apart. Renew each six months.

Typhus—two doses, seven to 10 days apart. Booster at any time during the next six years if exposed.

Plague—Two doses seven to 10 days apart. Booster after six months.



SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$7,000 in maternity benefits and a maturity value of \$875 in bonds:

Stanley John Barras, Jr., born September 2, 1962, to Seafarer and Mrs. Stanley J. Barras, Slidell, La.

John Marshall Cooper, born August 28, 1962, to Seafarer and Mrs. Marshall Cooper, Robertsdale, Ala.

John H. Edlund, born September 3, 1962, to Seafarer and Mrs. John H. Edlund, Mobile, Ala.

Margaret Spiers, born August 7, 1962, to Seafarer and Mrs. Token H. Spiers, Columbia, Miss.

Kenneth Rea Sanderson III, born August 28, 1962, to Seafarer and Mrs. Kenneth Rea Sanderson, Houston, Texas.

Charlette Williams, born August 9, 1962, to Seafarer and Mrs. Jesse P. Williams, New Orleans, La.

Jennifer Maytum, born September 4, 1962, to Seafarer and Mrs. John F. Maytum, Providence, RI.

Paula R. Gullett, born September 1, 1962, to Seafarer and Mrs. Clifton Gullett, Mobile, Ala.

Michelle O'Krogly, born August 31, 1962, to Seafarer and Mrs. Alfred H. O'Krogly, Plains, Pa.

Matilde Jimenez, born September 30, 1962, to Seafarer and Mrs. William Jimenez, Brooklyn, NY.

Yvonne Dickinson, born August 19, 1962, to Seafarer and Mrs. James H. Dickinson, Mobile, Ala.

Linda Sue Brunelli, born October 9, 1962, to Seafarer and Mrs. Virgil Brunelli, Texas City Texas.

Marie Antoinette Caragiorgio,

born September 15, 1962, to Seafarer and Mrs. Antoine Caragiorgio, New Orleans, La.

Kathleen Bischoff, born October 8, 1962, to Seafarer and Mrs. Guenther F. Bischoff, Levittown, NJ.

William Futterman, born July 11, 1962, to Seafarer and Mrs. Irving Futterman, San Pablo, Calif.

Todwiga E. Kulikowski, born September 24, 1962, to Seafarer and Mrs. Bronislaw Kulikowski, Brooklyn, NY.

William H. Goodwin, born August 17, 1962, to Seafarer and Mrs. Robert N. Goodwin, San Pablo, Calif.

Susanne Jensen, born September 19, 1962, to Seafarer and Mrs. Erik Jensen, Brooklyn, NY.

Edwin David Silvestri, born September 23, 1962, to Seafarer and Mrs. Angel R. Silvestri, Brooklyn, NY.

Lori Ann Benenate, born August 20, 1962, to Seafarer and Mrs. Nathan Benenate, New Orleans, La.

Sharon Louise Robinson, born September 10, 1962, to Seafarer and Mrs. Harry C. Robinson, Mobile, Ala.

Joseph and Angela Todora, born August 12, 1962, to Seafarer and Mrs. Charles Todora, Dallas, Texas.

David Eldemire, born September 27, 1962, to Seafarer and Mrs.

Delaware P. Eldemire, Tampa, Fla.

Troeky Marie Lanier, born July 29, 1962, to Seafarer and Mrs. Clyde H. Lanier, New Orleans, La.

Kim Elaine Day, born September 12, 1962, to Seafarer and Mrs. Alfreddy Day, Mobile, Ala.

Judith Tremper, born August 2, 1962, to Seafarer and Mrs. Benjamin L. Tremper, Baltimore, Md.

Henry Chan Hong, born September 16, 1962, to Seafarer and Mrs. Tom Hong, San Francisco, Calif.

Loretta K. McGowan, born August 12, 1962, to Seafarer and Mrs. Blanton L. McGowan, Humble, Texas.

Leo Gallagher, born August 13, 1962, to Seafarer and Mrs. John Gallagher, Philadelphia, Penna.

Paul Dana Raymond, born September 16, 1962, to Seafarer and Mrs. Allen P. Raymond, Baltimore, Md.

Joseph Rymarz, born September 17, 1962, to Seafarer and Mrs. Joseph Rymarz, Pleasantville, NJ.

Pamela Tucker, born September 12, 1962, to Seafarer and Mrs. Joseph Tucker, Chickasaw, Ala.

Keith Michael Wolff, born September 4, 1962, to Seafarer and Mrs. Justin T. Wolff, New Orleans, La.

Daniel and David Rivera, born August 30, 1962 to Seafarer and Mrs. Robert Rivera, Jersey City, NJ.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$18,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Richard L. Pifer, 38: Brother Pifer died an accidental death on June 20, 1962 in Punxsutawney, Pa. He started shipping with the SIU in 1944 and sailed in the deck department. His wife, Shirley Pifer, of Punxsutawney, survives. Burial was in Pennsylvania. Total benefits: \$500.

Maximo Bernes, 63: A heart condition was fatal to Brother Bernes on August 12, 1962 in Vizagapatnam, India. He started shipping with the SIU in 1942 in the steward department. A friend, Wilder Villarin of Savannah, Ga., survives. Burial was in India. Total benefits: \$4,000.

Eugene McClain, 34: Brother McClain was lost at sea on May 23, 1962, while sailing on the SS Globe Explorer from Morocco to the West Indies. He started shipping with the SIU in 1947 and sailed in the deck department. His wife, Mary McClain, of Philadelphia, Pa., survives. Total benefits: \$4,000.

Mike Goins, 53: Brother Goins died of injuries in an accident on January 28, 1962 at San Juan, Puerto Rico. He started shipping with the SIU in 1953 and sailed in the engine department. A friend, E. Wester, of San Francisco, Calif., survives. Burial was at US National Cemetery, Hato Tejas, Bayamon, Puerto Rico. Total benefits: \$500.

John L. Griffin, 57: A heart condition was fatal to Brother Griffin on August 9, 1962 at the USPHS Hospital, Lexington, Ky. He started shipping with the SIU in 1959 and sailed in the engine department. His sister, Nellie Carr, of Suffolk, Va., survives. Burial was at Cedar Hill Cemetery in Suffolk. Total benefits: \$500.

George Larson, 40: Brother Larson died of a blood clot on October 15, 1961 at Kings County Hospital, Brooklyn, NY. He started shipping with the SIU in 1951 and sailed in the engine department. His brother, Glen F. Larson, of Midvale, Utah, survives. Burial was at Sandy Cemetery, Sandy, Utah. Total benefits: \$4,000.

Robert Wiseman, 40: A heart attack was fatal to Brother Wiseman on May 3, 1962 at Los Angeles County General Hospital, Los Angeles, Calif. He started shipping with the SIU in 1944 and sailed in the deck department. Burial was at Holy Cross Cemetery in California. Total benefits: \$500. No next of kin was designated.

Carl Morton, 70: Brother Morton died of pneumonia on August 17, 1962, at the USPHS Hospital, New Orleans, La. He started sailing with the Union in 1949 and shipped in the steward department. His wife, Amelia Morton, of Kenner, La., survives. Burial was at Garden of Memories, Jefferson Parish, La. Total benefits: \$4,000.



soon as possible, \$33.75 in ship's fund. No beefs reported. Andrew Pickard elected ship's delegate and will also act as treasurer. Crew asked to keep laundry room clean. Each department asked to use their own washrooms and showers when possible. Motion to see patrolman about having crew messroom deck tiled. Garbage from all departments should be carried back aft.

LONGVIEW VICTORY (Victory Carriers), July 15—Chairman, J. R. Batson; Secretary, J. M. Nelson. D. R. Reynolds elected new ship's delegate. \$29.90 in ship's fund. No beefs reported. Motion made for new ship's

ALCOA PEGASUS (Alcoa), July 8—Chairman, C. W. Galt; Secretary, none. No beefs reported by department delegates. E. Wright elected ship's delegate. Steward to get screens for portholes in messroom.

ALCOA PARTNER (Alcoa), July 1—Chairman, Frank Cannella; Secretary, George E. Annis. Trip has been smooth so far, the ship's delegate reported. Disputes in the steward department will be taken up at payoff. Bosun J. Michael had to leave ship in Casablanca to have finger treated and returned to vessel in Tunis. \$110 spent for movies, \$10 for spare parts and \$5 for cab fare. Balance of \$95 in captain's safe. No ship's fund on vessel. Ship needs fumigation as roaches are taking over.

ALCOA ROAMER (Alcoa), July 4—Chairman, H. H. Patterson; Secretary, James Pursell. Some delayed sailing disputed. Crew requests list of cigarettes and prices to be posted. Suggestion made to see about better mail service. Crew asked to be quieter in passageways because of those sleeping. Vote of thanks to steward department.

ALICE BROWN (Bloomfield), June 24—Chairman, E. McCaskey; Secretary, J. Arnold. \$45.47 in ship's fund. Several beefs were brought before the captain with little satisfaction. Vote of thanks to all members of the steward department for excellent preparation of food and service. Problem of fresh milk spoilage due to rationing at sea is to be taken up with food committee at payoff.

FRANCES (Bull), July 8—Chairman, Don Nelson; Secretary, William Nosta. Ship's delegate reported that most of the repairs were completed, and all the fans will be taken care of. Men on watch at night are expected to keep crew messroom clean. Vote of thanks to the steward department for a job well done.

VILLAGE (Consolidated Mariners), July 4—Chairman, J. G. Lakwyk; Secretary, W. K. Brightwell. No beefs reported. Stove aboard ship needs to be repaired. Fish box is neglected by chief engineer; boxes way over their temperature. Refrigerator boxes not working properly in crew messroom and saloon. There is no wringer for crew's washing machine.

SEATRAN SAVANNAH (Seatrains), June 19—Chairman, G. Mihalopoulos; Secretary, none. No beefs reported by department delegates. Discussion regarding food which is not up to par.

STEEL EXECUTIVE (Isthmian), June 17—Chairman, R. J. Grant; Secretary, C. R. Wood. Ship's delegate reported one brother hospitalized in Bremerhaven. Chief engineer has agreed to order new washing machine as old one is beyond repair. \$12.60 in ship's fund. Disputed OT in all departments regarding seaway clarification. Crew firmly supports SIU stand in Robin Line. Vote of thanks to steward department for an excellent performance in handling its duties. Suggestion made to have electricians occupy cadet's fo'c'sle as present location doesn't afford much room.

PENN EXPORTER (Penn), June 24—Chairman, C. James; Secretary, F. Reed. Two men hospitalized and returned to States. \$8.42 in ship's fund. No beefs reported. Members aboard voted to protest certain policies of the steward.

HERCULES VICTORY (Hercules), June 3—Chairman, Franklin C. Snow; Secretary, F. B. Neely. No beefs reported by department delegates. Crew asked to take better care of the washing machine. Vote of thanks to the baker and the entire steward department.

DIGEST of SIU SHIP MEETINGS

ROBIN HOOD (Robin Line), June 24—Chairman, W. Wallace; Secretary, R. Sadowski. Ship's delegate checked with captain regarding awning back aft, which will be taken care of as



Seafarer Ernest Dias (top) points to the "Heiau" where human sacrifices were made in the old days. Dias comes from Hawaii and is a good man to have around when visiting the islands, as some Alcoa Planter crewmembers noted. Kawaihae Terminal (below) is the pioneer installation of a grain elevator and four silos, where the Planter delivered the first 1,200 tons of corn.

Hawaii Diverts Planter With Sun, Sand & Girls

When the Alcoa Planter docked at Kawaihae, the local people and the press turned out to visit her. The Planter was the first vessel to deliver corn to that Hawaiian port, and the mood of the townspeople may have been akin to the days when there were feasts and parades on the arrival of sailing ships. To the crew of the Planter, however, it was old stuff.

Men, women and children were on the dock most of the day to see the ship and the 1,200 tons of corn pouring from pipes leading

The following article and photographs were submitted to the LOG by Seafarer William Calefato from Honolulu, where the Alcoa Planter made the history-making grain delivery he describes.

from the hatch to a circular temporary bin that looked like a small bull-fighting arena.

While the local people gaped at the ship and the discharging operations, members of the crew went ashore to look things over a little themselves. About half a mile astern of the ship, on a hill, was a 400-year-old relic called a "Heiau," a kind of outdoor temple where human bodies were offered as sacrifices to the god "Kahallimoku."

Not far from this grim tourist "attraction" was a small public beach. Now you might think that a ship's crew, as seamen, would have enough to do with the sea in the course of their regular work. But this wasn't the case. I guess the guys just thought they'd like to be on the shore side of the water for a change and snarl back. Several did stick around to bask in the sun.

Waikiki Beach thus had its own special lure, providing more interest than mere surfboards, masses of humanity and expensive hotels, however.

On a bus trip, one of the Seafarers asked a passenger where the beach was. One of three girls

dressed in little more than bikinis said that was where they were going, so they could just as well follow. The pretty girls turned out to be employees of a bath house, so a couple of Seafarers riding along were induced to rent bathing trunks at \$1.50 each. They weren't heard from after that.

The presence of a ship at the tiny port of Kawaihae was unusual enough, but there was a fire and boat drill called that could have been recorded for posterity. The drill seemed to impress the local people as a new method of abandoning ship, though the mate was quite upset about it. The way things worked out, it was fortunate no one reminded him about the "Heiau" where the human sacrifices were made.

Real Hula Dance

Among other items of note was a real Hula dance witnessed by some of the crew later on. It included, to borrow the words of the second electrician, "the most beautiful, beautiful girls you ever saw."

And in the port of Nawiliwili the Planter came within feet of Hollywood director John Ford's 110-foot sloop. It is being rigged to look like a brig for a new film being made there called "Donovan's Reef."

In all, the visit of the Alcoa Planter and subsequent events all added a little more to the lives of everyone involved and, for a while anyway, stirred up the quiet inter-island waters that seemed undisturbed for centuries.



From the Ships at Sea

Working away steadily at keeping the Alcoa Pioneer (Alcoa) shipshape and safe, the crew reports 28 separate repairs made and completed on the last trip. Refusing to rest on their laurels, however, they report that there are still a few minor jobs to be done.

Safety first in the sleet and snow is the key to a suggestion by Seafarer George C. Jones, who offers this idea for keeping the pilothouse windows clear in winter. All SIU ships should carry a quantity of five-cent sacks of smoking tobacco to wipe down the windows in foul winter weather, Brother Jones writes. The tobacco juice acts to keep the glass free of ice and snow and the ship would be a safer one for all hands. An ounce, or at least a nickel's worth of prevention is sometimes worth a pound of cure, he points out.

A "medal of merit" was presented to the steward by the crew of the *Sampan Hitch* (Suwanee) in recognition of a job well done. The "medal" was concocted of a tin can lid painted blue with red circles and a red "S" soldered on a safety pin. A strip cut from an old pair of dungarees serves as a blue ribbon. . . . Among many other expressions of thanks for the steward departments on SIU ships was one forwarded by the ship's delegate of the *Hurricane* (Waterman). The entire steward department was given a vote of thanks and the ship was described as the "best fed" and "cleanest on the East Coast."

On the subject of food, the *Orion Clipper* (Colonial) reports a big improvement in the quality of meat on board, with special thanks to Seafarers M. Morris, oiler; William Nichter, OS, and William Darley, AB, for their efforts in pressing for the improvement.

A children's home "somewhere" may soon be the recipient of the television set off the *Mae* (Bull). The crew met and decided to donate the tv to a children's home if the ship lays up. No one knows



Nichter



D'Angelo

where or when the ship may lay up, so the set is still up for grabs.

The crew on the *Beatrice*, another Bull Line ship, have come up

with a scheme for keeping peddlers off the ship when it hits Port Said. Discussion on the issue brought out the information that on other vessels, a letter from the skipper to the local authorities had been successful in keeping unwanted visitors off the ship and the *Beatrice* is game enough to try it. The crew has asked the *Beatrice's* Capt. Dudley to write such a letter and it now remains to be seen whether the effort will produce results. A letter signed by ship's delegate Vito D'Angelo and others indicated the crew has had it as far as visiting salesmen at Port Said are concerned.

Yin & Yang On An Old Profession

The ancient oriental concept of "Yin" and "Yang"—the opposites, good and bad, light and dark, full and empty, etc.—has taken hold in modern-day Japan in the form of pro and con arguments, for and against an ancient profession.

Some recent news clippings sent in to the LOG by an unnamed "shuttle crew" from Yokohama indicates that the controversy all started with the formation some time back of a special "Counter-measures Council" to deal with a very worldly problem. The news announcement said, in part, that "the Tokyo Metropolitan Police Board is studying a plan to more strongly enforce regulations against . . . prostitutes, who are expected to become very active during the 1964 Tokyo Olympics."

Since then it's been all Yin and Yang on the subject.

The effort to restrict the activities of some of the night-blooming ladies has naturally been approved by many. They call the large number of "night angels" who have been invading Tokyo's residential districts in recent years a nuisance and annoyance to law-abiding families who live nearby.

In a recent "letter to the editor" in the "Japan Times," for instance, a university professor complained bitterly about being awakened at night by the nocturnal cavortings of the girl next door.

But every Yin has a Yang, and another letter printed on the same page takes a dim view not of the girls, but of the "Counter-measures Council" itself. "To restrict the activities of professional prostitutes is clearly a violation of fundamental human rights as guaranteed to the Japanese people by the Constitution," the writer stated.

"Government power is misused when the public is compelled to pay taxes to support members of the police force who have nothing better to do with their time than to harass young girls," the letter-writer concluded. The signature used was "Freedom For All."

Says Dues Dollar Goes Long Way

To the Editor:

Never have I heard of an investment as good as union dues in a union that is managed honestly. For instance, our SIU dues each year amount to nothing compared to the return one gets. I for one will always vote for an increase in union dues, and I hope there are more

the best in conditions and benefits, bar none.

Our welfare program is sure a ringer—all types of benefits when you're unfit for duty plus \$150 a month when you can't sail anymore.

There are many more wonderful things the SIU is doing. For instance, a member of a Seafarer's family can get a college education free, and that takes money. When a member dies, his beneficiary gets \$4,000. A member that is bringing up a family gets \$225 in cash and bonds for each child born.

I know of one member who is an SIU member for only seven years. So far he has already collected more than the dues he paid in his seven years of membership. On top of this are such things as those wonderful holiday dinners that are free not only for the members but for their families too.

I can't help but say a million votes of thanks should go to our officials from the president on down, who are looking after the welfare of us all, including our families.

William J. McKay

He's Ashore Now Watching 'Twins'

To the Editor:

I decided to go ashore and live so I would appreciate it if any of the guys who owe me money would send it to my home here in Minneapolis. I'd also like to hear from any of

my other friends at the same time.

I'm working in Minneapolis now and never knew there was so much to keeping house and living ashore, but I've got to stay and cheer for the Minnesota Twins. Incidentally, if "Melvin" sees this, I hope he'll also drop me a line. The address is 10420 Humboldt Avenue South, Minneapolis 31.

Norman H. Gaulke

Widow's Thanks Laud Benefits

To the Editor:

I would like to express my sincerest thanks and appreciation to the SIU Welfare Plan for the kind assistance given me on the death of my husband. I must thank you for the various payments such as the welfare benefits and medical payments which were so kindly taken care of.

Lastly, I also received the death benefit check for \$4,000 which really proves it is indeed a privilege being a member of the SIU and I again thank all involved most sincerely. I must mention that I consider myself most lucky for having been the wife of a Seafarer.

Through the years I was so accustomed to reading the LOG that I would be most obliged if you would continue mailing the newspaper to me in memory of my husband, as I think it would be of great comfort to me.

Mrs. Louise Riviere

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.

members who will also, if the need arises.

The SIU is by far one of the best. For that reason I have not put in for retirement, even though I am now going on 75 years of age. I still like to pay dues. I first shipped in 1907 for \$25 a month and had to eat slop, besides working four hours on and four hours off day and night, with no vacation pay.

I wish that all of the SIU members will get together and go for an increase in union dues so that we can build up our funds and continue to provide



Kenmar Gang Sets Stage For Lensman

There's no doubt what ship these SIU crewmen are on, as Seafarers E. King, AB (left), and C. Terry, bosun, renew lines on life-ring aboard the Kenmar (Calmar). Above, deep down in the engine room, blackgang members pause from work for a photo. Pictured (l-r) are William Jordan and Robert S. Davis, wipers; George Robertson, engineer, and Vincent Cibriano, fireman, all shown aboard the Calmar vessel while she was at the Port of Philadelphia.

TRANSYORK (Transwestern Associates), May 27—Chairman, William O'Connor; Secretary, J. D. Brigham. Delegates called on captain to find out who was performing on duty. Captain not going to call Coast Guard and promised to put out American money in Naha and Japan. Crew requests that natives be kept away from living quarters.

CATHY (Sea Transport), June 17—Chairman, C. Quint; Secretary, R. Conway. Two members returned to the States for hospitalization. R. Eden elected new ship's delegate. Vote of thanks given to Gene Dore for job well done as delegate. Held discussions on the following matters: Replacements for men returned to the States for hospitalization or who miss ship; SIU food plan; crew draws;

rain. \$13.75 in ship's fund. No beefs reported by department delegates.

BEATRICE (Bull), June 10—Chairman, Frank Cake; Secretary, Cecil Thomas. Motion commending crew-member Thomas Walker, Jr. and proposing his membership in SIU. Have patrolman check with chief mate regarding the poor medical supplies. Ship needs to be fumigated for roaches. Fan in wheelhouse requested.

FAIRPORT (Waterman), Aug. 5—Chairman, Roy D. Jones; Secretary, John J. Doyle. Restriction to ship beef turned in to patrolman. \$4.00 in ship's fund. Ship needs fumigation. Motion made to have patrolman check why sufficient American money is not carried and why company did not get more in Okinawa.

DIGEST of SIU SHIP MEETINGS

medical treatment; stopechest; repair lists; steward's menus.

EAGLE VOYAGER (United Maritime), June 12—Chairman, David Sykes; Secretary, Alexander D. Brodie. Crew requested to keep messhall clean at all times. \$12.50 in ship's fund. No beefs reported.

TWIN FALLS VICTORY (Suwannee), July 8—Chairman, J. R. Epperson; Secretary, M. T. Larson. Ship's delegate reported that new company awarded missile range contract. Discussion on signing off articles prior to authorized payroll. No beefs reported by department delegates. \$106 in ship's fund. I. W. Griggers elected new ship's delegate.

ALCOA PILGRIM (Alcoa), May 30—Chairman, Alfred Andrews; Secretary, Raymond L. Perry. Captain will try to get American money or travelers checks for next draw. No beefs reported by department delegates. Melvin Knickman was elected new ship's delegate as former delegate resigned. Discussion about captain refusing to buy fresh vegetables in Japan.

COUNCIL GROVE (Chies Service), June 14—Chairman, E. Gretskey; Secretary, Julian Dedicatorta. Ship's delegate reported no draws in Port Everglades. Request for awning for the after deck. No beefs reported by department delegates. Sent resolution in to headquarters for negotiating committee to study and act upon.

ORION COMET (Colonial), June 14—Chairman, V. Douglas; Secretary, Justin Burdo. Ship's delegate resigned. Dispute regarding articles to be taken up with boarding patrolman.

ORION STAR (Colonial), June 3—Chairman, J. L. Grimes; Secretary, M. E. Greenwald. Ship's delegate reported two men hospitalized in Bah-

MERMAID (Metro Petroleum)—Chairman, Richard Jones; Secretary, Seymour Heinfins. Discussion regarding poor food. Letter sent to the United Seaman's Service in New York recommending that a recreation club for seamen be opened in Kandla, India, in conjunction with the Indian government.

JEAN LA FITTE (Waterman), June 11—Chairman, G. W. Champlin; Secretary, Edward Robinson. Ship's delegate reported that disputed engine department OT beef was settled in Philadelphia. \$30.00 in ship's fund. No beefs reported by department delegates. Crew asked to hang heavy laundry in fidley to dry, not in after recreation room. Soiled linen should be brought midships when bunks are stripped.

GLOBE CARRIER (Maritime Overseas), June 10—Chairman, Ed Kress; Secretary, M. (Tiny) Kennedy. No beefs reported by department delegates. Ship's delegate to see patrolman regarding new chairs put in crew's messhalls. No LOGs received in three months.

YORKMAR (Calmar), June 3—Chairman, C. L. Fishel; Secretary, Sidney Ganner. Ship's delegate reported that everything is running smoothly. One man taken off vessel in Mexico for treatment. Discussion and motion passed that voting machine be used for all Union balloting. Discussion regarding company doctor used prior to signing on in Baltimore. A more private examination should be given. Vote of thanks for the steward department and the cooks on job done under Calmar conditions.

ELIZABETH (Bull), June 17—Chairman, L. Stone; Secretary, John Calhoun. Ship's delegate reported that everything has been going OK. Request for quicker service from galley. Crew urged to cooperate with messman in giving orders for food. Everyone asked to keep feet off chairs.

TRANSEASTERN (Trans eastern Shipping), June 11—Chairman, M. Kramer; Secretary, S. Johnson. Ship's delegate reported two men sick and unable to work during voyage home. All brothers with sixty days aboard vessel will have to be rotated off under shipping rules. No beefs reported by department delegates. Company very slow in forwarding mail.

Plastic Covers Seen Dangerous

To the Editor:
Here I am on the Seatrain Louisiana with some very cooperative Brothers. Our chief steward, Brother Hutchin, sure makes up a fine menu. We are also very fortunate in having some exceptionally good cooks on board. I must admit to the fact that this ship is a feeder, and that I am very happy to represent and sail with such a

see something done about it in the rules of the Welfare Plan. This outfit wasn't built for the 90-day members who spend most of their time on the beach. It was built by and for the benefit of the regular sailor who goes to sea steady for a living.

Johnnie Hoggie
SS Fanwood

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Seattle Hotel Is Unfair, He Says

To the Editor:
I would like to acquaint the membership with what I consider the unfair treatment of SIU members by a hotel, the William Tell on Second Avenue in Seattle.

Shipping has been slow here lately, and finances are not in the best shape. Naturally we try to economize and share with each other. At the William Tell they don't seem to share our philosophy, however. One good SIU man paid a week's rent in advance, stayed a day, found lodgings elsewhere and had a room on his hands. His shipmate, he discovered, had just completed his second week's stay and the rent was due. Naturally the first man offered the paid up room to the second and a transfer of gear was made.

Upon entering the hotel the next day, both men were informed by the owners of the hotel they would have to leave. The owners not only refused to let either of them use the room but also refused to rebate any monies paid.

I am not a complainer, nor am I a bitter person. No harsh words were spoken and both men were gentlemen. But I honestly feel an injustice was committed. The William Tell has been the recipient of seamen's trade for 15 years that I know of, but, now, with the lucrative tourist trade available, they turn their backs on the very people who have supported them for years, the seamen in the Port of Seattle.

M. C. Kleiber

§ § §

Evelyn's Bosun Buried In India

To the Editor:
I would like to fill in a little on the recent death of our bosun, Brother Billy H. Brown. Brother Brown died of a heart attack while fishing over the side of the ship while we were at anchor in the harbor of Madras on the evening of August 27, 1962. Members of the crew applied all the help they could, giving artificial respiration until we could signal for a doctor ashore. But by the time the doctor got on board Brown was dead.

The master, Captain Powell, wired his next of kin and they sent word to bury him in Madras. So on Friday morning, August 31, Brown was laid to rest in St. George's Cathedral Cemetery after a small service by Dr. D. M. Samuel.

The crew of the Evelyn was well represented at the burial and we also had some men from the Steel Director and the Lisa B, two SIU ships which happened to be in port. The crew of the Evelyn really appreciated having them present and wishes to thank Kirt R. Walls, the ship's delegate from the Lisa B, for his cooperation at the burial.

Truman A. Patriquin
Ship's Delegate

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.

fine group of hard-working Seafarers. It sure makes things easier for me as the ship's delegate.

Regarding the letter to the editor by Brother Joseph Pasinosky which was printed recently in the LOG (August, 1962) I feel that his "practical suggestions" are not as practical as they seem.

For instance, I feel that plastic mattress covers aboard ship, as he proposed, would be more of a fire hazard than anything else. Fire is always a danger while there are careless people around and burning mattresses are a great danger on board ship.

Van Whitney
Ship's Delegate

§ § §

Offers Thanks To Shipmates

To the Editor:
I would like to take the opportunity to thank all my shipmates on the Cities Service tanker Bents Fort on behalf of my family and myself for the sympathy and kindness shown by the crew upon the death of my father.

Special thanks are also due for the flowers that were given him by a real swell bunch. We all really appreciated their thoughtfulness and kindness.

Kenneth Kirwin

§ § §

Wants Welfare Rules Changed

To the Editor:
I think there ought to be some change in the rules on making men eligible for SIU welfare benefits. Every man should have at least six months' time in at sea before he can qualify.

As I see it, there are some men that get 90 days in on a ship, then stay on the beach, work ashore with other unions and even get welfare benefits there also. I don't think this is fair to the guys who go to sea all the time, because it cuts down the money available to cover benefits for full-time seamen and their families.

Meanwhile, the fellows who are part-timers at sea benefit both ways. They get benefits from the SIU and from some other union where they work the rest of the year. This don't seem too fair to me.

These benefits didn't come along the easy way; they were hard to get and should be put to good use for those who need them.

This is my thinking on the subject, anyway, and I'd like to

LOG-A-RHYTHM:

Toga Virilis

By Roy Fleischer

I wasn't jealous — just abashed
When the young man said:—
"Come on! Dive in!
No clothes. Bare as—"

I watched him
As he merged with sea
And married it.
Oh! Pity me!

I saw him play
With bridal waves
That showered him
With happy spray.

I clutched the sand.
I didn't dare.
I was too old
To dive in bare.

Things Happen Fast In Casablanca Town

Arriving at Morocco, some of the fellows were anxious to get ashore and see Casablanca. One fellow warned me that in Casablanca people act as if they know you and try to shake your hand. You had better watch out for this, he said, because when they quit shaking your hand you may find your watch gone from your wrist.

This article by Seafarer William Cameron, ship's delegate on the Mankato Victory (Victory Carriers), describes some complicated goings-on aboard ship and ashore in Casablanca, Morocco.

He told me he made it to a bar for a cold beer and was approached by a fellow who introduced himself as a ship chandler, card and all. Now we have all heard of the famous belly dancers and this operator told my friend he could see the best for a fee of two dollars. So my friend gave the two dollars without hesitation.

While he was still there, a Spanish sailor came over and showed him a roll of bills big enough to choke a horse, and then went to talk to another fellow not far away. When he came back, he

asked my friend if this same fellow was making change for him also. The Spanish sailor had given him \$500 to change into pesetas. This sailor was still looking for his money when my friend left for the belly dance.

Well, my shipmate and the chandler left for the dance, but before reaching the hotel the chandler had to stop for something and told my friend to go right inside and give the card to the fellow and he would be shown where the dance would take place.

Well, he walked inside, gave the card to the fellow at the desk, but the fellow wanted to know what he wanted—the card was in English and not Arabic. Then my friend realized he had been taken, but only for two dollars.

Meanwhile, back at the ship, a 17-ton wrecker truck was put on the deck temporarily to make room for other cargo to come out of the hatch. Well, the ship stayed there four days, and the Air Force and



Veiled women walk beneath a sign advertising Pepsi-Cola in this shot of a street scene in Casablanca, Morocco. Brother William Cameron tells of some unusual happenings in this busy city.

local authorities are still trying to find a 17-ton wrecker which vanished from the docks without oil, gas, or battery.

Don't underestimate these people here in the Mediterranean, brothers, because they can move it. We found it out real fast.

'Brotherhood Of Sea' Comes To The Rescue Of A Seafarer In Need

The "Brotherhood of the Sea" has many different meanings. To Seafarer Clarence L. Cousins, it means the kind and thoughtful actions of his fellow seamen which prevented him from getting into a bagful of trouble while ashore.

Cousins wrote to the LOG to thank his shipmates on the Sword Knot and to let other Seafarers know of their action. He said that he became ill and passed out while ashore when the missile ship was at Port Canaveral, Fla., recently.

"It is gratifying, to say the least, to wake up in one's own bunk after having passed out. It seems that my shipmates, mindful of my condition, shipped me back in a taxi lest I get struck by a car or get into other difficulties."

Vote Of Thanks

Cousins noted: "To me, this is brotherhood in its most exemplary form and I owe the crew a vote of thanks. Mine is only one case in which actions speak louder than words in showing what is the true meaning of brotherhood as repre-

sented by the labor movement, especially our 'Brotherhood of the Sea'."

Believing that actions speak louder than words, Cousins added that he expressed his thanks the next week in the best way he knew. When a shipmate needed help, Cousins rented a car and transported him with his gear to Jacksonville, Fla., in time to catch a bus to Baltimore that would get him home for the weekend.

To Europe In 36 Hours—'Dream Trip'

New York to London in 36 hours by plane! That was the prediction in a February, 1935, "Readers Digest" article passed along to the LOG by Dan Sullivan, a member of the Sailors Union of the Pacific visiting the East Coast after a trip on the Alaskan.

The article, condensed from the December 1, 1934 issue of the long-defunct "Collier's Magazine," described a 600-mile air trip by the author from Jamaica to Barranquilla, South America, in a Pan American Airways "Caribbean Clipper."

Although the 600-mile hop described was a long air trip at the time, the author predicted that planes would soon be flying to Europe and getting there in about 36 hours. He even went out on a limb and forecast that someday the flight to Europe wouldn't take even a third as long. How prophetic he was, considering that the plane he flew on had a top speed of 192 miles an hour.

Dates Back To 1935

That was 1935, a little over 25 years ago, and already the subject matter seems archaic. Sullivan commented. Jets cross the Atlantic (and Pacific) on schedules like crosstown buses at almost 700 miles an hour. Military planes make it around the world non-stop at twice that speed. And a man in a space capsule circles the globe in about 90 minutes.

In the most recent US space flight, for instance, US astronaut Walter M. Schirra Jr. travelled 160,000 miles in nine hours and 14 minutes. That made it six times around the world.

For the future, scientists promise longer and faster flights which will eventually reach the moon and planets. A trip to Mars may someday be considered as easy as a trip to Europe is today.

HALCYON PIONEER (Halcyon), June 27—Chairman, William Goff; Secretary, Eugene Hall. One man in deck department paid off under mutual consent in Port Said. Motion for clarification on launch schedule and readiness period. Water tanks need to be cleaned.

BEAUREGARD (Sea-Land), July 1—Chairman, C. W. Cothron; Secretary, Mike Reges. One fireman missed ship in Port Newark. No beefs reported by department delegates.

EDITH (Bull), July 1—Chairman, J. Parks; Secretary, George Bryan. Ship's delegate reported a smooth voyage. He resigned, called for election of regular delegate, was nominated and elected as permanent delegate. Motion that a severance pay clause be negotiated and included in future contracts. Vote of thanks to steward department for job well done. Steward thanked members for their vote and praised the galley crew, along with other members, for doing a superior job.

MERMAID (Metro Petroleum), June 10—Chairman, Frank Miller; Secretary, Seymour Heintling. Bill Mitchell was elected ship's delegate. More variety in night lunch requested. No beefs reported by department delegates.

IBERVILLE (Waterman), June 24—Chairman, Robert McCullough; Secretary, Dimitri Gotseff. Terry White elected new ship's delegate. Room of chief cook and baker inadequate. Better quarters should be furnished to them and the rest of the steward department on this type ship. One man missed ship in Yokohama and rejoined in Pusan.

STEEL WORKER (Isthmian), July 1—Chairman, L. Anderson; Secretary, Bill Stark. Crew asked to donate to movies for coming trip, \$15 now in movie fund, \$13 in ship's fund. No beefs reported by department delegates. Vote of thanks to BR Bill Reyes for showing of movies during trip.

PETROCHEM (Val Chem), June 17—Chairman, John Altstall; Secretary, J. McPhaul. Hopkins elected ship's delegate. Request screens for all rooms. No beefs reported.

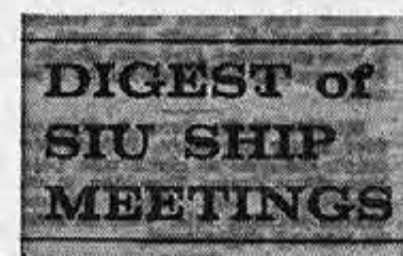
STEEL RECORDER (Isthmian), June 25—Chairman, F. J. Smith; Secretary, C. A. Bortz. No beefs reported. Money collected from crew for rotating TV antenna was returned as it was not available in Japan. Motion to return

to the policy of securing fresh milk wherever sanitary conditions permit. Crew reminded to be back one hour before sailing.

ANTINOUS (Waterman), June 3—Chairman, Oscar M. Raynor; Secretary, O. G. Collins. Oscar M. Raynor elected ship's delegate. One fireman missed ship. No beefs reported by department delegates. Pantryman asked not to add oil or vinegar to salads. Crew asked to bring coffee cups back to pantry.

July 7—Chairman, O. G. Collins; Secretary, Glen Vinson. Motion made to accept donations for two wires sent to headquarters. Total cost \$4.90. Two men hospitalized in Istanbul, Turkey. No beefs reported by department delegates.

HILTON (Bull), June 10—Chairman, W. H. Hardeman; Secretary, Michael



Toth, E. Strickland elected ship's delegate. No beefs reported. Discussion about wiper on sanitary to take care of laundry one week and the OS to take care of laundry the following week. Steward utility to take care of FO messroom used as recreation room.

FLONAR (Calmar), July 4—Chairman, L. Barsh; Secretary, T. A. Jackson. Ship's delegate reported that disputed OT from last trip has not been paid, \$8.15 in ship's fund. Letter sent to Union concerning working OT cleaning holds in crew's home port. James J. Linden elected new ship's delegate. Ship's fund will be spent if ship lays up. Vote of thanks to L. Brach, former ship's delegate, for job well done.

DEL MONTE (Delta), June 3—Chairman, E. Bates; Secretary, Ramon Trixerri. Engine and deck departments have a few hours disputed OT. Most repairs taken care of in New Orleans. Ship's delegate thanked membership for cooperation in getting ship paid off clean. Felipe Narvaez elected new ship's delegate. Crew asked to turn washing machine off

when not in use. Suggestion that oilers on watch should have witness when working cargo so they do not get cheated out of OT. Crew asked to return coffee mugs to pantry.

MOUNT McKINLEY (American Tramp), June 3—Chairman, Albert Ring Guffe; Secretary, Mike Miller. Bob Holland elected new ship's delegate. Steward requests that French knife be returned to pantry. No beefs reported by department delegates.

STEEL KING (Isthmian), June 10—Chairman, H. Siebar; Secretary, C. McDaniel. Buckley elected ship's delegate. No beefs reported by department delegates. Request for timer on washing machine.

STEEL DESIGNER (Isthmian), June 14—Chairman, J. O'Rourke; Secretary, H. Braunstein. Motion that union negotiate for American money in all ports and that company pay for overweight baggage on airplanes. Paul Franco elected new ship's delegate. Crew asked to make less noise in passageways and messrooms and to take care of books and magazines. Vote of thanks to all in steward department. New lockers needed for some rooms.

COEUR D'ALENE VICTORY (Victory Carriers), June—Chairman, F. L. Jarvis; Secretary, L. C. Clark. No beefs reported by department delegates. Motion made to write letter to headquarters regarding repair of galley ovens. Crew to take better care of laundry. Need timer for washing machines. Crew requests ship's delegate to stay on in job.

ALCOA RANGER (Alcoa), June 23—Chairman, J. J. Kane; Secretary, Melvin Thomas. No beefs reported by ship's delegate. Ship needs new washing machine.

DEL NORTE (Delta), May 13—Chairman, R. R. "Tex" Thomas; Secretary, Bill Kaiser. Ship's delegate reported gift from school in Newburgh, N. Y. No beefs reported by department delegates. \$315.58 in ship's treasury. Movie director reported total of \$45.40 in movie fund. Suggestion that ship's fund remain limited to a member's immediate family.

MAE (Bull), June 23—Chairman, William Hightower; Secretary, C. Hill. Ship's delegate reported everything running smoothly. All hands agreed to give TV to a children's home if the ship lays up. Discussion on the \$150 that was supposed to come to

the ship as a Safety Award. All hands agreed to send plaque back if that is all they can afford. H. Lanier elected new ship's delegate.

STEEL DIRECTOR (Isthmian), June 17—Chairman, John Poluchovick; Secretary, Leslie Sigler. Ship's delegate reported he will see patrolman about the drinking and washing water and have this situation cleared once and for all before signing on. No beefs reported by department delegates. Crew requested to leave fof'se keys before leaving ship.

JEFFERSON CITY VICTORY (Victory Carriers), May 20—Chairman, John Boldisor; Secretary, J. B. Mitchell. No beefs reported by department delegates. James Mitchell elected new ship's delegate. Request that more consideration be given to washing machine. Crew agrees that the membership should be entitled to \$800 a year vacation pay.

SANDS POINT (Bull), July 7—Chairman, Ted Jones; Secretary, L. M. Morsette. Elected new ship's delegate. See patrolman on having tanks cleaned before sailing. Galley crew was thanked for doing a good job despite all breakdowns, no water, no electricity most of the time. Very few first aid items aboard.

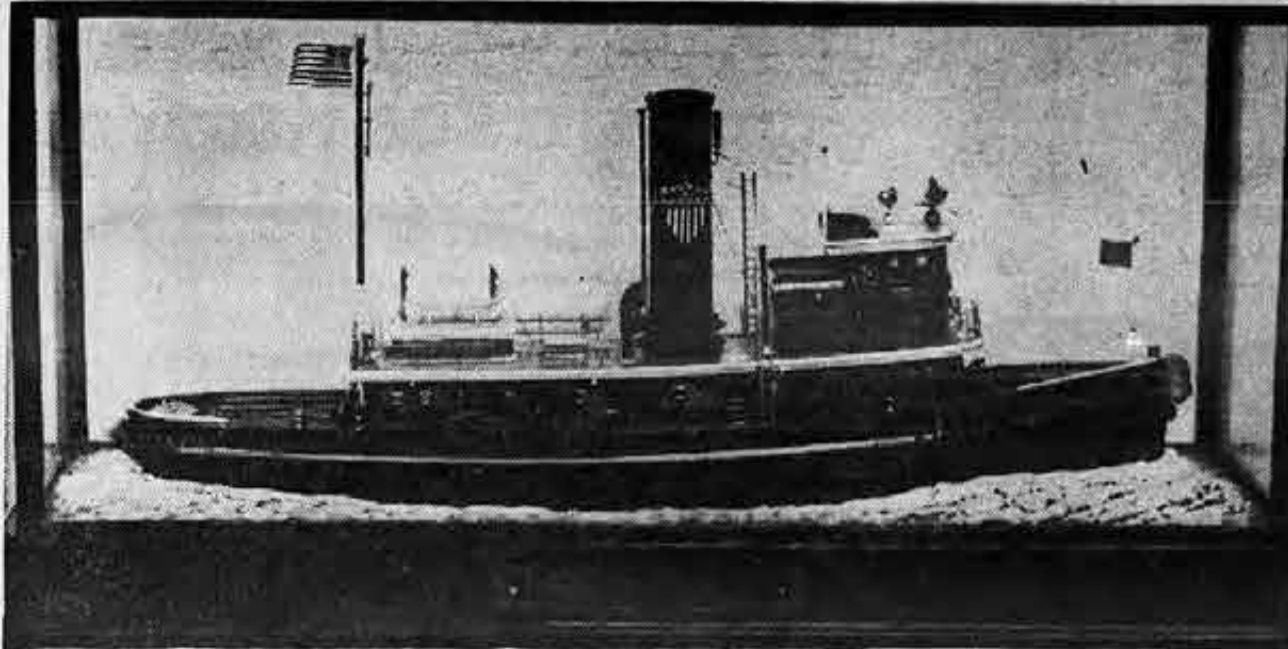
STEEL ADMIRAL (Isthmian), April 14—Chairman, Clifford R. Demmeyer; Secretary, Isidro D. Avacilla. Ship's delegate reported everything running smoothly. One man taken to hospital day before sailing. \$9.25 in ship's fund. Crew asked not to slam doors and to show consideration to all members who are sleeping.

July 7—Chairman, Charles Boyle; Secretary, Isidro D. Avacilla. No beefs reported by department delegates. Crew asked to dump all garbage aft and not midship. \$9.25 in ship's fund.

STEEL DIRECTOR (Isthmian), June 17—Chairman, John Poluchovick; Secretary, Leslie Sigler. Ship's delegate to see patrolman about ship's water. Tanks should be cleaned when ship is in yard at Galveston. Crew asked to leave keys in room at payoff.

CITIES SERVICE NORFOLK (Cities Service), June 7—Chairman, Jim Thompson; Secretary, Frank Flanagan. Ship's delegate will see patrolman regarding delayed about leaving galley portholes open during hot weather while ship is in port. Side port also should be left open below crew's quarters and, if necessary, men will secure same without the payment of OT. \$4.88 in ship's fund.





Wood carving of a US Shipping Board tug built during the first World War is the work of sea veteran Carl Martenson. These tugs started as coal-burners, were later converted to diesel, and some are still in use today. On the right is Martenson's painting of the old W. R. Grace. She went down off Lewis, Del., during a hurricane in 1885, he says, although, miraculously, all hands were saved.

Reproduction Of Ships Is Oldtimer's Hobby

Seagoing oldtimer Carl Martenson, who started sailing with the old AFL seamen's union on the Atlantic Coast in 1905, has sailed all the seven seas in his day. Now retired, he reproduces the ships of the past as a hobby.

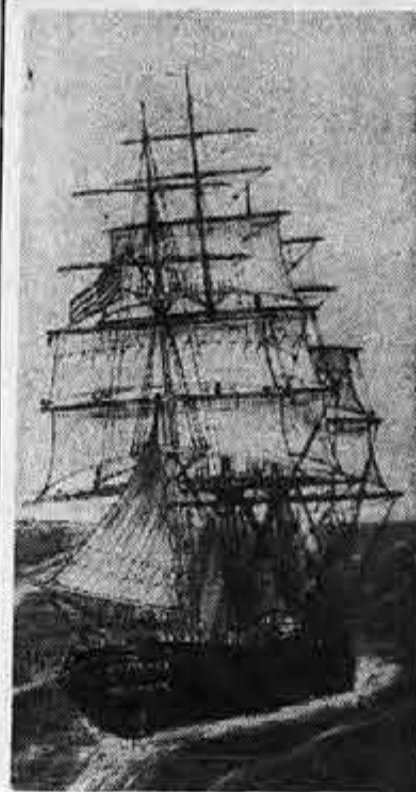
Martenson started learning about ships as a boy in his father's joiner shop and was soon shipping out on tall sailing vessels. His sailing experience includes "dozens of trips 'round Cape Horn and the Cape of Good Hope," he says.

Oil paintings and carvings are Martenson's main mediums. He will often combine the two by doing an oil painting as the back-

ground for one of his intricate ship carvings.

Martenson, who remembers the treatment seamen got in the old days before the advent of strong maritime unions, calls the laws governing seamen "a godsend" which are the result of good leadership by the unions and their members.

His latest project is a carving of the yacht Weatherly defeating the Gretel, Australia's challenger



for the America's Cup, generally considered the "World Series" competition in yacht racing. Weatherly took over the Gretel in four races out of five at Newport, Rhode Island, last month.

Log-A-Rhythms

Ode To Dispatch

By Guillermo Castro

Fifteen days in Khorramshar,
The mooring lines took root;
Fourteen days at Belawan,
With a week at the hook to boot;
Five days here and ten days there—
Now don't you think it's funny;
We lay two days in New York,
And they scream "we're losing money".

Hurry. "Let's have no delay,
This ship from port must hasten";
I'm told there's been a change of name
From Erie to Ulcer Basin;
Ten hooks a'swingin', you can see
The draft marks disappear;
We'll have you out by six tonight—
Of that you need not fear.

Now I don't question progress,
From those days long gone and past,
When the ships had single gear,
And they didn't work so fast;
Five gangs from eight to five,
Then the whole day's work was through,
And the weekends were your own,
Auld acquaintance to renew.

But I can't help but wonder,
Though I s'pose that I should not,
Of the poor illiterate coolie,
And the things he hasn't got.
No radio, no auto and no house,
That's worthy of the mention,
No perforated ulcers, shattered nerves
Or compound hypertension.

—SS Steel Voyager

From USN To SIU

By Phillip Stohrer

A year ago in Boston town,
I paid off of a swift greyhound;
For eight long years I sailed tin cans
On both our coasts and old Japan.

In Labrador and Newfoundland,
From jungle shores to desert sand;
The Gulf, the Med, North Europe too,
And all the time in Navy blue.

How glad I was, at last so free!
I vowed I'd quit my life at sea.
No more gray ghosts or Navy blue,
I'd live ashore and work there too.

But I could not rest upon my bed,
My feet longed for a deck to tread.
My lungs cried out for clean salt air,
The life ashore I could not bear.

My thoughts turned toward the merchant fleet,
The Navy had me all but beat—
With "yes sir", "no, sir", "if you please",
And I couldn't stand that "by your leave".

I got my papers right away
And registered that very same day.
My SIU brothers took me in
And treated me like I was kin.

I'm happy now on union ships,
As I go out upon my trips,
With men who know and love the sea;
At last I've found a place for me.

COE VICTORY (Victory Carriers), June 30—Chairman, Elbert Hogger; Secretary, Frank Allen. Ship's delegate reported no beefs. Smooth sailing. \$17.98 in ship's fund. Ship's delegate to see if there is any bonus if ship goes on shuttle run. Chief engineer to have washing machine repaired before leaving port.

OMNIUM FREIGHTER (Mol), July 1—Chairman, Ervin Anderson; Secretary, Thomas Moller. One man missed ship in Houston. No beefs reported by delegates. Crew requested to flush toilet after use and to make less noise in crew passageway.

COE VICTORY (Victory Carriers), June 2—Chairman, Elbert Hogger; Secretary, Frank Allen. No major

money still in captain's safe. New man picked up in Okinawa. \$4.00 in ship's fund. No beefs reported. Headquarters to look into the fact that the engine department hasn't got watch rooms on this type of ship. See if hospital can't be moved midship and to make room for a watch fo'ale.

CANTIGNY (Cities Service), June 14—Chairman, John Kulosa; Secretary, Jas. E. Rose. No beefs reported by department delegates. Field discussion on Robin Line picketing.

MONARCH OF THE SEAS (Waterman), May 27—Chairman, Victor Brunelli; Secretary, Jose L. Ramos. Crew asked to cooperate with crew messman in keeping messroom clean. Everything running smoothly. No beefs reported.

STEEL SEAFARER (Isthmian), May 27—Chairman, Mike Steaks; Secretary, F. V. Davis. Ship's delegate reported that beef on draws was straightened out by patrolman in Frisco. \$9.30 in ship's treasury. No beefs reported. Vote of thanks to steward department for job well done.

JOSEFINA (Liberty Navigation), May 6—Chairman, A. A. Thompson; Secretary, W. W. Christian. J. O. Bruso, Jr. elected ship's delegate. No beefs reported. Crew asked to keep messhall clean at night and not to throw razor blades in toilet.

MAIDEN CREEK (Waterman), June 5—Chairman, J. W. Fleming; Secretary, J. P. Balliday. Ship's delegate reported that one brother missed ship in New Orleans; otherwise everything running smoothly. \$20 in treasury. Need clarification about men on day work who knock off at 5 PM to be turned to at 6 PM on OT and whether they are entitled to 15 minutes coffee-time before turning to. Suggestion made that everyone give a hand to keep pantry clean at night. Vote of thanks to steward department for a job well done.

PENN EXPORTER (Penn Shipping), May 9—Chairman, G. M. Reese; Secretary, John W. Parker. Louie Holliday elected new ship's delegate. No beefs reported by department delegates. \$8.40 in ship's fund.

WESTCHESTER (Peninsular), June 2—Chairman, S. Wells; Secretary, R. Cheney. Ship's delegate reported that everything is running smoothly. Engine and steward departments received a vote of thanks for job well done. Crew asked to replace cups, etc., taken from galley and to keep washing machine sanitary by cleaning after each load. All screen doors are to be kept locked in Alexandria and Port Said, Egypt.

EMELIA (Bull), June 3—Chairman, Lief Hope; Secretary, Patrick Vain. No beefs reported by department delegates. Ship's delegate to see patrolman about draws in each port and allotment checks arriving late. Vote of thanks to steward department.

ALCOA POINTER (Alcoa), June 16—Chairman, C. E. Lee, Jr.; Secretary, Cleveland Wolfe. All repairs were taken care of. \$20.72 in ship's fund. Ship's delegate resigned but was re-elected due to the good job done on the previous trip. All members asked to come to messhall looking presentable. \$250 was awarded the crew for a splendid safety record.

ORION CLIPPER (Colonial), June 3—Chairman, Boleslav J. Dzelak; Secretary, Frank Naklicki. Six men missed ship in Subic Bay and rejoined outside of Manila. \$22.86 in ship's fund. Motion that something should be done about fellows shipping out of Far East ports. Vote of thanks to steward department.

ALCOA ROAMER (Alcoa), June 4—Chairman, H. H. Patterson; Secretary, James K. Pursell. Everything running smoothly. Captain requests that the library and laundry be kept clean. Suggestion to have vacation plan at \$800 per year without having to get off ship. Vote of thanks to steward department.

PENNMAR (Calmar), June 13—Chairman, Frank G. Ortiz; Secretary, A. W. Perkins. No beefs reported. Request for wash bowl in spare toilet for steward department use.

DIGEST of SIU SHIP MEETINGS

beefs reported. \$17.98 in ship's fund. Ship's delegate to see captain about crewmember turning to one hour late.

SHORT HILLS (Sea-Land), June 9—Chairman, Leo de Parlier; Secretary, Vincent Genco. Ship's delegate reported no beefs and smoother dealings due to new regime topside. Motion that patrolman initial book when dues and assessments are paid. At end of year, men could go to any hall and have receipts for year verified and noted in his book to avoid duplicate payments due to errors. Crew asked not to slam messroom door and to bring cups back to pantry.

STEEL SURVEYOR (Isthmian), June 9—Chairman, J. Blanchard; Secretary, M. S. Sospina. Ship's delegate reported everything running along smoothly. \$315.00 safety award money in captain's safe. \$36.62 on hand with ship's treasurer. No beefs reported. J. Blanchard elected new ship's delegate. Suggestion made to keep crew pantry and messhall clean at all times. All screen doors should be closed while ship is in port to avoid files.

CITIES SERVICE MIAMI (Cities Service), June 9—Chairman, V. L. Swamm; Secretary, G. Faircloth. Small beef regarding working OT squared away. \$2.52 in ship's fund. Suggestion made to make a collection for same. No beefs reported by department delegates. Motion to negotiate wage scale on horsepower tonnage basis for possible wage increase on supertankers. Crew requests better grade of toilet tissue.

COTTONWOOD CREEK (Bulk Transport), March 31—Chairman, Walter P. Wallace; Secretary, V. E. Monte. Fine trip so far. Everyone is very cooperative and a sense of good fellowship exists. \$20.00 in ship's fund. Jessie Collins was elected ship's delegate. Cots issued to nearly everyone, and it was suggested that care should be taken as trip will probably be a long one.

EMILIA (Bull), June 3—Chairman, Lief Hope; Secretary, Patrick Vain. Ship's delegate to check with patrolman about draws. Two men in deck department left ship. Allotment checks arriving late. Vote of thanks to steward department.

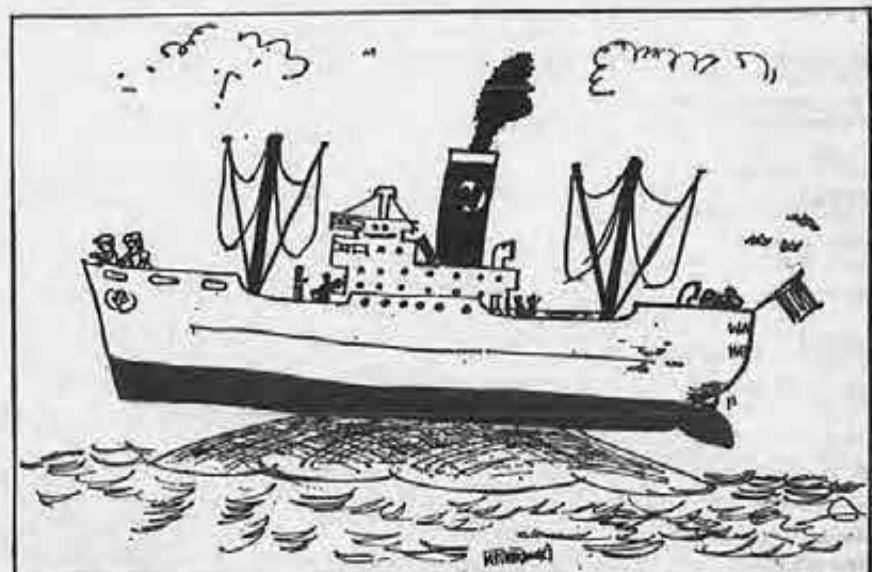
OCEAN EVELYN (Maritime Overseas), June 9—Chairman, Alex Janes; Secretary, Peter A. Siems. All disputed OT will be taken up with patrolman. Suggestion to elect a safety man for each department at next ship's meeting.

COLUMBIA (Cape Waterways), April 22—Chairman, John S. Hauser; Secretary, A. W. Morales. Ship's delegate reported one man sent to hospital, paid off and flown back to States. No beefs reported by department delegates.

FAIRPORT (Waterman), June 4—Chairman, Steve J. Thayer; Secretary, John J. Doyle. Crewmember missed ship in San Francisco, gear and

'Sea-Life'

By William Pietrowski



"Well, Clarence, in a situation like this I think we should wake the old man up..."

SIU Family Gathering



Dad Roland Roxbury brought the family around to see what the SIU hall is like and this picture is their memento of the visit. With Roxbury, who ships on deck are (l-r), daughters Susan, 5, and Catherine, 2; son James, 3½, and Mrs. Roxbury. The family lives in Queens, NY.

PERSONALS and NOTICES

Carl A. Dahl
Get in touch with T. C. Douglas, Welaka, Fla., about a real estate matter and papers you must sign.

Peter T. Murphy
The above-named or anyone knowing his whereabouts is asked to contact his mother, Mrs. Rita Jones, 338 City Island Ave., Bronx 64, NY.

Edward Fernandez
You are asked to contact A. Poli, 66 Robble Ave., San Francisco, Calif., about some mail being held for you.

David A. McCready
Contact Olive Deutsch, 407 West Bernard St., Hariford, Mich.

Wayman C. Lizotte
Your wife asks you to contact

her as soon as possible at 834 Leo Street, Sampaloc, Manila, The Philippines.

Gillis LeRoy Glendenning
You are asked to contact your mother at 4212 Groveland Ave., Baltimore 15, Md.

Crewmembers, USAF E-42-1836
A claim for wages and overtime from 8/28/61-9/19/62 is pending before the US Air Force.

Harold Edward Arlinghaus
You are asked to get in touch with Miss Larain Arlinghaus, 264 Dana Avenue, Columbus, Ohio.

A. Anderson
Your gear from the Penn Exporter is being held at the Port Arthur Hall. Send a forwarding address to Port Arthur regarding same.

Charles Martin
Get in touch with Pensa Movers about your furniture.

John Wegert
Contact your brother George at 211 Edwards Drive, Pittsburgh 9, Pa.

Ex-SS Council Grove
The crewmember who got off the SS Council Grove on September 11 and left his watch on board can claim it by sending a letter with the full description to George McCurley, Ship's Delegate, SS Council Grove, c/o Collin and Gissel, Agents, Woosely Bldg., PO Box 1145, Lake Charles, La.

Carroll H. Andrews
Contact Jack Brock on the overseas Rebecca, or leave his gear with Neil Pardo.

George H. (Frenchie) Ruf Stanley U. Johnson
Get in touch with Dick Stone on the Overseas Rebecca.

George R. Tallberg
Important. Contact your wife regarding legal matter, at 8610 Sharondale, Houston 33, Texas.

Gordon Chambers
Anyone knowing the whereabouts of the above-named is asked to contact his mother, Mrs. Ann Chambers, 1145 Woodycrest Ave., Bronx 52, NY.

Baggage Held
Baggage is being held for the following men at the Delta Steamship Lines, Poydras Street Wharf, Baggage Cage Section 47 (upstairs) in New Orleans:

E. Stark, E. Armstrong, Lindsey, T. Sheridan, R. McPherson, E. Jor-

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.

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

dan, O. Martin, H. Limbaugh, C. Coates, Garza, B. Pierson, R. Shepard, Davis Klenke, and J. Prudhomme.

Checks and mail are being held for J. R. Allen, Frank Stanley Liro and Louis A. Dela Cerda, by Mrs. M. C. Hayman, 115 Melby Street, Houston 3, Texas.

Charles Slanina Juan M. Hernandez

You are asked to get in touch with Green's Jewelers, 301 N. Chaparral Street, Corpus Christi, Texas.

Gomafre Bloemen
Get in touch with Mrs. E. Schmidt, 201 W. 103 St., Apt. 3E, New York 25, NY.

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

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1938

ANOTHER page in the history of the SIU has now been completed, formally marking the 24th anniversary of the Seafarers International Union—first established on November 1, 1938. The beginnings of the present-day SIU of North America had come about just two weeks earlier, when the American Federation of Labor convention at Houston issued an international union charter to Harry Lundeberg, secretary-treasurer of the Sailors Union of the Pacific. Lundeberg, as president of the SIUNA, thus set out to build a strong, militant, democratic seamen's union. He issued two separate charters on November 1 to form the old Atlantic and Gulf Districts of the SIU and, by 1941, when merger was achieved on the Atlantic and Gulf coasts, this paved the way for the present district structure of the SIU. It also led to the parallel development of the SIUNA, which today numbers some 80,000 members on all coasts of the US, Canada and in the Caribbean, with representation among seamen, fishermen, boatmen, allied marine workers and in other maritime crafts. The history of the SIU and its affiliates is the history of the seamen's movement for the same period, and is reflected in the pages of the SEAFARERS LOG and in many other places. It is a story of growth, change and development down through the years to improve the stature of seamen and all maritime workers and



to maintain their job opportunities and livelihood. Organizing the unorganized has always been the byword.

THE early years of the SIU were marked by tough fights to gain bargaining rights and new contracts, to establish the union hiring hall and to defeat attempts by the Communists and other outside groups to dominate the waterfront. After the war years, organizing began anew, amid efforts to build a strong union and provide necessary benefits and protection for a growing membership. New programs of welfare and vacation benefits began, as SIU men took on families and gained additional responsibilities ashore. The post-war period also saw the SIU battling to halt the decline of the industry by championing "50-50" shipping legislation and similar measures to combat the problem of tax-dodging runaway fleets and threats to seamen's jobs in other areas. These matters of concern remain the same today, even though ships and seamen may change, since the arena remains the same . . .

On this occasion, when SIU men and their families can take time out to look back at the past, the record of history is worth reviewing as a key to the future, and to the years and gains to come. This is the only reason for looking backward to 1938, since the years ahead continue to hold the brightest promise for all hands.

1962