

PROTECT YOUR RIGHTS!



WRITE . . .

The Bonner bill (HR 1897), which would impose compulsory arbitration on the maritime industry, is now the subject of hearings by the House Merchant Marine and Fisheries Committee. SIUNA President Paul Hall has appeared before the Committee and voiced vigorous opposition to the proposed legislation.

The bill would lead to compulsory arbitration of collective bargaining disputes in maritime, but would fail to meet any of the major problems plaguing the industry.

It would destroy the basic American right to bargain freely.

Help defeat this dangerous legislation by writing the members of the House Merchant Marine & Fisheries Committee to protest this proposal to cripple seamen's unions and all trade unions.

(See the back page of this issue for a complete list of the Committee members and the areas they represent.)

New Look At Maritime?

US Shipping-Cargo Aid Campaign Set

WC Containerships Clear First Hurdle

—Story On Page 3

SIU Plan Pays License Costs

—Story On Page 3

SIU Plant Workers Strike At Jay-Kay

—Story On Page 2

SIU Cable Ship Gets First Job

—Story On Page 5

Ready Convention Delegate Balloting

—Story On Page 3

SIU Tidelands Victory Upheld

—Story On Page 7

Gov't Stand Awaited

Anti-Strike Bill Hearings Recess

WASHINGTON—Railroad and trucking industry representatives have added their support to the Bonner bill (HR 1897) urging compulsory arbitration in all maritime disputes, as the House Merchant Marine & Fisheries Committee went into recess on the issue last week.

The hearings are expected to resume shortly for further testimony by labor, management and Government witnesses.

No formal statement on the issue of compulsory arbitration in labor-management disputes in maritime has yet been made by a Government spokesman.

Seafarers, meanwhile, are urged to take advantage of the hearing recess to send protests to the members of the Committee against the proposed legislation as a threat to free collective bargaining not only in maritime, but to all unions. (See Pages 1 and 16.)

The measure was vigorously denounced by SIUNA President Paul Hall, also speaking on behalf of the AFL-CIO Maritime Trades Department, when he testified against the bill at House hearings on March 14 and again on March 19. Hall sharply criticized the bill for its implications on the rights of American workers and their unions.

He warned that the Bonner bill "would be the end of true collective bargaining because the compulsory arbitration machinery would supplant the give-and-take of bargaining as we know it."

The testimony by railroad and trucking spokesmen followed the same line as that of subsidized shipping operators who have testified in favor of the legislation as a "fair" and "suitable" solution to problems in maritime. Their interest in the bill is from the standpoint of their waterfront operations, as well as the larger interest of the railroads to cripple job security efforts by the major rail unions, via tightening of the Railway Labor Act.

A spokesman for the American Maritime Association, testifying on behalf of the AMA's non-subsidized operators, previously stated that it was opposed to the bill. The only other segment of maritime management opposing the compulsory arbitration proposal was a representative of a group of oil companies operating both US-flag and runaway-flag tankers. He stated that his group opposed the bill because it would be "at the cost of sacrificing one of the most important values of a free society—the right and duty of management and labor to order their affairs through private decision, independently of Government direction."

Speaking for the tanker companies, Walter C. Ford, formerly Deputy maritime administrator, then proceeded to urge a broad program of new labor legislation including one proposal to limit strike action by Federal court orders.



SIU Strikes Jay-Kay Plant

NEW YORK — Over 600 members of the United Industrial Workers have demonstrated solid support for union action by manning mass picketlines against the Jay-Kay Metals Company and a Bronx subsidiary after the company failed to come up with an acceptable offer on a contract renewal.

The strike, which began on April 2, has been highly effective and has completely cut production at the company's facilities. Jay-Kay has its main plant in Long Island City. The subsidiary, Fox Plating Company, is located in the Bronx.

Strike action erupted when the company balked at instituting necessary contract improvements, although the SIU-UIW had won a 3-1 victory covering the Jay-Kay operation in a National Labor Relations Board election on February 14. The election was called on a petition by an "independent" Local 355, which the UIW had previously defeated in 1961.

'Sweetheart Contract'

Local 355 originally had a sweetheart contract arrangement at Jay-Kay, but when the UIW offered an opportunity for a real union agreement, the company's workers gave the UIW their full support. The "independent" came back for another try this year and was soundly defeated again. It had also been whipped by the Union on several previous occasions in other plants.

To aid striking members during work stoppage, a Strike Welfare Committee has been established by the Union to provide medical and legal aid to strikers, food for strikers' families where needed, transportation to and from picketlines and hot meals for pickets.



Mass picketline (top) of SIU United Industrial Workers at Jay-Kay Metals plant in Long Island City, NY, demonstrates membership support of union strike action. Above, rank-and-filer Hector Gonzalez assists distribution of picket signs to Jay-Kay striker Raymond Troutman, reporting to temporary strike headquarters for picket duty.

Puerto Rico SIU Scores New Gains

SAN JUAN—Posting a steady pattern of growth, the Seafarers International Union of Puerto Rico has continued to score election and contract victories in many parts of the Island. It reported three more balloting wins in National Labor Relations Board elections last month.

In one, where the SIU beat Jimmy Hoffa's Teamsters by a margin of 68 to 40 at a Volkswagen facility, Hoffa's representatives retired from the field after reportedly claiming they lost on "bad publicity." A Grand Jury investigation has been going on for some time here on the affairs of the Teamsters union.

The SIU also took another vote by 28-12 at the Fiberdyne Corporation in Ponce, and won unopposed at Westinghouse Elevator here in San Juan by a count of 16-1.

According to its latest organizing report, the SIU has signed up almost three dozen companies since June, 1961, including 20 in 1962. Membership figures show an increase of almost a third since December, 1961.

The SIU has been engaged in an active organizing drive in many areas here for several years, and was one of the first mainland unions to establish a full-time organization in Puerto Rico because of the large sea-going membership in the area.

Coast Guard To Operators:

'Act Faster' On Ship Losses

NEW YORK—Ship operators have been advised by the Coast Guard to order all their vessels to submit routine position reports as a measure to promote greater safety at sea.

Speaking to a gathering of the NY Propeller Club and the Marine Section of the National Safety Council, Rear Adm.

James D. Craik, chief of staff of the 3rd CG district, urged shipowners to notify sea rescue units promptly when the position checks are not received, or the home office is unable to locate and contact its vessels.

Sulphur Ship Inquiry

Adm. Craik, presently chairing an investigation into the mysterious disappearance of the sulphur carrier Marine Sulphur Queen, said these actions should be taken so that rescue operations can be started while there is a chance of finding survivors and averting a disaster.

The recommendations were

prompted by the loss of the ill-fated Marine Sulphur Queen somewhere in the Gulf near the coast of Florida after she had left Beaumont, Texas, on February 2. The ship was expected to arrive at Cape Henry, Va., on February 7.

According to the CG the last message it had from the ship was received shortly after she left Beaumont, but that as early as February 3, radio messages from shore were not being delivered to the ship. This was not reported until the 7th, when the sulphur tanker failed to send in an arrival time to Cape Henry. CG officials have said that this kind of situation is one that should be avoided.

SEAFARERS LOG

April 19, 1963 Vol. XXV, No. 8



PAUL HALL, President

HERBERT BRAND, Editor; IRWIN SPIVACK, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYER, ALEXANDER LESLIE, HOWARD KESSLER, Staff Writers.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 7-6480. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



BULKSHIP SALES CLOUD REVIVAL OF BULL LINE

NEW YORK—A US marshal's sale of the bulk carrier Southampton for \$2.5 million on Tuesday in Portland, Oregon, has further complicated plans to reorganize the Bull Line-Kulukundis shipping operation under a new trusteeship arrangement.

The 23,350-ton Southampton was auctioned off at a marshal's sale to Oriental Exporters, Inc., which presently operates four other SIU-contracted bulk carriers. Two other Bull Line-Kulukundis ships, the Kathryn and the Westhampton, have already been sold to SIU-contracted companies.

The sale of the Southampton must still be approved by the Federal courts, where a hearing is scheduled on Monday here in New York before a bankruptcy referee. If the Bull-Line-Kulukundis American fleet were to be reorganized under a trusteeship arrangement acting for creditors, the Southampton and the Westhampton would both be key revenue earners in the reorganized enterprise. The Westhampton is also a bulk carrier.

Bull Line-Kulukundis creditors include the SIU and other shipboard unions with a direct interest in monies owed to members' welfare, pension and vacation funds, as well as SIU crewmembers who have filed liens against individual ships for wages due.

SIU crewmen of the Westham-

ton have been paid off in full, and crewmembers of the Kathryn are still being paid. The last of the SIU crewmen stranded overseas when the Kulukundis operation's difficulties started returned last week to San Francisco as the remainder of the Mount Rainier crew arrived from Yokohama.

All other crews are back in the States and were advanced money from an escrow fund secured by the SIU some time ago to cover wages and allotments owed to SIU crews and families.

Three Bull Line ships, the Beatrice, Mount Evans and Sands Point, are scheduled for sale May 9 in Baltimore. The Star Point is to be sold April 24 in Philadelphia and the Frances is awaiting sale in New Orleans.

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Convention Delegate Vote Slated

NEW YORK—Nominations for the post of delegate to next month's special and 11th biennial conventions of the Seafarers International Union of North America ended this week, on Wednesday, April 17. Secret balloting is scheduled to take place in all ports on Tuesday, April 30.

The convention will be held in Washington, DC, beginning Monday, May 6, at the International Inn. On the basis of its per capita payments to the international, the SIU Atlantic, Gulf, Lakes and Inland Waters District has been allotted a total of 15 delegates.

In accord with the SIU constitution, the membership has already approved the series of procedures concerning the nomination and election of delegates at regular and special meetings this month. Individual notices and a copy of the recommended procedures were previously mailed to all SIU members at their last-known home address. The text of the procedures was also carried in the last issue of the SEAFARERS LOG.

Under the procedures, a six-man rank-and-file committee was elected at a special headquarters meeting on April 17 to pass upon the eligibility of the nominees and to act on any appeals. Its report will be acted upon Monday, April 22, at a special headquarters meeting called for that purpose at 8 PM.

A Polls and Tally Committee will be elected in each port on April 30 to conduct the actual voting and tally the results.

Seafarers who wish to offer suggestions for the guidance of the delegates are urged to do so by sending them to the office of the Secretary-Treasurer, at headquarters, to be received no later than May 2.



One of the first SIU men to qualify for license training program, deck department veteran Frank L. Verner (right) shows school enrollment card to SIU Port Agent Buck Stephens at the New Orleans hall. His training for 3rd mate's license at private maritime school is covered by new upgrading program.

SIU Plan Pays Cost Of License Training

Seafarers can now apply in all ports for shoreside training under a new program which prepares SIU men to qualify for upgrading to deck and engine department licenses. The program provides a total benefit of up to \$500 to be applied to the cost of school training and subsistence during the period of training.

In order to qualify, Seafarers must have sailed at least 90 days in each of the past two calendar years and at least one day in the last six months with SIU companies. The rules allow for the trustees to waive the seafaring requirement if these create an undue hardship on any Seafarer.

The benefit amount of \$500 includes a subsistence allowance of \$56 per week to seamen regularly attending an accredited school. However, the cost of both tuition and subsistence cannot exceed the

total benefit of \$500, and all tuition fees must be paid directly to the school.

In the first phase of the license training program, six SIU men have already completed their training and have received mates and masters licenses. The group includes William N. Mitchell, John McNair, Norman F. Merck, John E. Southard, Raymond H. McMullen and Walter L. Schroeder, all in Philadelphia.

Several other SIU men are currently enrolled in schools around the country preparing themselves for license exams. They are attending different schools ashore in New York, Jacksonville, New Orleans, Port Arthur and Oakland, Calif.

Seafarers who have the seafaring for a license can contact any SIU port agent for an application. Once the application is approved, they can attend any accredited school they choose. Any correspondence course, home or shipboard self-study without regular class attendance does not qualify under the program.

Examiner Backs WC Boxships

MA Moves Spur Aid To Shipping

WASHINGTON—A series of moves to boost US domestic and offshore shipping operations by Government action is taking place here, while a possible Senate hearing on a bill to blast new loopholes in the Jones Act may open next month.

In one major step, a Maritime Administration examiner has approved the pending application of the American - Hawaiian Steamship Company for a Government-insured mortgage on three new containerships to be put in intercoastal service out of the West Coast. The A-H bid has been strongly backed by the SIU Pacific District, whose members would man the ships.

Examiner Paul N. Pfeiffer approved Federal mortgage insurance on three 24-knot lift-on, lift-off containerships which would be built by the company at an estimated cost of \$63 million. Each of the vessels would carry 988 30-foot containers. The company's application will now go to the Maritime Subsidy Board.

American-Hawaiian has been trying for almost five years to get its construction program underway. Its entry would be the second in the intercoastal trade since SIU-contracted Sea-Land began East-West operations last September.

In reaching his decision, the examiner cited a study made by the Western Traffic Association, a railroad group which vigorously opposed American-Hawaiian's proposal. Its study indicated a sizeable volume of traffic potentially available to an intercoastal containership service and went so far as to outline rate-cutting procedures to be used by the railroads in case a containership service started.

Other developments included the following:

- The vacant post of Domestic Shipping Specialist in the Maritime Administration, a new post, was filled by the nomination of H. T. Whipple, Jr., formerly with Alabama Drydock and American President Lines.

- The MA also announced the appointment of Maitland S. Pennington as Special Assistant in the

Immediate office of the Maritime Administrator to handle special assignments and studies, the first of which will be "to develop employment for American ships and seamen." Pennington was formerly with Robin Line.

- SIU-contracted Seatrain Lines said it expected to put the New York and the Savannah into weekly service between New York and San Juan, beginning an interim service about May 15. Both ships will be equipped with cranes.

- Sea-Land inaugurated the first scheduled domestic containership service from the Port of Baltimore, using the Mobile and New Orleans to make weekly runs to Puerto Rico.

Meanwhile, the fight against the invasion of the domestic trade by foreign ships will be renewed in the next few weeks, when a bill by Sen. Maurine Neuberger (D-Ore.) is expected to come up for a hearing. The new proposal would eliminate present time limits on the use of foreign-flag vessels in the lumber trade to Puerto Rico.

Sen. Neuberger's original bill, adopted last year, set up a one-year trial for the movement of lumber from the Pacific Northwest to Puerto Rico on foreign ships, if no US vessels were available. The law has already been interpreted to allow Georgia lumber shippers to utilize foreign tonnage on the same basis.

House OKs Ship Study Funds Bill

WASHINGTON — A request made in February for funds to cover a Commerce Department study of current problems affecting the US merchant marine was approved by the House of Representatives on April 10, after the Appropriations Committee had made a 50 percent slash in the \$1.2 million asked for the research program.

In his transportation message to Congress a year ago, the President instructed the Secretary of Commerce to undertake a comprehensive study of merchant marine problems. Special attention was urged to study the condition of coastal and intercoastal shipping and the costs of service to non-contiguous territories such as Alaska, Hawaii and Puerto Rico.

The Chief Executive recommended that the study examine technological advances and alternatives to existing methods of providing Federal assistance to the industry. The question was also raised whether criteria established by the 1936 Merchant Marine Act as guides to the establishment of essential trade routes and services are still applicable.

SIU Shipping System Proves Job Security

The original shipping rules and the seniority shipping system under which Seafarers have been dispatched to jobs since 1955 will be eight years old next month, dating back to May, 1955, when they were put into full effect by membership action in all ports.

The A-B-C seniority system, and its three separate classes of seniority, is based on continuity of employment aboard SIU-contracted vessels, and was an expansion of the original rotary shipping system established by the SIU through the union hiring hall in the early days of the Union.

A study of the A-B-C system would show that it operates just like A-B-C, and has resulted in steadily-improved job security for Seafarers over the years since 1955 despite the declining nature of the industry.

Over the past five years, for example, as reported regularly in each issue of the SEAFARERS LOG, at no point did class A seniority men fill less than 53 percent of the total jobs shipped in a given period.

The average, however, is considerably higher, since on some occasions the class A portion of the total shipping has reached 83 percent. It would even out at around 65 percent, showing that two of

every three available jobs are filled by class A seamen.

In the same manner, the "high" and "low" from 1958-63 for class B was 33 percent and 15 percent, respectively. For class C newcomers to the industry, it has ranged as low as 2 percent and as high as 19.

Figures for the latest period available, covering the second half of March, 1963, are 59, 33 and 8 percent in A, B, C order.

The built-in protection that the present A-B-C system represents, however, is this:

Based on the number of top seniority men registered on the beach at any time, class A is assured first crack at all available jobs, except for emergency shortages in some ports, and this could boost the A portion of total shipping in any period to almost 100 percent.

Interestingly, more jobs are being shipped today, on the average, than were dispatched during 1955 when the A-B-C system was instituted. That's what SIU job security means to Seafarers.

Jamaican Visitor At SIU



On a tour of SIU headquarters, Prince A. Golding, executive council member of the National Workers Union in Jamaica (right), discusses union problems on the Caribbean island with SIU Vice-President Earl Shepard. Golding is in the US making a study of the American trade union movement.



SEAFARERS ROTARY SHIPPING BOARD



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

March 16 Through March 31, 1963

Total SIU shipping for the second half of March dropped off slightly from the pace of the previous two weeks, though last month showed the highest shipping for the month of March in at least five years. The total for the two-week period just ended was 1,396 men shipped, while the figure for the entire month was way above average at 2,847. The best figure approaching this one was 2,689 in 1961.

In addition, both deck and engine department shipping was higher this period than for the first half of the month, so the steward department was the only one that showed any decline. Registration throughout the District also fell off again, to 1,254, so the number of men left on the beach at the end of the quarter amounted to 3,816 in all departments.

The figures also list some improvements in shipping for Baltimore, Mobile and Houston, as well as San Fran-

cisco. Seattle's shipping held up fairly well, but Philadelphia continued to drop. New York and New Orleans were busy despite slower shipping than usual.

Generally, the shipping picture also shows more pay-offs and sign-ons for the end of month, with the only dip appearing in the in-transit column (see right). Boston, Norfolk, Jacksonville and Tampa were the only ports with no sign-ons at all.

Among the seniority groups, class B men landed a higher-than-usual portion of the total jobs shipped, so they accounted for nearly 33 percent of all the jobs dispatched. This produced a dip in the class A figure, indicating that many Seafarers with class A seniority were holding back and not throwing in for many of the available berths. The class A percentage of all shipping was 59 percent; class C men accounted for the remaining 8 percent.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	7	0	10	17
New York....	24	6	25	55
Philadelphia..	4	5	10	19
Baltimore ...	3	5	10	18
Norfolk	0	0	6	6
Jacksonville ..	1	0	7	8
Tampa	0	0	2	2
Mobile	9	5	2	16
New Orleans..	5	9	25	39
Houston	7	6	32	45
Wilmington ..	0	1	7	8
San Francisco..	3	3	6	12
Seattle	11	11	7	29
TOTALS ...	74	51	149	274

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	3	6	3	12	0	0	2	2	1	3	0	4	0	0	2	2	0	0	0	0	0	4	2	0	6	7	13	6	26	0	1	7	8
New York	19	36	14	69	2	8	13	23	20	47	7	74	1	10	14	25	2	3	4	9	74	25	9	108	86	123	34	243	3	58	54	115	
Philadelphia	4	6	3	13	0	3	13	16	2	5	4	11	0	2	2	4	2	3	0	5	11	4	5	20	1	2	1	4	0	0	6	6	
Baltimore	7	18	3	28	0	2	8	10	11	24	4	39	0	6	12	18	0	1	0	1	39	18	1	58	32	73	11	116	0	10	34	44	
Norfolk	5	6	2	13	1	1	0	2	1	2	0	3	0	0	0	0	0	0	0	0	3	0	0	3	15	23	5	43	3	6	11	20	
Jacksonville	3	7	0	10	0	1	1	2	1	2	0	3	0	2	0	2	0	0	0	0	3	2	0	5	10	15	3	28	1	11	12	24	
Tampa	2	3	0	5	0	0	0	0	0	1	1	2	0	0	1	1	1	0	0	0	2	1	0	3	5	11	2	18	0	2	2	4	
Mobile	10	14	6	30	1	6	1	8	10	24	4	38	2	9	12	23	0	1	3	4	38	23	4	65	30	35	5	70	1	3	9	13	
New Orleans	16	34	16	66	1	6	22	29	13	36	8	57	0	10	8	18	0	0	2	2	57	18	2	77	82	53	25	160	10	102	108	221	
Houston	16	31	8	55	0	8	12	20	17	35	6	58	3	6	17	26	0	1	3	4	58	26	4	88	57	78	18	151	1	43	29	73	
Wilmington	3	2	1	6	0	4	0	4	0	4	1	5	0	1	0	1	0	0	0	0	5	1	0	6	9	8	2	19	0	15	6	21	
San Francisco	10	6	2	18	0	2	3	5	5	9	3	17	1	4	4	9	0	2	2	4	17	9	4	30	24	14	5	43	2	7	14	23	
Seattle	10	14	4	28	0	12	6	18	8	12	3	23	2	11	6	19	0	3	0	3	23	19	3	45	28	15	4	47	0	14	6	20	
TOTALS	108	183	62	353	5	53	81	139	89	204	41	334	9	61	78	148	4	14	14	32	334	148	32	514	386	463	119	968	21	272	299	592	

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	2	0	2	2	0	1	3	0	3	0	3	1	3	0	4	0	0	1	1	3	4	1	8	2	5	1	8	1	1	4	6
New York	11	38	4	53	6	12	9	27	15	44	1	60	5	19	12	36	3	7	5	15	60	36	15	111	38	121	17	176	12	53	30	95
Philadelphia	1	9	2	12	0	6	5	11	1	4	4	9	0	2	4	6	0	0	0	0	9	6	0	15	1	0	0	1	0	3	1	4
Baltimore	1	14	2	17	0	8	11	19	3	21	4	28	0	7	6	13	1	1	0	2	28	13	2	43	7	55	6	68	2	24	30	56
Norfolk	3	2	0	5	0	4	0	4	1	4	1	6	0	0	0	0	0	0	0	0	6	0	0	6	6	22	4	32	2	10	6	18
Jacksonville	0	1	1	2	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	2	10	3	15	1	12	9	22
Tampa	0	4	0	4	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	1	1	1	3	0	13	0	13	0	1	1	2
Mobile	2	12	2	16	0	3	5	8	2	21	6	29	1	14	8	23	0	4	1	5	29	23	5	57	5	26	4	35	0	9	12	21
New Orleans	8	29	5	42	2	14	20	36	13	38	3	54	1	15	13	29	0	1	0	1	54	29	1	84	33	80	10	123	2	68	87	157
Houston	10	38	1	49	2	14	10	26	9	32	3	44	2	30	21	53	0	5	3	8	44	53	8	105	32	73	4	109	10	42	37	89
Wilmington	2	3	1	6	0	2	3	5	1	3	2	6	0	4	0	4	0	1	0	1	6	4	1	11	5	17	4	26	2	4	6	12
San Francisco	2	17	4	23	0	0	4	4	3	10	2	15	0	4	1	5	0	1	3	4	15	5	4	24	3	24	4	31	1	2	8	11
Seattle	4	14	1	19	0	9	5	14	3	15	1	19	0	6	8	14	0	1	1	2	19	14	2	35	4	27	2	33	1	5	4	10
TOTALS	44	183	23	250	12	74	73	159	52	195	27	274	10	105	75	190	4	22	14	40	274	190	40	504	138	473	59	670	34	234	235	503

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-5	1	2	3	ALL	1-5	1	2	3	ALL	1-5	1	2	3	ALL	1-5	1	2	3	ALL	1-5	1	2	3	ALL	A	B	C	ALL	1-5	1	2	3	ALL	1-5	1	2	3
Bos	0	1	0	3	4	1	0	3	4	0	1	0	1	2	0	0	2	2	0	0	1	1	2	2	1	5	1	6	1	4	12	1	0	6	7			
NY	6	15	6	15	42	3	2	13	18	5	12	4	31	52	4	1	15	20	1	0	15	16	52	20	16	88	13	81	38	82	214	2	8	44	54			
Phil	1	5	3	4	13	0	0	3	3	1	4	1	3	9	0	0	3	3	0	0	4	4	9	3	4	16	1	3	2	3	9	0	0	1	1			
Bal	2	7	1	16	26	0	1	12	13	4	7	3	10	24	0	0	6	6	0	0	8	8	24	6	8	38	15	21	12	34	82	1	1	24	26			
Nor	0	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0	1	1	0	2	1	3	3	13	2	2	20	4	1	9	14			
Jac	1	4	8	2	15	0	0	2	2	1	1	0	0	2	1	0	1	2	0	0	0	0	2	2	0	4	2	2	1	2	7	1	3	8	12			
Tam	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	8	10	0	1	1	2			
Mob	1	4	0	6	11	0	0	9	9	2	6	4	11	23	1	3	13	17	0	0	6	6	23	17	6	46	7	12	6	18	43	0	0	10	10			
NO	3	11	8	29	51	3	0	31	34	3	8	5	16	32	2	2	14	18	0	0	3	3	32	18	3	53	21	45	23	100	189	9	7	95	111			
Hou	0	10	3	9	22	1	0	20	21	2	16	2	18	38	1	0	28	27	0	0	1	1																

Eye Possible Move On UAR Blacklist

WASHINGTON—Arrangements completed in the Middle East this week for a new political union between Egypt, Iraq and Syria raises the question of an intensified Arab blacklist against American and foreign ships which have traded with Israel.

The blacklist system, which has closed the Suez Canal to 33 American vessels and almost 300 ships of other nations, has continued since 1957 in violation of traditional maritime law and the rights of all nations to free use of international waterways. It is primarily aimed at curtailing Israeli shipping and trade, but has been applied equally to vessels of many countries, including American ships and seamen.

A federation uniting Egypt and Syria dissolved in 1961, but has now been re-established as the second United Arab Republic, with the addition of Iraq as its newest member. The recipient of many US dollars in foreign aid, Egypt, which has continued to carry the name of the United Arab Republic, would be the largest province in the second UAR. Cairo would pre-

sumably be the capitol of the new federation.

The original Arab League blacklist system carried out by the UAR has long been opposed by the SIU. To protest mistreatment of US seamen and loss of job opportunities, the SIU, together with members of the International Longshoremen's Association, picketed the Egyptian-flag Cleopatra in the Port of New York for several weeks in 1960. The picketlines were removed on assurance of the State Department that steps would be taken to end the blacklist and the mistreatment of American seamen.

Previously, an SIU-manned ship, the Kern Hills ran an Egyptian blockade after the Suez War of 1956, docking at the new Israeli port of Elath. The tanker was first port of Elath. The tanker was the first ocean vessel to pass into the to Israel.

The blacklist system was soon developed as the Arab answer to free navigation and trade, causing many ships to bypass trade with Israel or to change their names and operation each time they returned from the area.

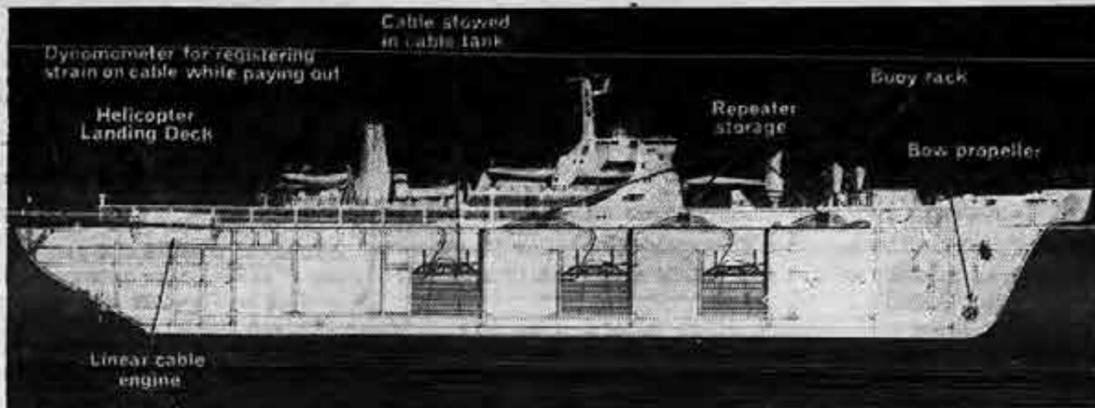


Diagram illustrates compartment design of SIU-manned cable ship Long Lines (Isthmian) with facilities for handling long-range cable-laying assignments.

New SIU Ship Arrives In US To Start Atlantic Cable Job

BALTIMORE—The SIU-manned cable-laying ship Long Lines arrived here April 13 on her maiden voyage from Hamburg, Germany. The largest ship of its kind in the world, the Long Lines is owned by the American Telephone and Telegraph Company and is chartered to Isthmian Lines.

Originally scheduled for delivery a year ago, she was delayed when the shipyard where she was being built went bankrupt. The cable ship will eventually have a crew of more than 100, including technical personnel, when she takes over extensive cable laying work for AT&T.

Her initial job, scheduled for this summer, will be to lay a tele-

phone cable between Tuckerton, NJ, and Cornwall, England.

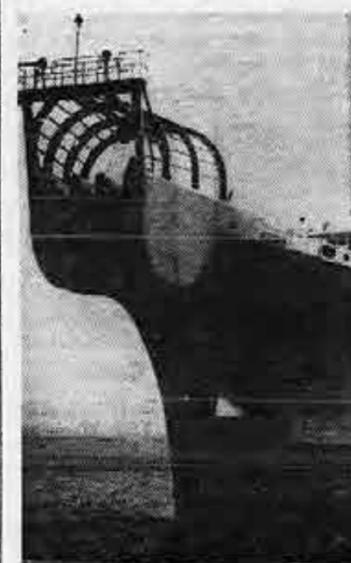
Since there is no other large cable ship under the US flag, the SIU negotiated a special manning scale to cover the crew, whose size is basically the same in the three shipboard departments as the crew manning a conventional C-3 freightship.

Commenting on the selection of the ship's personnel, A. E. King, president of Isthmian, stated: "American maritime labor unions, realizing that the Long Lines' crew will perform duties never handled by American seamen in a project vital to the progress of communications, have extended full cooperation in every way they can."

While they are here in Baltimore, the SIU crewmembers will take part in a training period of several weeks to prepare for the actual cable-laying work. The ship will then load armorless cable at the Western Electric Company's Point Breeze plant. She has cargo capacity of 2,000 nautical miles of undersea cable which she can lay at eight knots an hour.

In addition to the cable-laying machinery, the Long Lines has some novel features, including a special five-bladed propeller to cut vibration, a helicopter landing deck

and an underwater bow propeller to force a stream of water through a tunnel in either direction, at



Bow shot of Long Lines shows sheaves used for cable-laying and grappling. Structure over sheaves, called a bow gantry, can be covered during bad weather.

right angles to the direction of travel, for super-fine maneuverability. She can be steered from the bow and stern as well as from the bridge. The ship's engines can be controlled directly from any of these positions.

All crew quarters are air-conditioned and there are lounge and recreation rooms, a library, hospital and facilities for hi-fi and movies.

The Long Lines is a substantial improvement over one of her predecessors, the Great Eastern, which laid the first cable across the Atlantic in 1866. Called the "greatest monster afloat," the Great Eastern weighed in at 22,500 gross tons, compared to the 11,200-gross tonnage figure for the Long Lines.

The Great Eastern was a side-paddle steamship, but was equipped also with a propeller and sails.

The giant ship laid only one cable, capable of transmitting only one telegraph message at a time in either direction. In contrast, the new cable to be laid by the Long Lines can carry 128 voices in both directions simultaneously.

During 1964, the Long Lines is scheduled to lay a cable between Hawaii and Japan, via the islands of Midway, Wake and Guam. She apparently will not take any part in her original assignment calling for cable-laying work in the Caribbean. A British ship took over this task when construction of the Long Lines was delayed last year.

Coast Guard Lauds Crew Fire Role

NEW YORK—Prompt and effective action by the SIU crew of the Bridgehampton (Bull) in fighting a fire aboard the vessel last February 3 has won the praise of the Coast Guard.

In the latest bulletin of the Atlantic Merchant Vessel Report (AMVER), the Coast Guard lauded the fire-fighting effort which saved the ship when fire broke out in the vessel's number two hold. All hands were called out and turned to, working all through the day and night with fire hoses until they finally got the blaze under control about 2 AM.

The fire still continued to smolder long after it was controlled, and required the crew to maintain a fire watch for several more days. One hose steadily poured water into the smoldering hold, while other crewmembers played water on the starboard side of the hull to extinguish the smoldering under the steel plates and on the top cargo.

As reported in a previous issue of the LOG, Seafarer Tom Pons won special praise from the crew for donning the gas-fighting equipment and making several trips into the burning hold at the height of the blaze to locate the core of the fire.

New Commander For Army Cargo

NEW YORK—A specialist in the transportation field with a military career of nearly 30 years, Col. A. J. Montgomery has taken command of the US Army Terminal Command (Atlantic), with headquarters at the Brooklyn Army Base. The USATCA handles the movement of cargo and troops through military and commercial port facilities on the East Coast from Boston to Cape Canaveral and on the Great Lakes. Col. Montgomery spent the last two years in Washington as transportation consultant to the Joint Chiefs of Staff. He was recently nominated for promotion to brigadier general.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Guidelines For Community Aid Groups

Americans give some \$6 billion to philanthropic causes each year because they believe there must be voluntary action in the health, education and welfare areas. Although most funds are solicited honestly and used wisely to better the community, it is estimated that \$180 million in charitable funds goes astray each year.

This amounts to a dollar per year for every person in the US, and while it may seem to be a small item when measured this way, the same money could do a great deal of good if it went to legitimate organizations.

Some of the ways of improving standards of voluntary fund-raising are set forth in a pamphlet issued by the AFL-CIO Community Service Activities organization. It points out that "there are still too many agencies which, while they are not outright frauds, are rendering questionable services. These are the agencies that came into being to meet a particular need and then continue in operation long after the need was gone or had been taken over by other organizations better equipped to deal with the problem."

"While the percentage of funds misused is relatively small, it still represents a substantial sum. This means there is an added burden on contributors to be aware of the pitfalls surrounding their generous impulses. As the largest single block of contributors, organized labor has a special responsibility to give wisely."

The pamphlet lists the following suggested standards for evaluating voluntary health and welfare agencies at the local level:

The program of the agency should meet a real need without unnecessary duplication; services rendered by the agency should be based on need, regardless of the cause of the need; social agencies should have adequate and responsible governing bodies serving without compensation, holding regular meetings, and broadly representative of the community, including organized labor; the agency should maintain high standards of operational efficiency.

An annual audit and an annual financial statement should be published by social agencies; there should be no discrimination by the agency, either in rendering service, in its hiring policies, or in the selection of its board and committees; the agency should be willing to cooperate with other agencies and community groups in planning to improve, or modify existing health and welfare services, to create new services and facilities to meet unmet social needs and to develop programs of broad social action.

In its personnel practices, the agency should recognize its workers' right to a "just wage" and decent working conditions, and it should recognize the right of its employees to organize into a union of their own choosing.

The agency in its fund-raising efforts should use ethical methods of publicity, promotion and the solicitation of funds; it should maintain an active program of interpretation to keep the community informed of its services and objectives; it should recognize and promote the essential dignity of the person, and its records should remain confidential.

These are the minimum standards suggested by the AFL-CIO group, and should serve as a guide in dealing with community agencies of all kinds.

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

CG Commends Seafarers For Tug Rescue In Gulf

JACKSONVILLE—Seafarers aboard the SIU-manned tanker Trustco (Commodity Transportation) are the proud recipients of a letter of commendation from the Commander of the Coast Guard's 7th District, citing them for bravery in rescuing three men marooned aboard a drifting barge in the Florida straits.

The 16,800-ton Trustco, a T-2, was enroute to Boston from Beaumont, Texas, on March 7, when it encountered the powerless vessel. The barge had been under tow of the tug Margaret B., which had suffered a casualty and sank in choppy seas. Luckily, its three-man crew was able to scramble aboard the barge before the tug sank.

Alone and adrift, the barge was spotted by the SIU crew of the 523-foot tanker and a lifeboat was lowered to attempt the rescue.

Manned by Seafarers Dalvin A.



Sawyer

Sawyer, bosun; Alec R. Clary, AB; Edward J. Zebrowski, DM; Herman



Clary

Collier, chief pumpman; Lester W. Peppett, 2nd pumpman, and 3rd mate Erben D. Scott, the boat successfully evacuated the men from the floundering barge.

Diverted From Course

Carrying a cargo of heating oil, the Trustco diverted from her course and transferred the rescued tugmen to the Coast Guard at the sea buoy outside the harbor area here. The rescue and diversion maneuver accounted for a delay of



Clary



Peppett

seven hours in the vessel's progress to Boston.

The letter of commendation from Rear Admiral I. J. Stephens, CG district commander, cited the crew of the Trustco for keeping up the age-old tradition of the sea in attempting the rescue of fellow seamen in distress "although it was after dark and the evacuation was hazardous." He said the men did "an excellent job . . ." and conveyed a "well done" to all concerned for the successful rescue job.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



What Are The Facts On Mouthwash?

Americans swished and gargled almost \$76 million worth of mouthwash to relieve sore throats, and to get rid of bad breath in 1961, according to Theodore Berland in "Today's Health." During the same period, \$12 million worth of lozenges and troches were melted in our mouths to soothe our scratchy throats.

Thus, almost \$90 million spent on mouth nostrums could have been used on more useful things. The slight benefit they may have given could have been obtained with ordinary, and much cheaper, warm tap water.

In addition to some germ-killing qualities, the word "astringent" is added to the labels on many of these products. This means that they shrink the tissues of the mouth. Astringents are sometimes used by the physician or dentist to close small wounds. You perhaps have no small wounds but the astringent will make you feel a little cleaner anyway. The main thing that they shrink is your pocketbook.

Although astringents do little, they also claim little, and in that regard they are more honest than mouthwashes which claim to be big germ-killers.

The American Dental Association, which keeps a close check on the subject, states the "mouthwash" is a loosely-used term that in general means "a liquid with a

pleasant taste and odor used to rinse the mouth. Unfortunately, many advertisers have attempted to imply wider uses. Many are labeled with non-informative or therapeutically-suggestive names, or a name based on that of an outstanding person in medicine." Many mouthwashes clearly announce that they are "oral antiseptics" or "germicidal." One ad says it is "your No. 1 protection against infection."

Many germicidal mouthwashes pass the laboratory test but, as Dr. S. Leonard Rosenthal of Temple University points out: "The bacteriological report of the manufacturer is not pertinent to the treatment of oral diseases. Few of his test organisms are likely to be found in the mouth more than occasionally, and the majority are not harmful to man, nor is the manner of testing comparable to clinical conditions."

Many manufacturers claim a reduction in the number of oral bacteria after the use of the "products," and there is no doubt this is true. It is well-known that a vigorous rinsing with tap water, or the proper use of a toothbrush will reduce the number of bacteria in the mouth. Even smoking a cigarette will reduce the bacterial count 50 percent temporarily.

Even if mouthwashes did contain efficient, effective, useful germ-killers that destroyed every

organism in your mouth, the effect would be fleeting. After a few breaths of dust and the germ-filled air which we breathe, your mouth would again be teeming with bacteria. Even clean, healthy mouths contain thousands of organisms.

Another claim for mouthwashes is that they "stop throat pains fast." Actually, mouthwashes can do little for your sore throat. Sore throats may be the result of many factors as mouth breathing, excessive smoking, etc. However, most sore throats are the results of infections due to bacteria or viruses. There is no known antibiotic which will kill the virus. In those cases caused by bacteria, the bacteria are located deep in the tissues of the throat and nasopharynx, and any amount of gargling could only disturb the surface organisms.

The real danger from treating sore throats with gargles is that the sore throat may be caused by the streptococcus, frequently called "strep throat," and valuable time may be lost by this palative treatment when the person should be under the care of a physician. This is especially true if there is any fever, or the sore throat is more than temporary.

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

The INQUIRING SEAFARER

QUESTION: If you were going into the ship designing business after spending some time at sea, what single improvement would you make in ship construction?

Ted Creer: There is plenty of room for improvement on the bridge. As it is now, the mate is falling all over everyone, like the helmsman, getting from the engine room phone to the telegraph, to the radar, etc. I would place things closer together.



Skip Wilcox: I would make more room in the crew quarters so a dayman, for instance, would have room for his clothes. On most ships the rooms are so crowded it's a crime. Some of the new ships have improved this situation but



not all. Three men to a room is bad for health.

Joe Hilton: I would design the rooms so that all the guys on the same watch could be in the same room, as they were in the old days. But even better than that would be individual rooms for all. That way the day watch wouldn't be waking up the night watch all the time.



Julio G. Napoleonis: I'd put individual rooms on any ships I designed. That would be more comfortable for crewmembers and they could be more at home. On the ship I'm on now, the third and chief cooks sleep in one room, so when someone wakes one up, he can't help waking the other.



Angelo Romero: I would arrange the quarters so that the night cook and baker could sleep by himself, and wouldn't be disturbed by day workers coming and going in the room. This is a real hardship on the man. To aid sleeping conditions on hot runs, I'd make all ships air-conditioned.



Louis Lowe: I'd like to see larger lockers for the crew. If I were a ship designer, I'd make them much larger and also put in some drawers for shirts and things. I'd also put electric ranges in all the galleys. They are easier to use than oil ranges and



are much cleaner. They don't make a lot of grease.

GATEWAY CITY (Sea-Land), Dec. 26—Chairman, Peter Patrick; Secretary, C. L. Gregson. Repairs being taken care of. Motion to have allotments or checks sent by company to home of members, same as in Cities Service. See that patrolman is present at payoff and that payoff money is on hand on arrival. Motion that when men are required to degrease cranes and use degreasing compounds, they should receive three hours' OT at the rates of \$2.25, \$2.28 and \$2.33 per hour, respectively, once during voyage. Vote of thanks to steward department.

ELIZABETH (Bull), Aug. 26—Chairman, L. Stone; Secretary, J. Calhoun.

DIGEST of SIU SHIP MEETINGS

Ship's delegate reported that wiper missed ship in Bombay. Captain satisfied with crew. No beefs reported. Ship needs to be fumigated. Request ice machine for this type of run as difficult to obtain in some ports and ship can't carry enough ice for voyage. Vote of thanks to steward department. Crew asked to turn in all dirty linen.

JEAN LA FITTE (Waterman), Aug. 26—Chairman, C. Perdue; Secretary, G. Craggs. Ship's delegate reported that one man was hurt while securing cargo on deck, and was hospitalized in Philadelphia. One man failed to join vessel. No beefs reported by delegates. Motion that canned fresh milk should be placed on board on South African run and other ports where milk is not available. Explanation of current food plan and feeding problems was given and appreciated by crew.

ALCOA POLARIS (Alcoa), Sept. 5—Chairman, Phillip L. Miranda; Secretary, Antonio Gonzalez. No beefs reported. Motion to contact patrolman regarding the chief mate doing sailor's work on deck. Frank Mateo was elected to serve as ship's delegate.

HEDGE HAVEN (Hedge Haven Farms), Aug. 28—Chairman, M. Louney; Secretary, V. C. Smith. No beefs reported by department delegates. Motion that if currency or traveler's checks are not brought aboard by agent on ship's arrival, OT to be

charged until such is done. If the agent does not have traveler's checks or American currency aboard ship within reasonable time after tying up, headquarters should be notified.

MIDLAND (Clearwater), Sept. 30—Chairman, John Flanagan; Secretary, Stephen Homka. Two men hospitalized and two missed ship in Karachi. No beefs reported by department delegates. Refer performers to patrolman at payoff.

STEEL VENDOR (Isthmian), Sept. 30—Chairman, Fred Shala; Secretary, J. Shortell. Everything running smoothly. \$51.00 in ship's fund. Motion to do away with traveler's checks and issue all draws in green money, and to allow the steward to purchase fresh milk where it is available. Vote of thanks to the steward department for job well done.

SAN JUAN (Sea-Land), Sept. 24—Chairman, Fred L. Travis; Secretary, Angel Seda. Some disputed OT in deck and engine departments. Motion made to give the ship's delegate authority to handle all beefs with the patrolman. Vote of thanks to ship's delegate for job well done, and to steward department for good job in the galley.

STEEL DESIGNER (Isthmian), Sept. 2—Chairman, J. O'Rourke; Secretary, H. Braunstein. \$19.60 in ship's fund. No beefs reported by department delegates.

NORTHWESTERN VICTORY (Victory Carriers), Sept. 21—Chairman, F. Van Looy; Secretary, Sixto Escobar. Ship's delegate reported all repairs completed. Good cooperation from all departments and topside. No disputed OT. Crew asked to be properly dressed at mealtime. Vote of thanks to steward department for a job well done.

MANKATO VICTORY (Victory Carriers), Sept. 18—Chairman, Mortan Kerngood; Secretary, William R. Cameron. \$20.35 in ship's fund. Motion that all cereal, saltine crackers, rice, etc., containing worms be taken off ship. All flour, sugar and rice that comes aboard should be no larger than in 50-pound bags.

STEEL APPRENTICE (Isthmian), July 8—Chairman, Ralph Fitzpatrick; Secretary, Michael Ratner. \$4.31 in ship's fund. No beefs reported. Suggestion by ship's delegate to form a committee of two men from each department to make suggestions on revising contract. Motion that each department delegate appoint one assistant for his department. Vote of thanks to Brother R. Fitzpatrick for his repair list.

SIU Taxi Union Lauded



Accepting citation for the SIU Transportation & Allied Workers at "Good American" awards banquet in Chicago April 6, TSAW President Dominic Abata (standing) receives congratulations from the Most Rev. Bernard J. Sheil, auxiliary archbishop of the Chicago diocese. The awards are given annually by the Chicago Committee of 100 for upholding equal rights in employment. Looking on are S. C. Quinlan, vice-president, American Broadcasting Company (seated, center), and C. E. McKittrick of "Chicago Tribune."

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



The Air You Breathe Aboard Ship

The biggest danger to a Seafarer's life from the air in a space where he is working aboard ship occurs not when something has been added to the air, but when oxygen has been removed from it. We all need oxygen to live. Approximately 20 percent of normal air is oxygen, but we can get along on 16.5 percent oxygen. If the air contains less than that amount you cannot breathe and will die of asphyxiation.

Where does the oxygen that was in a tank, for instance, go to? What happens to the oxygen in deep tanks, cofferdams and other enclosed spaces that may have had nothing but water in them for a couple of months, and perhaps not even water?

The answer is often rusting. Rust is produced when steel or iron combines with oxygen over a period of time. The oxygen used to produce rust comes from the air. When all the oxygen in the space is gone, rusting stops. If you enter such a tank or compartment unprotected, you will be forfeiting your life.

Insufficient oxygen (as well as dangerous gases or vapors) also may exist in a hold or tank which has held organic materials such as grain or grain products, vegetable oils, or food material. These materials, and others, may react with air to reduce the oxygen content in the air.

Another place where oxygen can be used up is a freshly-painted, tightly closed space where no air can circulate. The oxygen just goes into the paint during the drying process. Deaths have been reported under these conditions, so it's foolish for anyone to try and fight the odds.

How about a closed reefer box or machinery room that is filled with a non-poisonous refrigerant gas escaping from a leak in equipment? If the gas is not poisonous, why not go right in? Well, just figure that the escaping gas may have displaced the air in the room, just as air would be displaced in a compartment filled with water from a fire main. No air, no oxygen, no life. It's just that simple.

Live by this rule: Stay out until the air has been tested to determine that it is safe to enter.

This applies to any hold, cargo space or other compartment that has been shut tight, that has been fumigated or that has held corrosive, poisonous or flammable materials. Any such space should be considered dangerous until it is proven safe.

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

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

By Sidney Margolius

Shoes Now Labeled; Used Cars, Mortgages Cheaper

Your prospects for getting good values and keeping down family living costs have improved this month. A number of important foods—notably meat and eggs—are cheaper. Home-seekers will find mortgage rates lower than a year ago. Prices of used cars have dropped. Clothing prices this spring are approximately the same as ten years ago, despite the general rise in the cost of living in that period.

For the first time you also will find shoes labeled to notify you if they contain synthetic materials, or such lower grades of leather as split cowhide or pulverized leather.

The new shoe labels represent a unique victory for a little shoe repairman out in Medford, Oregon (little only in terms of resources). Wilbur Gardner was outraged by some of the inferior materials he found in shoes he repaired for moderate-income families, and wrote literally thousands of letters to Congressmen and others. He brought the problem to the attention of the labor press and consumer cooperatives and won their support and that of the Oregon Congressional delegation for his crusade.

The result was that the Federal Trade Commission investigated and then issued regulations requiring the disclosure of cheaper materials.

Now shoes beginning to arrive in the stores this spring bear these labels. Unfortunately, the new FTC rules need further strengthening and policing, as the new labels are not always easy to find (look inside the shoe), nor clear in language. For example, labels used by one of the largest chains on some low-priced shoes mysteriously read: "Olefinic upper—all other components man-made materials."

By this, the seller means that the uppers are a plastic resembling patent leather, and that the sole and other components are plastic and other synthetic materials. In this case, the shoe is a satisfactory one for its low price. The new plastic "patent-type" uppers are sturdy, but do not have the "breathing" ability of leather, which minimizes perspiration.

OTHER TIPS ON SHOES: The new labels can be helpful in discovering whether innersoles are made of lower-quality materials although the FTC rules here too are disappointingly weak. They allow the sellers merely to state: "Innersole of non-leather shoeboard." If you see this on the label, it will pay to ask the seller just what the "non-leather" material is. Whether it is plastic (fairly satisfactory), or paper (not satisfactory) makes a big difference.

The rules do require that shoes made of split leather be labeled accordingly. Split leather is made of hides split into two or more thicknesses. It is sometimes treated so it looks like top-grain leather but is not as durable, nor does it have as fine a texture if you examine it closely.

The rules also require that shoes which have a surface appearance imitating some of the costlier leathers, like alligator, must be labeled accordingly; for example, "Simulated alligator made of split cowhide."

Many of the soles found today on moderate-price shoes are plastic. The labels, if you look for them, at least now notify you if soles are "man-made," meaning plastic, so you at least buy them with full awareness that you are not getting the higher-priced leather.

Watch out for sock linings made of paper dyed to look like leather, found in some cheap shoes. They are not satisfactory.

One welcome development this spring is that the narrow-toe, spiked-heel style, which women practically have been forced to wear recently, is being modified. An increasing number of shoes being shown have shorter rounded or squared toes, and medium-length stacked or Cuban-type heels.

MORTGAGES: The decline in home-building, and heavy savings deposits in banks, are forcing down interest rates; now about one-half of one percent less than a year ago. Most frequent rates now are 5 1/4 to 6 percent, with the West Coast, as usual, at the highest levels.

CARS: Prices of used cars declined this winter and now are a little more reasonable than a year ago. New-car sellers are pushing the larger models again with sales of economy compacts declining this year. But a family looking for moderate-cost transportation still will seek out a compact.

In addition to lower initial cost, the compacts have been proven more economical to operate. Runzheimer & Company, Chicago accountants, made a study in the Chicago area for the American Automobile Association, and found operating costs for an eight-cylinder standard car to be 3.8 cents a mile, but only 2.7 for a domestic compact.

FOOD BUYING CALENDAR: Both pork and beef are cheaper this spring but the real buy is poultry. Broilers are in exceptionally heavy supply. April is the "flush" month for eggs, with supplies heaviest of the year, prices lowest and quality highest.

At NY Meeting



Hitting the deck at SIU membership meeting in New York, Seafarer Robert Air speaks out on advances in SIU pension program. He ships in the deck department.

Labor Board Backs SIU Tidelands Win

HOUSTON—The National Labor Relations Board in Washington has given the giant Humble Oil Company a stunning setback in its attempt to bar union representation and contract conditions for marine personnel who service its Gulf oil drilling operations.

In an order dated March 19, the NLRB upheld a series of unfair labor practice charges by the SIU Inland Boatmen's Union against Tidelands Marine Services, which had made a desperate effort to block decent conditions for Tidelands boatmen. The company operates 11 crewboats for Humble Oil in the inland waters of Texas, Louisiana and in the Gulf of Mexico.

The SIU-IBU won a labor board election by a vote of 2-1 in the fleet last July, but the company refused to recognize the union's bargaining rights.

In a sweeping order detailing Tidelands' anti-union activities, the labor board cited the company for refusing to bargain with the IBU, for granting wage increases to its boatmen "for the purpose of discouraging their union activities, surveilling the union activities of its employees, interrogating applicants for employment concerning their union sympathies . . ." and for otherwise "interfering with, restraining, or coercing its employees in the exercise of their right to self-organization."

The NLRB called on the company to reinstate Raymond Sons, an IBU member fired for union activities, and to provide him with back wages plus interest.

Humble, as the actual owner of the crewboats operated by Tidelands, tried similar tactics against the IBU in the George E. Light fleet during 1961-62, but was also stopped cold by the union. The SIU-IBU gained an immediate \$50 monthly increase for all hands in the Light operation.

Tidelands even tried to torpedo IBU organizing prior to the election by handing out a \$55 monthly pay boost on its own, but the company's boatmen stood solidly in support of the union.

Humble is the parent company for Esso (Standard Oil of New Jersey), which has fought decent union organization for its workers in many areas, including its deep-water fleet.

Veteran SIU Trio Retires On Pension

NEW YORK—Three more SIU oldtimers have been added to the SIU pension roster as a result of trustee action, boosting the total number of Seafarers qualified in 1963 for \$150 monthly pensions to an even two dozen. This year's rate of new pensioners is running a little ahead of '62, since only 20 oldtimers had retired on pensions by this time last year.

The latest group includes Louis Bourdonnay, 65; John Rekstin, 69, and Oscar Slettemo, 73. They represent a combined total of over 155 years of seafaring, with more than 140 years covering active service on US-flag vessels.



Two of them are veterans of the deck department and one comes out of the black gang.

One of the early members of the SIU, Bourdonnay joined the SIU in his home port of New Orleans back in 1938. He sailed in the deck department, and last shipped aboard the Del Norte (Delta). He and his wife, Marie, continue to make their home in New Orleans.

Paying off the Thetis (Rye Marine) last October, Russian-born Rekstin was a deckhand who also joined the SIU at New Orleans in 1938. With more than half a century of service at sea, the New York City resident is looking forward to the chance for some leisure and comfort in the years ahead.



Bourdonnay



Slettemo

Slettemo joined the SIU at Baltimore in 1945 and shipped in the engine department. A native of Norway, he last paid off the Malden Creek (Waterman) and now makes his home in Houston, Texas. Having spent over 55 years at sea, he can now relax and enjoy a well-deserved retirement made easier by his SIU pension.

Judge Nixes Phony Hoffa Libel Action

DETROIT—A Federal Court judge here threw out of court a \$1 million libel suit brought by Jimmy Hoffa and the Teamsters Union against the AFL-CIO and members of the federation's Executive Council in 1961.

US District Judge Stephen J. Roth dismissed the suit on a technical ground. However, in a sharp reprimand to Teamster lawyers, he commented that the entire lawsuit seems to have been started by Hoffa as a "public relations stunt" with no intention of following through on it.

Hoffa and the Teamsters brought the action 16 months ago, on October 23, 1961, charging that AFL-CIO President George Meany libeled the Teamsters in a television interview, when he said the Teamsters were "still under the influence of corrupt elements" and that Hoffa had done nothing to stop this. The Teamsters had been expelled by the AFL-CIO four years earlier, and in 1961, prior to the filing of the suit, the federation's Executive Council had refused to readmit the Teamsters.

Commenting further on the suit, Judge Roth stated: "The court would be hard to postulate a suit with more fatal defects and less staying power than this one." Its history "does not leave the compelling impression" that Hoffa and the Teamsters "were anxious to reach the trial stage," he added.

LET 'EM KNOW!
Write TO THE LOG.



Courses for SIU steward department men cover both classroom and practical work.



THE SEAFARERS

TRAINING AND UPGRADING

PROGRAM

Experiences in World War II long ago laid the basis for an SIU program that would serve the changing needs of the shipping industry, with emphasis on training and manpower developed right aboard ship—in the foc'sle—on the job. Recently, the three-department program was expanded to cover training for licenses as well. (See Page 3.)

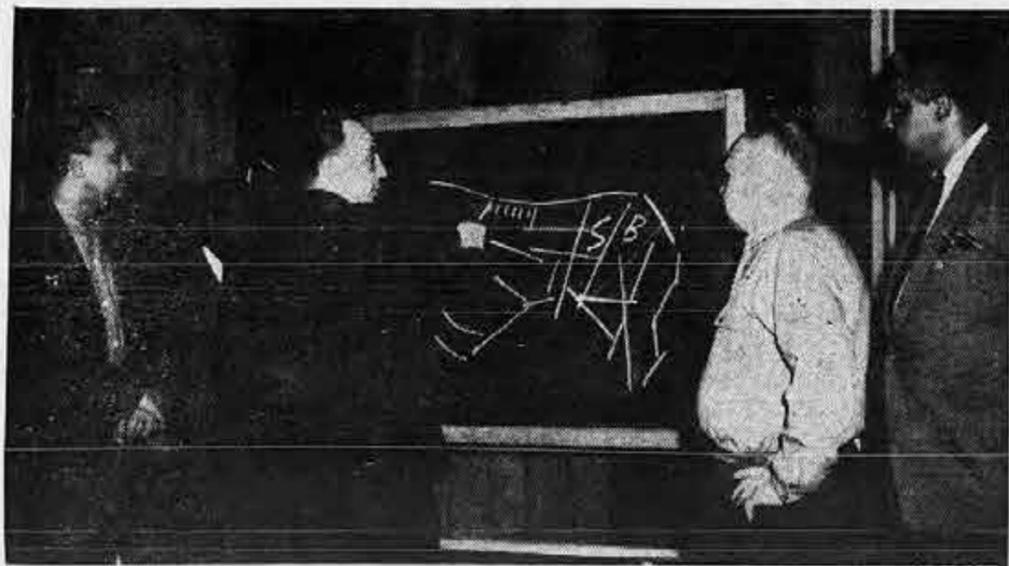
This is another important step toward the goal of an experienced source of sea manpower, licensed and unlicensed, which is well-oriented to the needs of an American merchant fleet and the Union's role in promoting its development.

For those familiar with the Government-run training schools during the War, the record is clear. These schools, for the most part, were never dedicated to turning out professional seamen, but were primarily concerned with filling shipboard berths in an emergency. As a result, seamen's rights and union interests were frequently attacked. The SIU thus developed a tradition of opposing such schools and has maintained this position ever since.

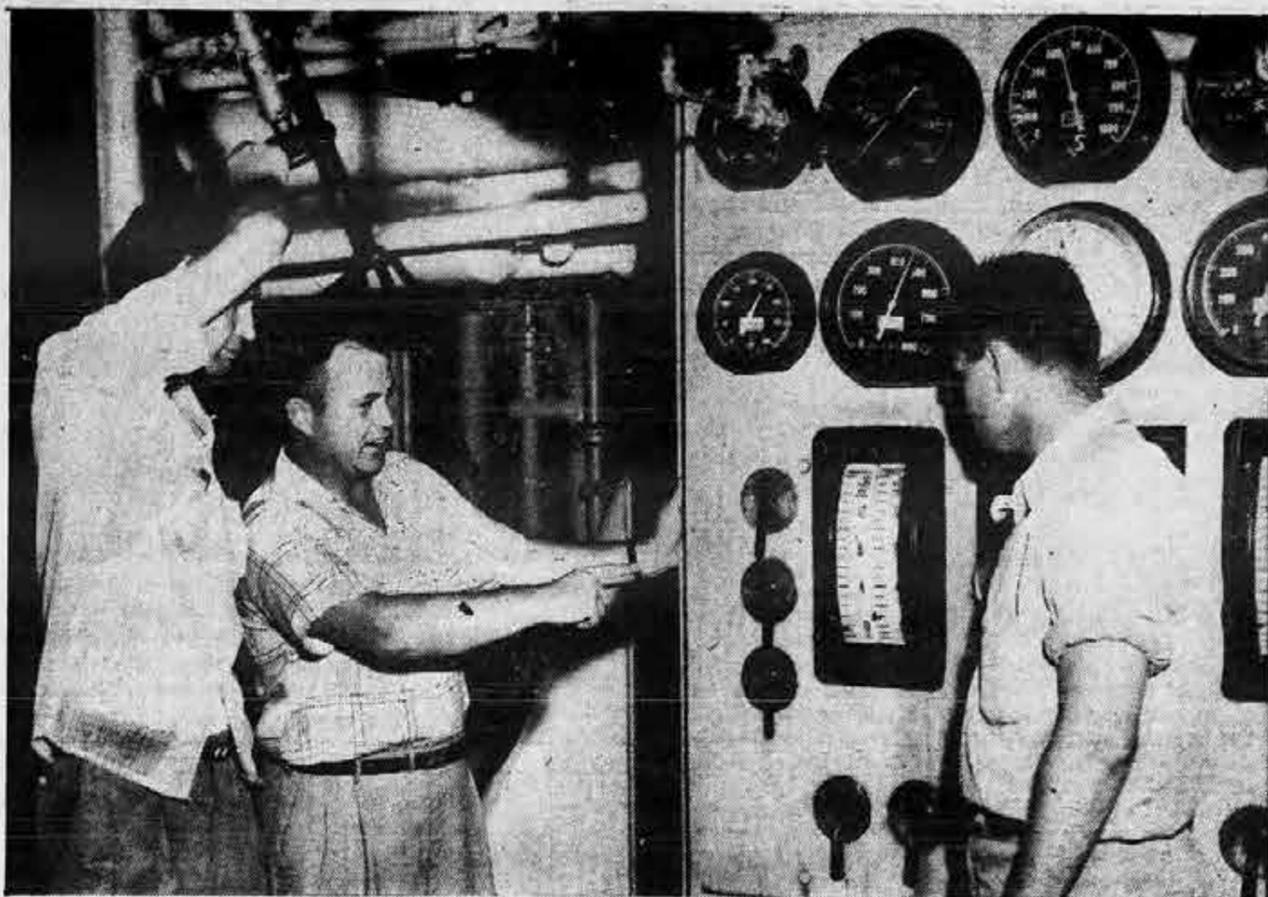
The present-day training program for SIU men actually proved itself on its first "test", at the time of war in Korea, when the Union started recruiting seamen to keep its vessels fully-manned. Since then, the program has become a full-time operation in various ports, providing both classroom and practical instruction.

For Seafarers, young and old, it has produced extra earning power, new skills and refresher training that enables them to keep up with new techniques in their profession. Lifeboat and safety training has been emphasized in every department. No matter which course he's taken, each individual "graduate" adds to the smooth functioning of his vessel, and, accordingly, the operators under contract with the SIU contribute the full costs of all such training.

In the process, both management and the Union have gained. For despite the "boom-or-bust" nature of the industry, SIU job security has been maintained over the years, while constantly-needed new and trained manpower has been made available where and whenever needed.



Seafarers' schools in A&G ports offer on-the-job training for entry ratings, as well as refresher course for stewards on ordering meats (large photo, top).



Visit to ship stresses engine department safety during training and upgrading course.



Instruction on splicing line (above) is important part of learning deck seamanship. At left and below, lifeboat training means wet and dry runs to perfect boat-handling.



Besides watching textbook work, experienced SIU bosuns give lectures and sample tests to deck trainees before they go for final exams.



Two recent graduates of training course for lifeboatmen in San Francisco receive completion certificates after passing Coast Guard test.

Congress Asked To Ban Mexican Farm Laborers

WASHINGTON—The Mexican "contract" farm labor program "long ago outlived its usefulness" and should be abolished outright, the AFL-CIO has told Congress.

Legislative Director Andrew J. Biemiller said the importation of Mexican farm labor has "undermined" the wages, working conditions and job opportunities of domestic farm workers. Its continuation beyond the De-

cember 31 scheduled expiration date would be "a tragedy," he told a House Agriculture subcommittee considering these alternatives:

- Extension of the existing "bracero" program for an additional two years under a bill introduced by Rep. Charles M. Teague (R-Calif.).

- A two-year extension, coupled with amendments which would abolish most of the reforms attached to the program during the past two years. Subcommittee Chairman E. C. Gathings (D-Ark.) is sponsor.

- A proposal by Labor Secretary W. Willard Wirtz for a one-year extension with a stipulation that domestic farm workers must be offered the same housing, workmen's compensation and transportation benefits now furnished workers brought in from Mexico.

- The demand of unions, religious groups, consumer organizations and representatives of small "family" farmers that the program be permitted to lapse as scheduled.

Biemiller termed the program a subsidy for big corporate farms which has "severely taxed" many communities with heavy social costs stemming from the depressed conditions of US migrant workers.

Arnold Mayer, legislative representative of the Amalgamated Meat Cutters, said the competition of braceros and domestic workers for farm jobs in the US "is a competition of poverty against poverty and brings still greater poverty—it is a competition which lowers wages." One result of the program, Mayer said, has been the creation of "rural slums" where domestic workers and their families live.

Other labor testimony described as "ridiculous" the claim of Mexican farm labor users that American workers will not do "stoop" labor in the fields. Spokesmen for all major religious groups, the National Farmers Union, National Consumers League and other social organizations joined in urging either outright abolition of the program or a gradual phase-out coupled with major reforms.

Designer Tops Isthmian Safety



SIU crew's \$250 share of Isthmian Lines' fleet safety award for the SIU-manned Steel Designer is accepted by Seafarer J. Rourke, chief electrician and ship's delegate, from Capt. G. E. Sundberg, during presentation in wheelhouse. Crew and officers split \$500 cash every six months for best safety record in the company's fleet.

Miss. Mud Stalls Ship

NEW ORLEANS—The SIU-manned bulk carrier Producer (Marine Carriers) ran aground here April 5, held fast by a large accumulation of mud in the Mississippi River's southwest pass.

Since she was unable to proceed further, the US Army Corps of Engineers ordered the pass closed to all shipping until the 570-foot vessel could be pulled loose. Neighboring craft assisted the Producer out of her predicament and she once again got underway.

The 22,000-ton ship reported no injuries to her crew and no need for repairs, so she proceeded to the Gulf of Mexico enroute to her original destination of Egypt. The Producer carried a full cargo of corn.

Lakes SIU Begins New Pact Talks

DETROIT—Contract negotiations have opened here with SIU Great Lakes District steamship operators to begin work on new union agreements.

Formal notices went out to 19 SIU-contracted steamship companies whose contracts expire July 15, 1963, notifying them of the union's intention to open the contracts for discussion on all issues. Negotiations have already been opened with four others.

In the 1961 negotiations with the SIU Great Lakes District, most of the operators were represented in talks by an association, the Great Lakes Association of Maritime Operators, and the companies are expected to again choose the same agency for joint bargaining. As a result of the 1961 negotiations, the first standard freight contract on the Lakes evolved, and advancements were made by the union in all contract areas.

Meanwhile, the Great Lakes Tug & Dredge Region of the SIU Inland Boatmen's Union has also begun negotiations here and in Cleveland with dredge operators and towing companies, with the aim of upgrading benefits in all categories of the contract.

The Great Lakes IBU presently holds master agreements with each section of the industry, which was one of the major accomplishments of its 1961 negotiations. Union demands covering the different crafts will seek general improvements in welfare, pensions, portal-to-portal pay and basic wages.

Trucks Oppose Barge Tax

WASHINGTON—In a statement directed to the Interstate Commerce Commission, the American Trucking Association has gone solidly on record against the user charge for the inland waterways which was advocated by the President in his budget message to Congress.

The proposal by the President involves the levying of a two-cent per gallon tax on all fuels used in inland waterways, effective January 1, 1964. He also asked for basic changes in existing laws to repeal the minimum rate regulation in the Interstate Commerce Act on the carriage of bulk commodities and to authorize broad experiments in rate-making.

These proposals were first put forth in the 1962 budget and repeated in the President's special transportation message to Congress one year ago. The SIU and the AFL-CIO Maritime Trades Department have strongly opposed the tax proposal as an unfair burden on barge operations.

The tax on barge fuels was set aside by the House Ways and Means Committee last year, and the proposed amendments covering ICC authority were also put off after protests that they amounted to additional favoritism for the railroads in their battle to drive competing water carriers out of business. It is estimated the tax would increase barge fuel costs some 20 percent.

The Trucking Association, in summing up its opposition to any levies on the inland waterways, stated that despite pleas of the railroads "Congress has chosen not to place user charges on the water carriers, perhaps for the very reasons that to do so might make it impossible for them to provide effective competition for the railroads between the points they both serve."

Meanwhile, in a curious turn-

about from its original position, another railroad is trying to get into barge line operations.

The St. Louis-San Francisco Railway plans to do so through its subsidiary truck line, the Frisco Transportation Company. At the same time, the railroad indicated it would withdraw protests filed with the Interstate Commerce Commis-

sion in 1961 against three other carriers which asked for authority to operate barges on the Arkansas and Verdigris Rivers in Arkansas and Oklahoma.

Frisco's train operations serve this area now, so the line would be running barges on the same rivers it wanted to keep other carriers from using.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Problems of Staffing 'Galley' Ashore

Getting good chefs and culinary workers is a problem both aboard ship and ashore. The head of the American Culinary Federation, an organization of 1,500 top restaurant and hotel chefs, outlined the problem in a news article published a few weeks ago.

The trouble, he found, is to get young men interested in becoming apprentices and learning from the bottom up how to clean fish, peel potatoes, bone meat, slice onions and mop up floors, when many other fields offer a beginner what looks like a better and more attractive opportunity for the years ahead. How do you make a youngster understand that a modern chief chef is an important successful executive, well-paid, honored, in charge of men, money and material?

Years ago, to meet the same kind of need aboard ship, the SIU and its contracted operators began tackling this very same problem through the means of a steward department training school, the food program and through upgrading training. In order to get the best possible feeding aboard SIU ships, seamen, new and old, had to be schooled and given refresher training in modern techniques of cookery, food handling and administration.

This effort has paid off in dividends for everyone concerned today, judging from the many comments and compliments concerning SIU steward department personnel and the feeding on SIU vessels.

The entire training effort has upgraded skills, the prestige of the steward department members has risen through their increased training and abilities and, as a result, more good men have been drawn into the department. The most important result, however, is the vastly improved feeding which SIU crews have been enjoying, without sacrificing the quality and variety of foods available, and while keeping waste and spoilage to a minimum.

In an effort to promote the development of shoreside chefs, the culinary group's spokesman outlined a training course instituted in Dallas, Texas, which is similar in intent and operation to the program involving SIU personnel. The apprentice program ashore is thoroughly training youngsters by having them actually work with expert chefs and cooks from the time they start their careers. The aim, after all is said and done, is better feeding by well-trained culinary personnel.

It is gratifying to see that the method for doing this ashore is one long ago adopted here to improve shipboard feeding for SIU crews all over the world.

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

DIGEST OF SIU MEMBERSHIP MEETINGS

DETROIT, March 8—No meeting held due to lack of a quorum.

HOUSTON, March 11—Chairman, Lindsey Williams; Secretary, Phil Reysa; Reading Clerk, Paul Drozak. Minutes of previous port meetings accepted. Port Agent's report on shipping, quarterly financial committee, new ships, blood bank, tug negotiations accepted. President's report for February accepted. Report of Secretary-Treasurer for February accepted. Auditor's reports accepted. Eddie King elected member of quarterly financial committee under new business. Discussion by several in good and welfare on Bull Line situation. Total present: 435.

NEW ORLEANS, March 12—Chairman, Lindsey Williams; Secretary, Clyde Lanier; Reading Clerk, Buck Stephens. Minutes of previous meeting in all ports accepted. Port Agent reported on shipping, local primary elections, Bull Line. Report accepted. President's and Secretary-Treasurer's reports for February accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Phil O'Connor elected member of quarterly financial committee in new business. Discussion on Bull Line and importance of no performing on ships. Total present: 460.

MOBILE, March 13—Chairman, Louis Nairs; Secretary, Robert Jordan; Reading Clerk, Harold Fischer. All previous port meeting minutes accepted. Port Agent's report on shipping, Bull Line accepted.

President's February report accepted. Report of Secretary-Treasurer for February accepted. Communication from Secretary-Treasurer regarding quarterly financial committee accepted and referred to new business. Auditor's reports accepted. E. M. Moyd elected to quarterly financial committee in new business. Total present: 139.

Swiss Building Tourist 'Sub' — Israel Eyes Floating Motels

LONDON—While the land-locked Swiss have begun to build the world's first tourist submarine, an Israeli concern has placed a \$5.6 million order with a British yard for a "floating motel" that will sail the Mediterranean.

Described as the first Israeli contract ever given to a British shipyard, the "motel" order was placed by Israel Car Ferries, which is planning a series of such ships. They apparently would carry both vehicles and their occupants on tour-trips between Mediterranean ports.

In their turn, the Swiss have started prototype construction of an underwater vessel to be used as an added attraction for the 1964 Swiss National Fair and Lausanne on Lake Geneva. The sub will be built of special steel with a hull large enough to accommodate 40 passengers.

Controls for the sub's diving, surfacing and steering will be modelled after aircraft instrumentation. Each passenger will have a window which will afford maximum views of Lake Geneva.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

THE MINNESOTA STORY—WHAT THE PAPERS DIDN'T TELL YOU. Nearly five months after election day, liberal Karl Rolvaag was declared governor of Minnesota following a long recount battle which wound up in court. He won by 91 votes. What didn't come out in newspaper coverage of the extended battle was the fact that Rolvaag's opponent, conservative incumbent Gov. Elmer Anderson, was desperately trying to cling to office as long as possible to sign a series of anti-labor bills the Republican-controlled legislature was expected to pass.

Luckily, the court decision came in time in true Frank Merriwell tradition. Among the measures Anderson favored, but which Rolvaag undoubtedly would veto were:

Unemployment compensation—Proposed bill would have thrown several thousand off the rolls, chopped benefits for 35,000 jobless, boosted rates for small business and cut rates for big business.

Union political action—Proposal would have put labor's political efforts in a straitjacket.

Other proposals would have killed a current law permitting time off for voting, with pay; made it easier for employers to secure injunctions; restricted picketing rights.

The 91 votes by which Rolvaag squeezed into victory were out of a total of almost 1.3 million cast in November. **Did somebody say one vote doesn't count?**



POLITICAL ACTION STIRRING DOWN ON THE FARM. The liberal National Farmers Union has planted political seeds which could sprout into a harvest of progressive legislators from the farm belt. The NFU represents more than 300,000 farm families in Western states. It will attempt to inform its members, and get them to register and vote, through the newly-formed Rural Political Education Committee.

RPEC will distribute voting records of congressmen and will be financed by voluntary contributions of its members, just as labor's political arms are financed. For years, the ultra-conservative, union-hating American Farm Bureau has had the barnyard all to itself. Hopefully, the challenge of the Farmers Union could diminish Farm Bureau political success.

The NFU historically has stood shoulder-to-shoulder with organized labor for socially progressive legislation. Currently, it supports medical care for the aged through Social Security, higher minimum wage with extended coverage, improvements in unemployment compensation, and Federal aid to education. It strongly opposes so-called "right to work" laws.

LABOR ROUND-UP

Negotiating with the Association of Motion Picture Producers, representatives of the Screen Actors Guild have introduced a new system of payment for actors in films released to pay TV. The Guild's offer would give casts in film made after January, 1963, six percent of world-wide gross receipts in addition to their regular salaries and a percentage of returns when the picture is released to pay television.



A job security settlement protecting workers from job loss by automation has been won by the Brotherhood of Railway Clerks from the Southern Pacific Railroad. The agreement affects 11,000 workers in seven states. It establishes a system limiting job losses to those caused by death, promotion, retirement, resignation, or dismissal for cause. The agreement ended five years of dispute, including a strike call, and leaves five unsettled issues to arbitration by a three-man panel.



The Kingsport (Tenn.) Press, one of the largest publishers of hard-bound books in the US, has been struck for the first time in its 40-year history. Printing Pressmen, Typographers, Bookbinders, Machinists and Stereotypers employed at the big plant set up picketlines after voting a strike over a series of unsettled contact issues, including a wage hike, vacation, seniority and other work rule improvements. Picketline support is solid in the face of reports that management will advertise for strikebreakers.

Local 32B of the Building Service Employees International Union in New York, negotiating a new contract since mid-November, has won wage increases totalling \$8.40 a week as one important result of a three-year agreement with building owners. Avoiding a strike, the BSEIU received a retroactive wage hike of \$3 weekly; an additional raise of \$2.40 next year and another \$3 in 1965. Other important provisions include a \$2 wage differential for handymen and increases in pension, severance and sick leave benefits.



Charging breach of contract, the United Auto Workers is suing the Avis Industrial Corp. for over \$12 million on the ground that the company promised to have its Hurd Lock division remain under UAW coverage in Almont, Mich. Instead, management created a "runaway" situation by moving its plant to Tennessee. The company also laid off union members and hired new help at the new location. The money is sought to cover damages, past and future wages and pension and hospital plan payments.



A new kind of workweek has been negotiated by Anaheim, Calif., locals of the Amalgamated Meat Cutters and the Ridgford Packing Co. It calls for a 35-hour week of 10 hours daily for 4 days; the first 8 hours at straight pay and two at 2 1/2 time. Workers then have four days off before returning to their jobs and starting the cycle again. This averages out to 35 hours over an 8-week period.

'Come Right In!'



The loophole worked into the Jones Act last year to wear down the protection given to the American-flag domestic shipping fleet is no longer a threat. It became a reality a few weeks ago, when the first foreign-flag ships to carry cargo from one United States port to another—in this instance, lumber from the Pacific Northwest to Puerto Rico—arrived in the Caribbean.

This was the result of a little-noticed piece of legislation passed by Congress in the closing days of the 1962 session, which gave foreign ships an invitation to bid for domestic lumber cargoes at the expense of American ships and seamen. They were quick to grab the bait.

New Interpretation

Through interpretation, the statute has already been broadened to cover lumber cargoes of Georgia lumber shippers, so they too can utilize foreign ships and move their products to Puerto Rico.

All of this is based on a so-called "first refusal" procedure, under which American ships theoretically get a chance to carry the cargo by matching the foreign ship cargo rate. But Puerto Rico is only the trial balloon anyway.

Affects All Ports

The real interest is to get foreign ships into domestic trade to haul lumber between all US ports. Such a proposal was introduced in the Senate some weeks ago by Sen. Maurine Neuberger (D-Ore.), also the sponsor of last year's legislation, and will probably come up for a hearing before long.

Some of her colleagues in the House have gone even further. They propose allowing

foreign ships into US domestic service with no strings attached, when any industry can prove business losses due to foreign competition.

The protections built into the Jones Act of 1920 for US domestic ships therefore may be tossed aside completely one of these days, to the detriment of shippers, consumers, seamen and shipping management alike. Once foreign ships take their hold on the trade, they are not likely to let go too easily.

Lessons Of The Past

This was the lesson of the railroad rate-cutting manipulations of the past many years, which helped reduce domestic shipping service to its present state, despite some current and small signs of life.

And therein lies the rub.

If the railroads, as they often claim, are interested in a national transportation system, which needs all types of carriers, they will recognize that the same cannibal system they worked on coastal and intercoastal shipping for so many years can be turned on them. Foreign ships, if the Neuberger legislation and other measures win approval, will just as readily begin to gnaw away at the enviable position the railroads have built for themselves at the expense of American ships.

Now, before it's too late, would seem to be a good time for the railroads and water carriers—who have a joint interest in this legislation—to bury the hatchet and get together on defeating this legislation. No one expects a love feast to develop out from any such joint action, but certainly it's in the interests of both shipping companies and the railroad lines to work together on a fundamental issue like this one.

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 \$3,000 in maternity benefits and a maturity value of \$375 in bonds:

David Troxclair, born February 18, 1963, to Seafarer and Mrs. Calvin Troxclair, New Orleans, La.

Felix Cordero, born August 1, 1962, to Seafarer and Mrs. Felix C. Cordero, Philadelphia, Pa.

Robin Whisman, born May 10, 1962, to Seafarer and Mrs. John L. Whisman, Brooklyn, NY.

Joseph C. Stanton, Jr., born January 29, 1963, to Seafarer and Mrs.

Joseph C. Stanton, Philadelphia, Pa.

Miles R. Perez, Jr., born January 24, 1963, to Seafarer and Mrs. Miles R. Perez, New Orleans, La.

Cynthia Ann Milne, born December 14, 1962, to Seafarer and Mrs. Thomas A. Milne, Mobile, Ala.

Sherry Ellen Barclay, born February 26, 1963, to Seafarer and

Mrs. James P. Barclay, Brooklyn, NY.

Stephen Guthrie Cuthrell, born March 20, 1963, to Seafarer and Mrs. Barney O. Cuthrell, Poplarville, Miss.

Albert Roberson, born March 24, 1963, to Seafarer and Mrs. Charles V. Roberson, Whistler, Ala.

Martha Ann Toups, born February 11, 1963, to Seafarer and Mrs. John H. Toups, Sabine Pass, Texas.

John Mitchell Turk, born March 12, 1963, to Seafarer and Mrs. John Turk, Jr., Mobile, Ala.

Anne Rogers, born March 4, 1963, to Seafarer and Mrs. Patrick Rogers, Brooklyn, NY.

Mary Ann Vasquez, born March 20, 1963, to Seafarer and Mrs. Peter Vasquez, Houston, Texas.

Quinton Rowe, born February 24, 1963, to Seafarer and Mrs. Robert A. Rowe, Norfolk, Va.

Lynn Ann Hanback, born February 23, 1963, to Seafarer and Mrs. Burt Hanback, North Tarrytown, NY.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$24,000 in benefits was paid (any apparent delays in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Carol Reni, 50: Brother Reni died of natural causes on June 25, 1962 at the USPHS hospital, Staten Island, NY. Sailing in the deck department, he joined the SIU in 1955. Surviving is a daughter, Elizabeth Reni, of New York, NY. Burial was at St. Raymond's Cemetery, Bronx, NY. Total benefits: \$4,000.



Charles C. Rickards, 60: Heart failure was fatal to Brother Rickards while aboard the SS Orion Comet off Pusan, Korea, on November 25, 1962. He had joined the SIU in 1961, and shipped in the engine department. Surviving is his wife, Nellie C. Rickards, of Bishopville, Md. Burial was in Bishopville. Total benefits: \$4,000.



Marcellus Van Ryswyk, 74: Heart failure was fatal to Brother Van Ryswyk at Massachusetts General Hospital, Boston, Mass., on February 19, 1963. Joining the SIU in 1944, he sailed on deck until he went on pension in November, 1962. Surviving is his wife, Nellie Van Ryswyk, of Quincy, Mass. Burial was at Forest Hills Cemetery, Boston. Total benefits: \$4,000.



Golden B. Gillispie, Jr., 35: Brother Gillispie died of a blood ailment on December 31, 1962 at the USPHS hospital, Galveston, Texas. He had sailed in the deck department after joining the SIU in 1945. His mother, Mrs. Lorine Peveto, of Orange, Texas, survives. Burial was at Vidor Cemetery, Vidor, Texas. Total benefits: \$4,000.



Earle Q. McClure, 44: Heart disease proved fatal to Brother McClure at the New Orleans, La., Veterans Hospital on December 27, 1962. Sailing in the engine department, he had joined the SIU in 1960. A sister, Mrs. Aileen Mullen, of Bridgeport, W. Va., survives. Burial was in East Charleston, W. Va. Total benefits: \$4,000.



Duncan McCorkindale, 63: Pneumonia was fatal to Brother McCorkindale aboard the SS Hilton, off Calcutta, India, on September 6, 1962. He joined the SIU in 1955 and sailed in the steward department. A friend, E. Spears, of New Orleans, La., survives. Burial was in Calcutta. Total benefits: \$4000.



On The Road To Recovery



Now out of Staten Island USPHS hospital, Seafarers Willie Edwards (top) and William Vaughn are pictured while they were still laid up a few weeks ago. Edwards, whose last ship was the Steel Voyager (Isthmian), was having his pulse and temperature checked when the photographer looked in, while Vaughn was keeping tabs on his weight. Vaughn's last ship was the Transglobe (Hudson Waterways) in the engine department.

SEAFARERS in DRY DOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. Visit or write whenever you can, as you'll appreciate the same favor later when you may be laid up. The following is the latest available list of SIU men in the hospitals around the country:

- | | | |
|---|--|---|
| <p>USPHS HOSPITAL
NEW ORLEANS, LOUISIANA</p> <p>Salvatore Alpedo
Louis Babin
Charles Baker
Horace Beavers
Riley Bell
James Campfield
S. Clinkscates
E. Constantino
William Croissant
Joseph Cuelles
Thruston Dingle
John Dovak
Harry Emmett
Natale Favalora
Clinton Franks
Julio Gale
Eugene Gallaspy
Hiram Glossop
Frank Hale
Sidney Irby
Walter Johnson
Edward Kay
Ernest Kirkpatrick
Steve Kolina
Anthony Maxwell
John McCaslin
Henry McKay</p> <p>USPHS HOSPITAL
BALTIMORE, MARYLAND</p> <p>Gorham Bowdre
Edmond Brett
Jacob Bryan
Charles Burns
Edward Burton
Henry Davis
Fred Donaldson
John Glass
Vincent Grima
Ollie Hargrove
Vernon Keene
Wayman Lizotte
Robert Machlinski</p> <p>SPRING GROVE STATE HOSPITAL
SPRING GROVE, MARYLAND</p> <p>James Clarke</p> <p>USPHS HOSPITAL
GALVESTON, TEXAS</p> <p>Jose Alvarado
Isahn Beard
Edward Boyd
Irving Clark
Marcel Frayle
Jefferson Griffith
Thomas Gutierrez
Robert High
Earl Howell
Rene Hidalgo
David Kendrick</p> <p>USPHS HOSPITAL
NORFOLK, VIRGINIA</p> <p>Horace Conway
Erwin Gregory
Charles Hurlburt
William Mason</p> <p>USPHS HOSPITAL
SAVANNAH, GEORGIA</p> <p>Fred Buckner
R. Canady
L. D'Amico
John Epperson</p> | <p>George McKnew
Clarence McMullin
Arnold Midgett
John Mina
Louis Moore
Clinton Newcomb
Mario Pacheco
Troy Pardue
William Roberts
Calvin Rome
George Roose
Aubry Sargent
Bernard Shepherd
Wilbur Sorenson
Clement Stann
Francis Stirk, Jr.
Adolph Swenson
H. Thomas
Robert Trippe
Raymond Vaughan
William Wade
Lambert Waldrop
James Walker
Herbert Weeks
Hubert Weeks
James Williams
Joseph Williams</p> <p>Manning Moore
William Rollins
William Sprole
Louis Rosenthal
Richard Schwartz
Walter Sikorski
Carl Smith
Timothy Sullivan
Elois Tart
Stanley Vernuz
Clyde Ward
Calvin Williamson</p> <p>John Lezer
Norman Longtine
Herbert Lawrence
Ebbie Markin
Maurice McCoskey
Raymond McPhillips
Knute Olsen
Charles Scott
Emanuel Vatis
James Winget
Charles Young</p> <p>William Pierce
Clarence Raynor
Manfred Walker</p> <p>R. Grimes
J. R. Miller
Jesse Morris
Leslie Sigler</p> | <p>Clifford Kent
Victor Gonzalez</p> <p>USPHS HOSPITAL
SEATTLE, WASHINGTON</p> <p>Louis Bernier
Pedro Cortes
John Cox
Jay Jackson</p> <p>Russell McLeod
Fred Reimolt
Wesley Tracy
Edw. Wiedenholzt</p> <p>LONG BEACH MEMORIAL HOSPITAL
LONG BEACH, CALIFORNIA</p> <p>Donald Hampton</p> <p>USPHS HOSPITAL
BRIGHTON, MASS.</p> <p>Ralph Baum
George Blackmore
Edward Czosnowski
Robert Davis
Edward Farrell</p> <p>Joseph Hunt
Ralph Knowles
Antone Pacunos
Angelo Polatos
Charles Robinson</p> <p>USPHS HOSPITAL
SAN FRANCISCO, CALIFORNIA</p> <p>Paul Arthofer
Edward Atkins
Harry Baum
Mervil Black
Arthur Caruso
Mike Dikum</p> <p>Javinal Fernandes
Frank Foster
Paul Franco
Matthew Guidera
Louis Roa
David Wilson</p> <p>USPHS HOSPITAL
STATEN ISLAND, NEW YORK</p> <p>A. T. Arnold
Richard Asmont
Chris Stydic
Antonio Carrano
Louis Cavetta
Estuardo Cuellar
Fernando Dacannas
George Daniels
Horacio DaSilva
Rulof Fretes
Juan Diaz
Adrian Duraches
M. P. Edge
I. B. Schneider
James Shiber
Harry Singleton
Edgar Smith
William Smothers
Lee Summers
James Stephens
Joseph Tague
Ivan Tarkov</p> <p>Richard Wendell
Harry White
William Wirtanea
Yu Song Yee
Ching You
Frank Galvin
K. P. George
Robert Goodwin
Walter Grohulski
R. Hayes
B. B. Henderson
Sulo Lepisto
Theodore Lord
Horace Mobley
John Morrison
Metro Palubniak
George Pappas
George Pillaris
Thomas Pilkington
Joseph Raymond
Eloro Regalado</p> <p>USPHS HOSPITAL
FORT WORTH, TEXAS</p> <p>Warren Alderman
Gerald Algernon
Robert Banister
Benjamin Deibler
Claude Doyal
Abe Gordon
Joseph Gross</p> <p>William Hampel
L. Higgans
Thomas Leahy
Arthur Madsen
Max Olson
Wille Young</p> <p>SAILORS' SNUG HARBOR
STATEN ISLAND, NEW YORK</p> <p>Alberto Gutierrez
Thomas Isaksen</p> <p>William Kenny
Ernest Webb</p> <p>USPHS HOSPITAL
MEMPHIS, TENNESSEE</p> <p>James McGee</p> <p>PINE CREST HAVEN
COVINGTON, LOUISIANA</p> <p>Frank Martin</p> <p>US SOLDIERS' HOME
WASHINGTON, DC</p> <p>William Thomson</p> |
|---|--|---|

'Minute Pix' Camera Now Takes Color

Seafarers who have been avid users of the "picture-in-a-minute" Polaroid Land cameras can now obtain special color film for most models. The film is said to produce a finished color print in 50 seconds.

It went on sale in Florida last winter and is expected to be on sale all over the country by the end of May.

Seafarers are still urged to stick to black-and-white film, however, if they are sending any photographs to the LOG for possible publication. Color photographs, regardless of the type of film, are difficult to reproduce in the LOG.

Scientists at Polaroid have compressed all the procedures for developing conventional color film into one step right in the camera. The finished print is developed in 50 seconds, compared to processing of conventional color film that takes 93 minutes.

The advantages of the "picture-in-a-minute" idea for seamen aboard ship was recognized early in its development over a dozen years ago. These cameras were among the biggest sellers when the SIU Sea Chest store operation began in 1951 at headquarters and later spread to Baltimore and New Orleans.

The number of such cameras aboard ship was evident from the flood of photographs that were used in the LOG from SIU lensmen all over the world.



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

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

NAME

STREET ADDRESS

CITY ZONE STATE

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

ADDRESS

CITY ZONE STATE

From the Ships at Sea

The gang on the Penn Trader (Penn Shipping) is wondering when some much-needed repairs are going to be made on the ship. Long-overdue repairs have been regularly delayed, ship's delegate Stephen Emerson says, since the company says it plans to sell the ship and doesn't want to put too

much into it. According to the crew, they've been going from grain elevator to grain elevator without repairs, and are beginning to feel that "as long as she floats, out she goes" is the company's attitude.

The cooks are complaining of rust holes in the stove stack, some of them big enough to put your fist through, and leaving soot on everything. Among many other required repairs is some insulation for the lee boxes, which need insulation badly. The crew says all it wants at this point is some repair materials to work with, and not a new ship.

A "Letter to the Editor" by Seafarer Neil H. Lambert which was printed in the March 8 issue of the LOG, dealing with living conditions aboard ship, is spurring much comment from Seafarers. Latest to offer an opinion on the subject is the crew of the Coe Victory (Victory Carriers), which discussed the letter at a recent ship's meeting. They agreed unanimously with Lambert on the



Lambert



Semple

need for improvement of sleeping accommodations, cramped quarters and lockers.

The entire crew of the Mount Vernon Victory (Victory Carriers) went on record at a ship's meeting to give a vote of thanks to the skipper for his personal attention

LOG-A-RHYTHM:

My Son

By Mrs. D. Hartonchik

The day you left,
The sky was blue;
I said goodbye,
And wished for you,
All the dreams
You planned for years
Would bring you happiness;
But for me—just one big tear.

Soon you will return,
With many gifts,
Of far-off places
You walked amidst.
I've learned the names,
Locations, too.
Where you have been,
I traveled, too—
With you!
With you!

in applying aid to a wiper who was injured in a fall, and had to be transferred ashore for treatment via a police launch off the coast of Florida. Ship's delegate Fred Israel expressed the crew's gratitude for the skipper's efficient action.

Thanks from the Del Norte (Delta) Seafarers went out to



Manca



Douglas

shipmate Frank Semple, who mailed \$142 belonging to the ship's fund from Japan after he had left the ship. The money will be applied to the purchase of movies by movie director L. Manca. Thanks to Semple, the fellows on the Del Norte will have some entertainment to shorten the off-watch hours on the next few trips.

The Orion Comet has been running into a little tough luck lately, according to a communication from ship's reporter V. Douglas. Douglas writes, in part: "The holidays were fine, but since then we had one brother get off in Singapore to be hospitalized. The chief cook got off in Okinawa for heart trouble. We had a few other brothers get off in Okinawa with hospital slips. Brother Charles Rickards died aboard ship in Korea from a bad heart. We have been out here for six months with six more to go. At the rate they are getting off, I don't think we will have half the regular crew when the year is up."

A new safety program started by the company was greeted with full support by the SIU crew of the Bethflor (Bethlehem Steel) at a regular ship's meeting recently, according to ship's delegate Filippo Carlino. It was decided that any unsafe act or operation will be reported to each department's safety delegate, so there will be only one report to turn in at each voyage meeting. This, they feel, will make the procedure more efficient.

Some minor difficulties with the hot water are due for correction shortly aboard the Andrew Jackson (Waterman). The steward department delegate reported at a safety meeting that the spigot on the hot water line in the officers pantry was marked incorrectly with a "C," so the matter was referred to the chief engineer for correction. The steward also

warned the crew not to touch the thermostat in the crew pantry as they were having trouble with that hot water system.

The crew of the Louisiana (Seatrains) is going to try to aid service at mealtimes by installing a two-way speaker system from the crew mess to the galley, ship's delegate Charles Wysocki reports. Seems they've found it almost impossible for orders to be passed correctly from the messroom to the galley when the ship is underway. Besides, who wants beans when he's ordered a salad?

Seafarer Bernie Mace says the LOG is the best way to reach the fellows who were on the Bulk Leader (American Bulk) with him last trip, so he wants to pass on his sincere thanks for their warm-hearted response in an emergency. It seems that Mace's daughter in New York, Mrs. Mary Landgraf, passed away suddenly while in the hospital, and almost as soon as Mace had the cabled news in his hand, the crew chipped in to send a floral wreath and spray back to the States all the way from Laurence Marques. Their action really helped ease the pain of a sad occasion, Mace adds.

ELIZABETHPORT (Sea-Land), Oct. 7—Chairman, Davis; Secretary, R. O'Dowd. No beefs reported by department delegates. Request more fresh milk to be put aboard. Vote of thanks to the steward department.

BEAUREGARD (Sea-Land), Oct. 11—Chairman, H. Libby; Secretary, J. Young. Motion made to have negotiating committee ask for night relief for gangway and fireman on 4-12 and 12-8 watches. Motion to air-condition crew quarters aft. Delayed sailing disputed for September 6, 1962 at Newark.

TRANSLOBE (Hudson Waterways), Oct. 10—Chairman, C. B. Wiggins; Secretary, S. U. Johnson. Everything running relatively smooth. Collection made and turned over to orphanage, \$50 in ship's fund. Crew gave the entire steward department a vote of thanks for wonderful services rendered.

ALCOA PENNANT (Alcoa), Oct. 10—Chairman, W. O. Wandell; Secretary, W. J. Anderson. \$5 in ship's fund. No beefs reported by department delegates.

OCEAN ULLA (Maritime Overseas), Oct. 7—Chairman, E. C. Johnson; Secretary, W. J. Davis. Brother Morris was elected to serve as ship's delegate. A few hours disputed OT in deck department.

SEATRAN LOUISIANA (Seatrains), Dec. 3—Chairman, Louis Anderson; Secretary, William Padgett. One man missed ship in New Jersey. Letter from Food Committee read to the crew. The crew was promised that it would be getting a better grade of food and more stores for this ship.

COALINGA HILLS (Marine Tankers), Sept. 27—Chairman, Robert Jensen; Secretary, J. L. Hodges. One man left ship in Miami due to illness. \$1.00 in ship's fund. No beefs reported by department delegates. All hands asked to keep natives out of house.

MIDLAND (Clearwater), Aug. 19—Chairman, Stephen Homka; Secretary, Charles Brinton. Bill Link elected

Turnaround At Erie Basin



Seafarers W. E. Alpin (top) was handling the oiling chores and Frank Szwestka (left) was tending the boilers when the LOG photographer came aboard the Mankato Victory (Victory Carriers) at Erie Basin, Brooklyn, a while back. The Mankato had just returned from a European voyage on which she stopped at Italy, Spain and France. Soon afterward, she left again, bound for the Far East. Stops are scheduled in Japan and Korea.



to serve as ship's delegate. Crew asked to wear dress shorts or long pants in messroom at all times, and T shirts at meal time. No beefs reported.

DEL SANTOS (Delta), Sept. 29—Chairman, Ira C. Brown; Secretary, Ernest Frazier. S. W. Martin was elected to serve as ship's delegate. No beefs; all is running smoothly.

PENN TRANSPORTER (Penn Shipping), Sept. 30—Chairman, A. H. Schwartz; Secretary, T. Spencer. Bosun and one wiper hospitalized in Rio. Some disputed OT in the deck department. A. H. Schwartz was re-

lected as ship's delegate. Crew asked to wear dress shorts or long pants in messroom at all times, and T shirts at meal time. No beefs reported.

JEFFERSON CITY VICTORY (Victory Carriers), Sept. 3—Chairman, B. Broderick; Secretary, R. Barker. One man missed ship in Bremerhaven. Steward asked men getting off ship to strip bed before leaving.

DEL SUD (Delta), Sept. 2—Chairman, William Folse; Secretary, Arturo Valente. Ship's delegate reported no beefs. Notified crew that the company would not tolerate wrapping of souvenirs in ship's towels. \$220.06 in ship's fund at beginning of voyage. H. K. Smith elected to serve as ship's delegate.

ALCOA PEGASUS (Alcoa), Sept. 3—Chairman, W. Stevens; Secretary, R. Whitney. No beefs reported. George Plawes was elected to serve as ship's delegate.

STEEL ADVOCATE (Isthmian), Sept. 8—Chairman, John Keinos; Secretary, C. R. Johnson. Ship's delegate reported everything is in order. Vote of thanks given to steward department.

STEEL SCIENTIST (Isthmian), Sept. 15—Chairman, D. L. Dickerson; Secretary, F. S. Omega. Ship's delegate reported that some of the disputed OT and delayed sailing had not been settled. \$12.89 in ship's fund. Brother Dickerson, ship's delegate, tendered his resignation and W. M. Knapp was elected to serve. Suggestion that recreation room be kept clean and that the magazines and other reading material be kept in their proper places in ship's library.

HILTON (Bull), June 10—Chairman, W. T. Hardemas; Secretary, Michael Troth. Brother Stricklen was elected to serve as ship's delegate. No beefs reported by department delegates.

ORION CLIPPER (Colonial), Oct. 6—Chairman, J. MacKenzie; Secretary, W. Morales. Ira Kenneth was elected to serve as ship's delegate. No beefs reported.

DIGEST of SIU SHIP MEETINGS

lected as ship's delegate. Ship going back to yard.

STEEL EXECUTIVE (Isthmian), Sept. 30—Chairman, Carl Lawson; Secretary, Cedric Wood. Ship's delegate reported that everything is running along smoothly. \$9.60 in ship's fund.

COEUR D'ALENE VICTORY (Victory Carriers), Oct. 7—Chairman, S. Furtado; Secretary, C. Frost. Two men short plus one man hospitalized in Honolulu. Patrolman to check on legality of quarantine in Inchon, and regarding chipping at night in Pusan. Ship's delegate asked all hands to settle beefs at sea and be sober for payoff.

HALCYON PIONEER (Halcyon), Sept. 8—Chairman, William Goff; Secretary, Clifton Nelson. No beefs reported by department delegates.

AZALEA CITY (Sea-Land), Sept. 9—Chairman, E. Johnson; Secretary, John Coyle. Ship's delegate reported





These "before and after" photographs show the good recovery made by Seafarer Anthony Ferrara in a Spanish hospital. Top picture was taken January 4, the day of the accident. Bottom photo shows Ferrara 13 days later.

Seafarer Cheats Death In Spain Auto Mishap

Seafarer Anthony Ferrara, AB, is glad to be alive after being involved in an automobile accident in Spain that put him into a coma for ten days and nearly cost him his life.

Fully recovered and back in the US, Ferrara was happy to be back in the States to tell about the nearly-fatal accident.

He was on shore leave off the Vivian (Intercontinental Transport) and on his way to visit friends in Gijon, Spain, near San Sebastian, when the cab he was in went out of control near the town of El Musel. It turned over twice and crashed into the side of a house, winding up completely demolished.

A Red Cross ambulance was called immediately and both Ferrara and the taxi driver were taken to the Jove Hospital near El Musel, where the driver died soon afterward. Ferrara was in a coma with brain concussion. He remained in that condition for ten days while no one was certain whether he would live to tell about it.

When he finally came out of the coma, Ferrara says, it took him quite a while to get his bearings. He kept insisting that he was home in the US and couldn't understand why no one could speak English. (Only two people in the whole

hospital had any knowledge of English).

It didn't take him long to get things straight, however, and from that time on Ferrara had nothing but praise for the Spanish doctors and nurses who attended him and saved his life. He thanks his lucky stars that he was riding in the back seat, because he feels that if he was riding up front with the driver he too would have been killed.

Many people were very kind to him during his convalescence, Ferrara says, and he would like to thank them for their thoughtfulness and generosity.

First there was a shipmate, Victor G. Naves, who left the ship to be able to help him. Naves lives in Gijon and helped a great deal in getting word to Ferrara's family. His folks were pretty worried about his condition and experiencing a lot of difficulty in getting information about him. Naves visited Ferrara almost daily and was a great help and friend, truly displaying the spirit of the "Brotherhood of the Sea."

Another friend in need proved to be an evangelist American woman living in Spain, who heard about the accident on the radio and visited her fellow American many times during his stay in the hospital.

When it was finally certain that "the Americano" was on the road to recovery, the local priest held a thanksgiving Mass in the hospital for Ferrara, who says this kind gesture was warmly appreciated.

Back in the US and glad to be alive, Ferrara spent eight days in the Staten Island hospital, where he was pronounced "fit as a fiddle." Now he's looking forward to a little rest before shipping out again. An SIU man since 1949, Ferrara makes his home in New York City.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

SIU Condolences Are Appreciated

To the Editor:

It is with the deepest gratitude that I write to express my appreciation for the most welcome assistance and benefits from the SIU Welfare Plan covering the death of my father, Frank F. Braun.

I shall certainly take advantage of the Union's kind offer to aid me further if I do run into any difficulties regarding my father's personal affairs. The generous advice and assistance during these past weeks of trial have been something my husband and I shall never forget.

Enough cannot be said about the extremely kind and helpful manner in which we were assisted by SIU members and officials. I can only say that my father was fortunate indeed to have been a part of such a fine Union as yours and to have associated with as many considerate and understanding representatives.

Mrs. Patricia C. Felter

Cites Problems In Foreign Port

To the Editor:

Here is something for the membership to think about and toss around a bit: If a sick or disabled man must leave a ship at a port anywhere in the world, I recommend that he be given the necessary cash, let's say \$100, by the Captain to provide for his traveling expenses, food and hotel room until his affairs can be straightened out.

While you're overseas and have to get off the ship, a company agent puts you on a plane, and tells you somebody will meet you at the airport and will take care of everything there. But then what happens?

The plane stops somewhere for a few hours lay-over that sometimes lasts a whole day.

You have to get some place to stay and eat, with no money. You wind up stranded in a strange place with no one to help you.

This also happens in the States when a plane is late coming in and there's nobody to meet you. I think there ought to be some way to take care of this kind of situation in advance.

Paul J. Franco

Mother Thanks Blood Donors

To the Editor:

Due to a long illness and bed rest period, this is the first opportunity I have found to

write and express my gratitude to the many fine SIU members for their kindness in donating the blood which was so vital in saving my life.

As the mother of SIU member Richard Boles I was always proud of him and his Union and understandably am even prouder of you all now. I cannot thank you enough.

Paul J. Franco

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.

Union Welfare Program Lauded

To the Editor:

Since we are unable to thank everyone personally, we want to express our appreciation to the Seafarers Welfare Plan and SIU representatives at the Port of Houston for the courteous, prompt and most wonderful assistance given us in my wife's operation.

The knowledge of having such a wonderful Welfare Plan as ours has always been known to us, but the speed with which it helped us was surprising and has given us an added sense of security.

When we were confronted with a choice of a serious bone operation for my wife or her not being able to walk again, the Welfare Plan was on the spot to make the operation possible.

Again, we wish to express our sincere gratitude to everyone concerned. May the future years be the most prosperous for our Union, for we are proud and honored to be part of such a wonderful organization.

Gustavo Osuna

Holiday Spirit Aboard Orion Comet



The holidays went along joyfully aboard the Orion Comet (Colonial), with plenty of good chow, ship's reporter V. Douglas, steward, reported recently. To prove his point, he sent these pictures along. Above, D. Orsini, oiler (left), and J. Naurocki, BR, take it easy aboard ship after shore leave in Okinawa. At right (top) are (l-r) E. C. Danner, baker; E. Lamb, chief cook, and E. Trakimarick, 3rd cook, the men responsible for the fine food, and below, T. G. Jones, AB; Trakimarick and Orsini relax after watch with a few cool ones to pass the time.



Schedule Of SIU Meetings

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

New York	May 6	Detroit	May 10
Philadelphia	May 7	Houston	May 13
Baltimore	May 8	New Orleans	May 14
	Mobile	May 15	

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through June, 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 an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
May 20	May 22	April 19
June 17	June 19	May 24
		June 21

CG Revising Operation Of Marine Radiobeacons

NEW YORK—Radiobeacons operated by the Coast Guard will be changed in operating frequency and method of operation during the summer of 1963. On the East Coast about half the changes will take place on June 4 and the rest on June 11.

The present method of time-sharing frequencies was established in 1929, to reduce interference and to allow for expansion of the system. However, since 1929, the number of marine radiobeacons operated by the US has grown from 64 to 191 with only a small increase in frequency band allocation for their use.

This has resulted in saturation of the band and insufficient frequency separation for acceptable accuracy. In addition, new, urgently needed radiobeacons have been added at the expense of risking interference with existing beacons, the CG declared.

In order to correct this situation and increase efficiency, changes in the method of operation of the

marine radiobeacon system will take place. Major changes are the sequencing of six radiobeacons on a single frequency, elimination of the distinction between fair and foul weather operation, adjustment of service ranges, the incorporation of a long dash at the end of the characteristic identifier and continuous carrier tone-keyed modulation.

Under the system of time-sharing, the six beacons to be sequenced will each transmit for a period of one minute in consecutive rotation without any off-air period.

The new radio system will be operated according to an assigned sequence number using Roman numerals I through VI. For example, "I" indicates the radiobeacon is to operate the first minute of the hour and every sixth minute thereafter; "II" indicates the radiobeacon is to operate the second minute of the hour and every sixth minute thereafter, etc.

The characteristic signal used to identify the beacon consists of a combination of dots and dashes transmitted for 50 seconds followed by a ten-second dash. The last ten seconds of the operating minute are devoted to a long dash for maximum accuracy in taking bearings.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

- PRESIDENT**
Paul Hall
- EXECUTIVE VICE-PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
Earl Shepard
Al Tanner
- Lindsey Williams**
Robert Matthews
- SECRETARY-TREASURER**
Al Kerr
- HEADQUARTERS REPRESENTATIVES**
Bill Hall Ed Mooney Fred Stewart
- BALTIMORE** 1216 E. Baltimore St.
Rex Dickey, Agent Eastern 7-4900
- BOSTON** 276 State St.
John Fay, Agent Richmond 2-0140
- DETROIT** 10225 W. Jefferson Ave.
Vinewood 3-4741
- HEADQUARTERS** 675 4th Ave., Bklyn
HYacinth 9-6600
- HOUSTON** 5804 Canal St.
Paul Drozak, Agent Walnut 8-3207
- JACKSONVILLE** 2608 Pearl St., SE., Jax
William Morris, Agent ELgin 3-0987
- MIAMI** 744 W. Flagler St.
Ben Gonzales, Agent FRanklin 7-3564
- MOBILE** 1 South Lawrence St.
Louis Neira, Agent HEmlock 2-1754
- NEW ORLEANS** 630 Jackson Ave.
Buck Stephens, Agent Tel 529-7546
- NEW YORK** 675 4th Ave., Brooklyn
HYacinth 9-6600
- NORFOLK** 418 Colley Ave.
Gordon Spencer, Acting Agent 625-6505
- PHILADELPHIA** 3004 S. 4th St.
Frank Drozak, Agent DEwey 6-3818
- SAN FRANCISCO** 450 Harrison St.
Frank Boyne, Agent DOuglas 2-4401
E. B. McAuley, West Coast Rep.
- SANTURCE PR** 1313 Fernandez Juncoas
Stop 20
- Kelth Terpe, Hq. Rep.** Phone 723-0003
- SEATTLE** 2505 1st Ave.
Ted Babkowski, Agent MAIn 3-4334
- TAMPA** 312 Harrison St.
Jeff Gillette, Agent 229-3738
- WILMINGTON** Call 505 N. Marine Ave.
George McCartney, Agent TErminol 4-2323

PERSONALS and NOTICES

P. F. Spencer
Get in touch with James Moore, 339 S. Flower, Brea, Calif.

⚓ ⚓ ⚓

Peter E. Walsh
Contact your brother, Paul R. Walsh, regarding an important personal matter as soon as possible.

⚓ ⚓ ⚓

Vernon L. Williamson
You are asked to contact A. G. Williamson, 115 Broadway, Kissimmee, Fla., as soon as possible on an urgent family matter.

⚓ ⚓ ⚓

Russell E. Lund would like to get in touch with Oscar Sorensen, Oscar Blain, Thad De Loach, Steve Bregeria, Robert Rivera, and any other former shipmates, who are asked to write him at 18084 Riverside Drive, Sonoma, Calif.

⚓ ⚓ ⚓

Roy Peoples
C. H. Foster, PO Box 334, MIL-

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 exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Max Harrison, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1630, New York 4, NY
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

KNOW YOUR RIGHTS

ton, Fla., wants to know where to send your souvenirs.

⚓ ⚓ ⚓

Monte Fila

Contact Ed Peila, 43 Mt. Pleasant Ave. Wallington, NJ, so that he'll know what you want to do on that personal matter. His phone is GENEVA 8-3658.

Charles Glendenning

Your mother wishes you to get in touch with her whenever possible at the 4202 Groveland Ave. address in Maryland. The phone is LIBERTY 2-6518.

⚓ ⚓ ⚓

Albert H. Schwarz

Your wife asks that you get in

touch with her immediately at Route 1, Box 437, Bel Air, Maryland. The phone is code 301-834-4582.

⚓ ⚓ ⚓

Leslie J. Brillhart

Your son Robert asks that you contact him as soon as possible at the same address as usual.

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

California

William S. Maillard
Republican 6th District
City: San Francisco (part).
County: San Francisco (part).

Harlan Hagen

Democrat 18th District
Cities: Arvin, Avenal, Bakersfield, Burton, Corcoran, Crowley, Cutler, Delano, Dinuba, Earlimart, E. Porterville, Exeter, Farmersville, Ford City, Hanford, Ivanhoe, Lamont, Lemoore, Lindsay, McFarland, Mojave, Porterville, Ridgecrest, Shafter, So. Taft, Taft, Taft Heights, Tehachapi, Tulare, Visalia, Wasco, Woodlake.
Counties: Kern, Kings, Tulare.

Florida

Paul G. Rogers

Democrat 6th District
Cities: Belle Glade, Belleglade Camp, Boca Raton, Boynton Beach, Chosen, Clewiston, Dania, Delray Beach, Ft. Lauderdale, Ft. Myers, Ft. Myers Beach, Hallandale, Hollywood, Immokalee, Indiantown, Lake Park, Lake Worth, Lantana, Lighthouse Point, Margate, Miramar, Naples, N. Palm Beach, Oakland Park, Pahokee, Palm Beach, Palm Springs, Plantation, Pompano Beach, Riviera Beach, So. Bay, Stuart, Tice, W. Palm Beach, Wilton Manor.
Counties: Broward, Collier, Glades, Hendry, Lee, Martin, Palm Beach.

Kansas

Robert F. Ellsworth

Republican 3rd District
Cities: Fairway, Garnett, Kansas City, Lawrence, Leawood, Merriam, Mission, Olathe, Osawatimie, Ottawa, Overland Park, Paola, Prairie Villate, Roeland Park, Shawnee.
Counties: Anderson, Douglas, Franklin, Jefferson, Johnson, Linn, Miami, Kansas City (part).

Kentucky

Frank A. Stubblefield

Democrat 1st District
Cities: Benton, Cadiz, Calvert City, Central City, Clinton, Eddyville, Franklin, Fulton, Greenville, Hickman, Hopkinsville, Lone Oak, Marion, Mayfield, Murray, Paducah, Princeton, Russellville, Scottsville, Woodlawn.
Counties: Allen, Ballard, Butler, Caldwell, Calloway, Carlisle, Christian, Crittenden, Fulton, Graves, Hickman, Livingston, Logan, Lyon, McCracken, Marshall, Muhlenburg, Simpson, Todd, Trigg.

Louisiana

T. A. Thompson

Democrat 7th District
Cities: Church Point, Crowley, De Quincey, De Ridder, Eunice, Goosport, Gretna, Jennings, Lake Arthur, Lake Charles, Mamou, Maplewood, Oakdale, Opelousas, Rayne, Sulphur, Ville Platte, Vinton, Welsh, Westlake, Westwego.
Parishes: Acadia, Allen, Beauregard, Calcasieu, Cameron, Evangeline, Jefferson Davis, St. Landry.

Maine

Stanley R. Tupper

Republican 1st District
Cities: Augusta, Bath, Belfast, Berwick, Biddford, Bridgton, Brunswick, Camden, Cape Elizabeth, Cumberland, Eliot, Falmouth, Freeport, Gardiner, Gorham, Halliwell, Kennebunk, Kittery, New Gloucester, Oakland, Old Orchard Beach, Portland, Rockland, Saco, Sanford, Scarborough, South Berwick, So. Portland, Thomaston, Topsham, Waldobor, Waterville, Wells, Westbrook, Windham, Winslow, Winthrop, Yarmouth, York.
Counties: Cumberland, Kennebec, Knox, Lincoln, Sagadahoc, Waldo and York.

Maryland

Rogers C. B. Morton

Republican 1st District
Cities: Cambridge, Chestertown, Crisfield, Easton, Elkton, Federalsburg, Pocomoke City, Salisbury.
Counties: Caroline, Cecil, Dorchester, Kent, Queen Annes, Somerset, Talbot, Wicomico, Worcester.

Edward A. Garmatz

Democrat 3rd District
City: Baltimore (part).

Massachusetts

Hastings Keith

Republican 12th District
Cities: Abington, Acushnet, Barnstable,

Spring Harbor, Copague, Deer Park, East Massepequa, East Neck, East Northport, Greenlawn, Halesite, Huntington, Huntington Bay, Huntington Station, Lindenhurst, Lloyd Harbor, Northport, Plainedge (part), S. Huntington, Vernon Valley.
Counties: Part of Nassau, Suffolk.

John M. Murphy

Democrat 16th District
Cities: New York-Brooklyn (part), Staten Island.
Counties: Kings (part) and Richmond.

Jacob H. Gilbert

Democrat 22nd District
City: New York-Bronx (part).
County: Bronx (part).

Oregon

Edith S. Green

Democrat 3rd District
Cities: Gresham, Milwaukie, Portland.
County: Multnomah.

Pennsylvania

James A. Byrne

Democrat 3rd District
City: Philadelphia (part).
County: Philadelphia.

George A. Goodling

Republican 19th District
Cities: Camp Hill, Carlisle, Dallastown, Gettysburg, Glen Rock, Hanover, Lemoyne, Littlestown, McSherrystown, Manchester, Mechanicsburg, Midway, Mount Holly Springs, Mount Wolf, New Cumberland, Newville, North York, Parkville, Red Lion, Shippensburg (part), Spring Garden, Spring Grove, West Fairview, West York, Wormleysburg, Worthville, York.
Counties: Adam, Cumberland, York.

Frank M. Clark

Democrat 25th District
Cities: Allquippa, Ambridge, Badon, Beaver, Beaver Falls, Bessemer, Big Beaver, Boswell, Butler, Conway, Economy, Ellwood City, Evans City, Freedom, Frisco, Harmony, Highfield, Homeacre, Industry, Lyndora, Mars, Meridian, Midland, Monaca, New Brighton, New Castle, New Wilmington, Oakland, Oakwood, Rochester, Slippery Rock, West Mayfield, Zelenople.
Counties: Beaver, Butler, Lawrence.

South Carolina

L. Mendell Rivers

Democrat 1st District
Cities: Allendale, Beaufort, Charleston, Manning, Mt. Pleasant, Summerville, Walterboro.
Counties: Aiken, Bamberg, Barnwell, Calhoun, Lexington, Orangeburg, Richland, Sumter.

Texas

Bob Casey

Democrat 22nd District
Cities: Bellaire, Deer Park, Houston (part), Jacinto City, La Porte, Morgans Point, Pasadena.
County: Harris (part).

Virginia

Thomas N. Downing

Democrat 1st District
Cities: Chinoteague, Hampton, Newport News, No. Virginia Beach, Poquoson, Seatack, Virginia Beach, Williamsburg.
Counties: Accomack, Charles City, Essex, Gloucester, James City, King and Queen, Mathews, Middlesex, New Kent, Northampton, Princess Anne, York.

Washington

Thomas M. Pelly

Republican 1st District
City: Seattle (part).
Counties: Kitsap (part), King (part).

Thor C. Tollefson

Republican 6th District
Cities: Bellevue, Bremerton, Buckley, Enumclaw, Fircrest, Orting, Puyallup, Seattle (part), Sumner, Tacoma.
Counties: Pierce, King (part).

Wisconsin

William K. Van Pelt

Republican 6th District
Cities: Cedarburg, Chilton, Fond du Lac, Grafton, Harrison, Hartford, Menasha, Mequon, Neenah, No. Fond du Lac, Oshkosh, Plymouth, Port Washington, Ripon, Sheboygan, Sheboygan Falls, Thiensville, Waupun.
Counties: Calumet, Fond du Lac, Ozaukee, Sheboygan, Washington, Winnebago.

House Committee on Merchant Marine & Fisheries

These are the members of the House Committee on Merchant Marine & Fisheries to whom protests should be sent against the proposal for compulsory arbitration in maritime (HR 1897), while hearings on the bill are recessed in Washington. (See Page 1.) The Committee members are listed alphabetically by state, with the areas they serve in the House of Representatives.

All Seafarers, their families and friends are urged to write the members of the Committee, especially if they live in the area represented by any Committee member. The proposal for compulsory arbitration in maritime would mean the end of free collective bargaining not only in the shipping industry, but eventually for all workers.

Protests should be addressed to the individual members of the Committee at the House Office Building, Washington, DC.

Bourne, Bridgewater, Buzzards Bay, Chatham, Cohasset, Dartmouth, Dennis, Duxbury, East Bridgewater, East Falmouth, Fairhaven, Falmouth, Hanover, Hanson, Harwich, Hingham, Hull, Hyannis, Kingston, Lakeville, Marshfield, Mattapoisett, Middleborough, Nantucket, New Bedford, North Plymouth, North Scituate, Norwell, Pembroke, Plymouth, Provincetown, Rockland, Scituate, South Yarmouth, Vineyard Haven, Wareham, West Bridgewater, Westport, Whitman, Yarmouth.
Counties: Barnstable, Bristol (part), Dukes, Nantucket, Plymouth (part).

Michigan

John D. Dingell

Democrat 15th District
City: Detroit (part).
County: Wayne (part).

Missouri

Leonor (Mrs. John B.) Sullivan

Democrat 3rd District
City: St. Louis.
County: St. Louis (part).

New Jersey

Milton W. Glenn

Republican 2nd District
Cities: Absecon, Atlantic City, Bridgeton, Brigantine, Buena, Cape May, Cape May Court House, Cape May Point, Egg Harbor City, Hammonton, Linwood, Margate City, Mays Landing, Millville, Northfield, North Wildwood, Ocean City, Pleasantville, Port Norris, Seabrook Farms, Somers Point, Ventnor City, Villas, Vineland, Wildwood, Wildwood Crest, Woodbine.
Counties: Atlantic, Cape May, Cumberland.

New York

James R. Grover

Republican 2nd District
Cities: Amityville, Babylon, Cold

North Carolina

Herbert C. Bonner, Chairman

Democrat 1st District
Cities: Ahsokie, Ayden, Belhaven, Bethel, Edenton, Elizabeth City, Farmville, Greenville, Grifton (part), Hertford, Murfreesboro, Plymouth, Robersonville, Washington, Williamston, Windsor.
Counties: Beaufort, Bertie, Camden, Chowan, Currituck, Dare, Gates, Hertford, Hyde, Martin, Pasquotank, Perquimans, Pitt, Tyrrell, Washington.

Alton Lennon

Democrat 7th District
Cities: Bonnie Doone, Chadbourne, East Fayetteville, East Wilmington, Elizabethtown, Fairmont, Fayetteville, Fayetteville North, Laurinburg, Lumberton, Maxton, Owens, Raeford, St. Pauls, South Fayetteville, Southport, South Wilmington, Spring Lake, Tabor City, Whiteville, Wilmington.
Counties: Bladen, Brunswick, Columbus, Cumberland, Hoke, New Hanover, Robeson, Scotland.

Ohio

Thomas L. Ashley

Democrat 9th District
Cities: Maumee, Oregon, Ottawa Hills, Sylvania, Toledo.
County: Lucas.

Charles A. Mosher

Republican 13th District
Cities: Amherst, Avon Lake, Bellevue, Clyde, Elyria, Fremont, Huron, Lorain, Norwalk, Oberlin, Sandusky, Sandusky So., Sheffield Lake, Vermillion, Wellington, Willard.
Counties: Erie, Huron, Lorain, Sandusky.

Charles A. Vanik

Democrat 21st District
Cities: Cleveland (part), Garfield Heights, Newburg Heights.
County: Cuyahoga (part).