



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

## Union Victory On Runaways

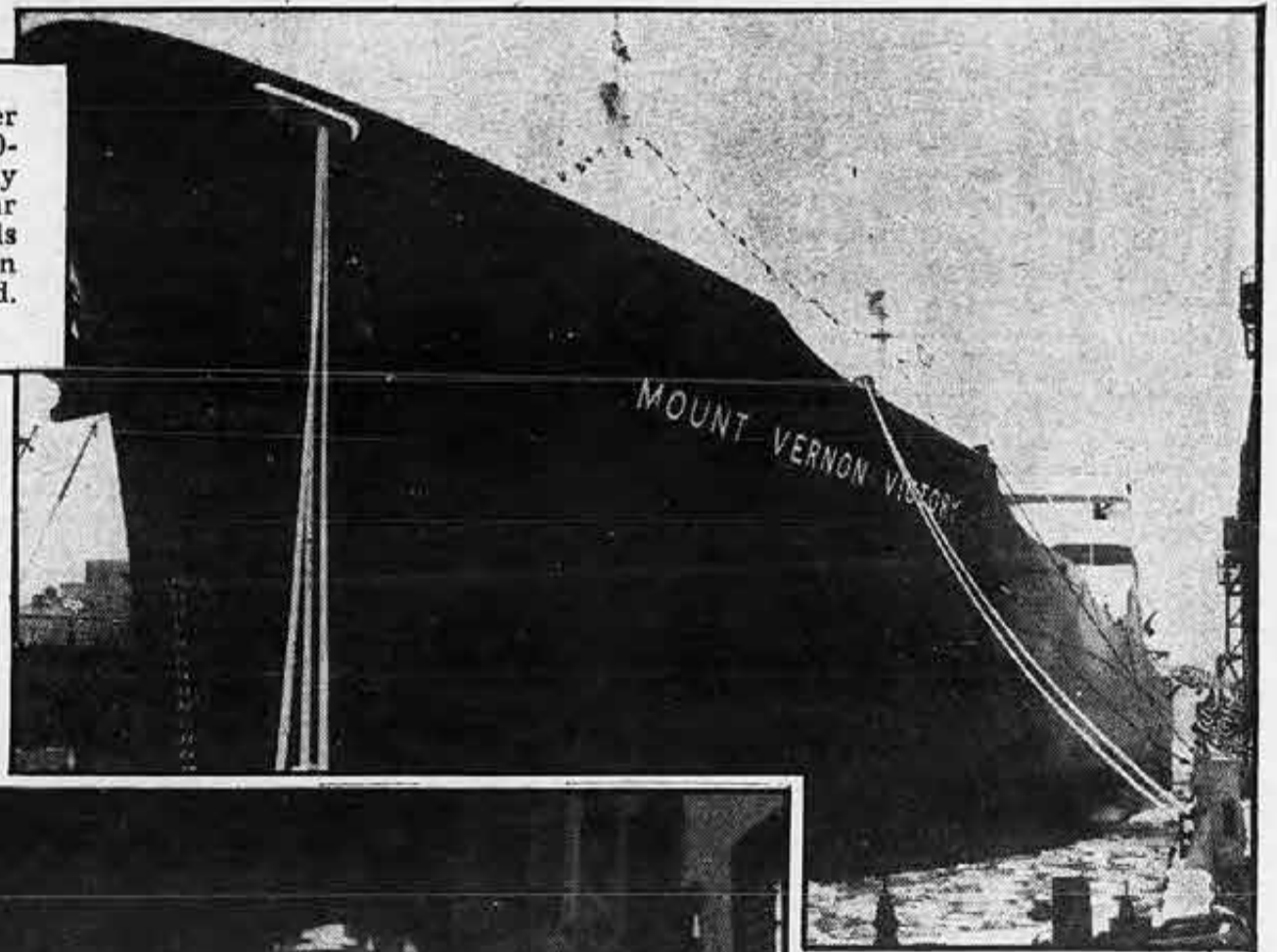
# NLRB UPHOLDS SIU IN SEA LEVEL CASE

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## *SIU Strike Saves RR Tug Jobs*

Story On Page 3

**New Supertanker.** Newest supertanker under SIU contract is the 46,000-ton Mt. Vernon Victory (Victory Carriers). Big ship is fully air-conditioned and has a swimming pool back aft near stack. Unlicensed men sleep two to foc'sle, in cabin beds and share toilet and shower facilities with the two men in adjoining foc'sle. Large, roomy lockers are also provided. (See other photos page 12.)



**It's All Over.** SIU railway tugmen tear up strike signs to signify end of strike against 11 eastern railroads. Major issue in the beef was job security for the tugmen who man the railway car floats used in transporting freight into New York area. Success of the strike stymied railroads' plans to further reduce their work force in other areas of their operations. It also blocked moves to extend job-cutting elsewhere in the transportation industry. (Story on Page 3.)



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Tax Return**

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ADVICE TO  
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# NLRB Rules For SIU In Key Runaway Case

WASHINGTON, February 16—The Seafarers International Union scored a most important victory for all American seamen when the National Labor Relations Board ruled, late today, to take jurisdiction over American-owned ships flying runaway flags, if these ships operate regularly from US ports. In a case involving the Liberian-flag SS Sea Level, of the West India Fruit and Steamship Company, the Board ruled that the employer must deal with the SIU as the representative of the ship's crewmembers. The decision was by a 3 to 2 vote.

The ruling came in a case which had been universally recognized as a landmark in American maritime unions' efforts to organize runaway-flag ships. In fact, the case was considered so important that enormous pressure had been brought to bear on the Board to rule against the Union. Those appearing against the SIU in the case included the US State Department, US Department of Defense and a committee representing the giant steel, oil and aluminum combines, headed up by Standard Oil of New Jersey. It is expected that an appeal will be forthcoming to the courts.

The Sea Level case was one of four pending before the Board, all of which had similar characteristics and were docketed together. The others involved SIU charges against the owners of the SS Yarmouth for firing the crew after they asked for an SIU contract; the P&O Steamship Company, operators of the Liberian-flag SS Florida, for refusing to bargain, and a National Maritime Union case against Honduran-flag vessels owned by the United Fruit Company.

The SIU scored the first breakthrough on the runaway issue when the NLRB agreed that the Union had the right to organize the Liberian-flag ships of the P&O Steamship Company. The Board

had held that the ships were essentially American because they operated out of American ports in American foreign trade. Subsequently, the SIU won a clear-cut election victory on the SS Florida, and proceeded with organizing activities on other runaway ships.

In addition, the SIU and the National Maritime Union had formed the International Maritime Workers Union. The IMWU has engaged in a number of runaway organizing efforts, including the operations of National Bulk Carriers.

However, the giant oil and metals companies, having an enormous stake in the runaway-flag field, opened a campaign at the NLRB to secure a reversal of the P&O decision. In this campaign they were supported by the Eisenhower Administration, with the State Department and the Department of Defense both intervening on behalf of the runaway-flag operation.

These open moves to pressure the NLRB were assailed by the SIU and the Maritime Trades Department. MTD President Paul Hall, in letters to the heads of the government departments last November declared that the clear purpose of the intervention was to deny American unions the right to organize runaway crews.

The Sea Level is well known to Seafarers as the old SS Seatrain, one of the first ships to be signed up and manned by the SIU back in the late '30's. Following its sale, it was transferred to the Liberian flag by its new owners, but continued to operate between New Orleans and Havana.

When the SIU organized the crew and petitioned for representation, the owners fired the Cuban crew while the ship was in Havana harbor. They then forced them to repudiate their SIU pledge cards to get their jobs back.

West India Fruit and Steamship, the vessel's owner, is still operating regularly out of Havana, being one of the few American concerns whose operations have not been halted by Castro.

# American Ships To Get More Farm, Aid Cargoes; Job Step-Up Likely

WASHINGTON—A sharp turnaround in US Government policy on American-flag shipping is in the making in Washington. If carried out as announced, it would go a long way toward snapping the American merchant marine out of the doldrums.

The new policy has two major elements. One would involve giving American-flag ships up to 100 percent of foreign aid cargo commitments in some instances, as opposed to the slightly more than 50 percent they have been receiving up until now. The second part of the program would involve a vast increase in shipments of surplus food abroad, of which American ships now carry at least half.

Typifying the reversal in policy, the new Maritime Administrator, Admiral Ralph E. Wilson, told a shipping group on February 6 that, "we must have ships that we control—American-flag ships, with American crews—if we are to assure, beyond the question of a doubt, access to our supplies of raw materials from abroad."

Under the Eisenhower administration, the Maritime Administra-

tion had followed the "effective control" line, supporting the idea that runaway ships could be relied on to carry US essential materials.

Wilson noted that "In the cold war, in the conduct of peacetime trade and commerce, our US flag merchant ships truly become our first line of defense. They are our only sure guarantee for the principal movement of our imports and exports . . ."

The foreign aid ruling is an outgrowth of the troubles the United States is having with the outflow of gold and dollars from this country. One area of this outflow is ocean shipping costs.

Under the ruling, the International Cooperation Administration, which administers the foreign aid program, will pay the cost of shipping the aid material only if it is carried on an American-flag ship. If carried on a foreign-flag ship, then the country receiving the aid has to pay the cost of the ocean freight.

For practical purposes, its expected that the ruling will give most of these cargoes to American-flag ships. The countries receiving the foreign aid have very little merchant shipping of their own and would not be in a position to pay other foreign-flag ship operators to carry the aid cargoes to them. Such countries, for example, would be Korea, Pakistan, Laos, Formosa (Nationalist China) and South Vietnam.

## Another Safe SIU Ship



Crewmen aboard Wild Ranger (Waterman) pose with SIU safety award won recently. From left: P. Rubis, bosun; Mate Aliden; G. Lawson, AB and (in front) E. Johnson, AB. (For other SIU safety awards, see centerfold.)

# MTD Acts On Sea Union Pacts, Cuba

BAL HARBOUR, Fla.—The Executive Council of the Maritime Trades Department acted on several important maritime issues in its winter meeting here, among them the problems of national bargaining, the continuation of Liberian-flag trading operations with Cuba and the growth of runaway-flags on the Great Lakes.

Noting that the American-flag shipping industry was now facing a possible turning point, the Department went on record in full support of proposals for a national bargaining set-up with US-flag operators. Such bargaining should deal with all the issues confronting US shipping, not just wages and hours.

It's the intention of the maritime unions to meet with the operators and discuss subsidy policy, domestic shipping problems, American-owned runaway operations and similar matters.

The MTD group voted reactivation of the Maritime Federation of the Caribbean. Preliminary steps had been taken in this direction before the Castro regime in Cuba torpedoed cooperation on the problems of Caribbean seamen and maritime workers. An immediate problem for the Federation to deal with is the operation of the runaway-flag West India Fruit and Steamship Company between West Palm Beach and Havana.

West India is at present running a thriving business shipping cargo from Canada in sealed boxcars, some of it possibly contraband under present US regulations. Other runaway operators are similarly

active in the Cuban trade. The MTD plans to take steps to halt this traffic by boycotting Cuban cargo.

The board voted to endorse previous action taken in Montreal to set up a Great Lakes regional Federation. This group is concentrating on fighting the use of the British flag as a runaway registry by American and Canadian ship operators.

Presiding at the meeting of the Department, which has 31 union affiliates in the AFL-CIO, were MTD President Paul Hall and Secretary-Treasurer Peter McGavin.

# SIU Improves Travel Clause In Ship Pacts

Through agreement with SIU-contracted operators a new travel and subsistence pay policy was put into effect this month which permits a Seafarer to collect in cash at the payoffs, a sum equal to first class air fare, plus a day's pay and subsistence, from the payoff port back to the original port of engagement.

Formerly, under the transportation clause, the Seafarer received the equivalent of first class train fare, including the price of a lower berth at the payoff. In order to collect subsistence and travel pay, the Seafarer was required to return to the port of engagement within 30 days.

One reason for the shift in the contract provision was that the former rule covering lower berth railroad fares was becoming obsolete.

As before, transportation is payable under the provisions of Article II, Section 57 of the standard contract. This provides transportation pay where a ship's port of engagement is in one area and the port of payoff in another area.

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## SEAFARERS LOG

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# RR Tugmen Win Job Security

## SIU Plans List For Stewards

Acting to implement the recommendations of the rank and file steward department committee elected last summer, the membership in all ports has approved a separate registration category for chief stewards.

The new registration category will be group 1-S and will include only chief stewards.

It is planned to start the new registration category on or about March 1. All Seafarers with a chief steward's endorsement will have the option of switching over to group 1-S until the March 31 deadline.

Those who remain in group 1 will no longer ship to chief steward jobs, since group 1 will apply to chief cooks and bakers.

If a Seafarer now on the registration list does switch over to group 1-S, he will receive full credit for all the time on his shipping card. Similarly, men coming off the ships after March 31 will have the option of registering group 1-S or group 1.

The new registration procedure was one of nine recommendations made by a five-man rank and file committee elected on July 5, 1960. The recommendations were approved by the August membership meetings in all ports. They called for the establishment of a training school for stewards and a recertification process to assure that all men shipping chief steward are fully-qualified to hold that rating. The other proposals of the committee will be acted upon at a later date. The decision to set up separate registration for stewards at this time was prompted in part by the action of the Coast Guard. That agency has begun issuing seamen's papers to steward department entry ratings as "food handlers" without any specification that the man is an entry rating. This could open the door to totally-inexperienced men shipping in key ratings such as chief steward.

### 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	March 6
Philadelphia	March 7
Baltimore	March 8
Detroit	March 10
Houston	March 13
New Orleans	March 14
Mobile	March 15



Lonely picket stands vigil at Sunnyside yards of Pennsy Railroads where much of that road's passenger trains lie idle. Picketing took place in five states, was extended as far as Cincinnati.

## Five State Picketing Stymied Roads Despite Sub-Zero Cold

Any strike depends in large part on the effectiveness of picket lines. In the vast operation involved in striking 11 major railroads in the dead of winter the picketing operation was a massive one.

Most of the men who carry a blue picket card as a memento of their participation in this beef will have some tales to tell their grandchildren. For one thing, because of the nature of the railroad operation, the picketing was carried on in areas ranging far and wide in the harbor and in the interior as well, as far west as Cleveland. In New York City alone, some 80 locations were picketed, another 60 on the Jersey side and dozens of inland points.

As if it wasn't odd enough for a railroad tugman or Seafarer to find himself picketing in Danbury, Connecticut, or Poughkeepsie, New York, to name two sites, the weather turned to on the side of the railroads with a vengeance. During the course of the 13-day strike, temperatures at some picket sites ranged down as low as 29 below zero and, especially in the last week, never surpassed 20 degrees above at best. To top it off, a howling blizzard blew in on Thursday evening, January 19, covering the eastern seaboard with from ten to 25 inches of snow, on top of previous snow storms.

#### Food, Foul Weather Gear

Consequently, in addition to the enormous job of dispatching pickets around the clock to the 150-odd picket locations, the strike apparatus had to contend with the difficulties of getting food, foul weather gear and even firewood to pickets in the far-flung areas being covered. At times there were several hundred pickets working a single shift.

At its height, just before the contract signing in the wee hours of Monday, January 23, the strike apparatus covered a five-state area—New York, New Jersey, Connecticut, Pennsylvania and Ohio—with pickets coming from the Railway Marine Region, SIU; the Marine Engineers Beneficial Association, the Masters, Mates and Pilots and Seafarers of the deep sea and Great Lakes districts. The New York Central and New Haven systems were completely closed down and the Pennsylvania Railroad was in the process of being immobilized as the settlement was signed. In fact, some 30 minutes before the negotiators put their signatures to the agreement, a picket line shut down Penn RR installations in Philadelphia and pickets were setting up lines at their Pennsy locations in that state.

#### New York Central Shut

On the New York side, in addition to picketing 80 rail yards and railroad marine locations in the city, the lines were also up at Albany and at rail power plants or train assembly points in Yonkers, White Plains, Irvington, Poughkeepsie, Tuckahoe, Ossining, Harmon, Croton and Brewster. The Buffalo hall manned picket lines in that city, Syracuse, Rochester, Niagara Falls and the American side of the rail bridge to Canada. Subsequently, pickets were assigned to the Cleveland terminal of New York Central, shutting down the 10,000-mile system from end to end.

In Connecticut, the New Haven was bottled up by lines at Danbury, Stamford, Cos Cob and the road's main plant in New Haven itself.

Jersey pickets were stationed all along Jersey shore terminals from Hoboken to Bayonne, in addition to Newark, Bloomfield, Rutherford, Point Pleasant, Secaucus, South Kearney, South Amboy, Elizabethport, Port Reading and others.

Area commands were set up for the New York operation out of Brooklyn, Manhattan and the Bronx. Picket registration, dispatch and communication centers were manned day and night to

## MMP, MEBA Join In Routing Job Cut Plan

NEW YORK—The plans of the railroad industry to make railroad marine workers the first victims of their drive to abolish jobs collapsed in utter defeat on Monday morning, January 23.

Early that morning the railroad representatives signed a new agreement embodying the unions' original demands to preserve the job security of the railroad tugmen.

The agreement ended a 13-day walkout of three unions, the Railway Marine Region of the SIU's Inland Boatmen's Union; the Masters, Mates and Pilots and the Marine Engineers' Beneficial Association against 11 eastern railroads. It provides that the status quo on tugmen's jobs will be maintained pending completion of a study of the entire railroad manning question which is to be conducted by a



Reporting on agreement are Simmons, SIU; Colhoon, MEBA, and (below), Bishop, MM&P.

commission headed by outgoing Labor Secretary James Mitchell. The new Secretary of Labor, Arthur Goldberg, former AFL-CIO general counsel, played a major role in bringing about the final settlement.

From the start of the strike, the unions involved were willing to put the manning issue aside until the Mitchell Commission brought in its recommendations. But the railroads had other plans. They thought they saw an opportunity to establish a precedent, in advance of the Mitchell Commission report, which could be used against one million members of the various railroad brotherhoods. Consequently, they were adamant on this issue and were more than willing to take a strike if they could establish, in writing, that they had a free hand to fire men and reduce manning scales as they pleased.

The consequence of the railroads' position, was the widespread stoppage.

The railroads' position was weakened by the fact that they had testified before the Presidential fact-finding board that they had no issue with the present size of tugboat crews.

The strike came after 15 months of futile negotiations between the

(Continued on page 8)



The waving and clapping seen above signifies the sentiments of New York area pickets just after RMR membership voted to end strike against 11 railroads.

## Retired, He's Heading For Portugal

BALTIMORE—Permanently disabled by an arthritic condition, Seafarer Jose Soares will never sail again after spending a lifetime of over 36 years at sea. He's been receiving an SIU disability-pension since last June.

Soares is now awaiting the birth of a child here in the States before taking the family back to his native land of Portugal. "This will give me at least one good foot in America," he explains. He plans to return to Portugal, because his wife cannot speak English and "life is very strange for her here."



Soares

Still a young man at 53, Soares last sailed two years ago on the SS Calmar as an AB. A 30-foot-fall from the gangway to the dock while securing for sea permanently sidelined the husky sea veteran. It left him with a complex of spinal and leg injuries.

Today, with the security of the \$35 weekly SIU benefits' check to count on, Soares manages to keep in touch with former shipmates nearly every day. His home is only a block from the hall here, and this gives him plenty of opportunities to visit, play cards and wait out job calls with them.

## Seafarer's Wife At Clinic



Mrs. Sarah Setliff has blood sample taken by lab technician at SIU's clinic in NY during recent examination day for dependents. Her husband Samuel was last on the Portmar.

## Baltimore Hall Gets Clinic On Feb. 25

BALTIMORE—The Baltimore SIU clinic will open in its new home on the third deck in the Baltimore Hall, 1216 East Baltimore St., on February 25. The new location will make the health center more convenient for SIU members and their families.

The move to the Baltimore hall from a center some distance from the hall is part of the SIU Medical Department's program of making the Union's health centers provide greater service to Seafarers and their families. Like other SIU clinics the center is completely equipped with examining rooms, x-ray facilities, laboratory, electrocardiograph, reception room and doctors' offices. It provides free head-to-toe medical check-up for Seafarers, their wives, dependent parents and children.

### Many Services Offered

The examination, which would cost \$45 and up if purchased privately, includes such services as urinalysis, blood tests, x-ray, electrocardiography and, for dependents, gynecological and pediatric examinations.

Dr. Oscar Camp is in charge of the Baltimore clinic. His staff included three doctors available at different times of the day, three lab technicians and a clerical staff.

### PHS Hospital Visiting Hours

Seafarers and friends of SIU men are urged to visit their buddies in the PHS hospitals whenever the opportunity arises. The visiting hours at the various hospitals are as follows:

Boston (Brighton PHS)	11 AM to 8 PM
Staten Island	2 PM to 8 PM
Baltimore	1 PM to 3 PM
	7 PM to 8 PM
Norfolk	2 PM to 4 PM
	6 PM to 8 PM
Savannah	9 AM to 11 AM
	1 PM to 5 PM
	7 PM to 9 PM
New Orleans	2 PM to 3 PM
	7 PM to 8 PM
Galveston	2 PM to 3 PM
	7 PM to 8 PM
San Francisco	12 Noon to 8:30 PM
	(TB wards 3 PM to 8:30 PM)
Seattle	2 PM to 7 PM

## LABOR 'ROUND THE WORLD

SOME OF THE PROVISIONS OF FOREIGN LABOR contracts or labor laws would seem odd, or even extreme, if placed in the United States setting. For example, in Brazil, a worker with ten years on the job can't be fired for any reason, except for violations of a major national law. The layoffs at the end of nine years and 11 months must be terrific. Strikes in Brazil have to be authorized by labor courts, technically speaking. The unions are trying to get the right to strike written into the constitution. An important factor in some jobs is if the plant provides food and health services, because many workers can't afford the cost outside. In Argentina, government awards are what decide the wage pattern, rather than collective bargaining.

The Netherlands has a system whereby a board composed of government, employer and employee members checks on wage gains to determine whether they are inflationary. Italy, for the first time in history, is beginning to make a dent in traditionally huge unemployment. Italian wages are still rock bottom in most areas, with unions unable to do much about the situation because Italian workers, living hand to mouth, can't survive strikes of any duration. West Germany workers are making the biggest strides. Wages have doubled since 1950 and are going up at seven to eight percent a year. The work week there is finally heading down to the 40 hour standard which has been in existence in other western countries for many years.

WHILE LIVING STANDARDS IN WEST EUROPE at least, are on the way up in most areas, it's a different story on the Communist side of the fence. In Yugoslavia, the official Communist Party newspaper reported that seamen on a Yugoslav coastal passenger ship were often putting in 20 hours a day for 25 percent additional pay over their eight hour base scale. The operators of the vessel refused to pay the overtime stipulated by law, and that's that. There was no word of protest made by the Yugoslav unions.

DOWN IN ARUBA, THE HUGE OIL-REFINING island belonging to the Netherlands, a strike of oil workers has been broken by the government and the employers. The tactics followed were those which are classic in the oil industry. After the Petroleum Workers Federation of Aruba called the strike, the refinery set up a company union with which it signed a contract. It then arrested, jailed or deported the leaders of the oil workers. The strike was provoked in the first instance by the employers when the company fired J. A. Hernandez, secretary of the union and the government ordered his deportation since he is a citizen of Venezuela.

THE FINNISH TRADE UNION FIGHT against Communist control has taken a step forward with the organization of the Finnish Trade Union Federation. The Federation was set up to counter the Finnish Trade Union Council which has fallen under the control of Finnish Communists and their allies. Participating at the founding meeting were 11 unions with a membership of over 41,000 with several other unions, whose total membership is over 20,000 present as observers. It is expected that other unions will join the group. The opposing trade union council had approximately 200,000 members originally, but at least one third of the group has dropped away.

NON-OPERATING UNIONS ON CANADIAN railways were all set to start a strike on a national scale when the Canadian government pushed through special legislation banning the walkout. The legislation put a freeze on wages and strike action until May 15, compelling 120,000 non-operating railwaymen to work against their will until that time. In the meantime, a Royal Commission will conduct an investigation into the industry and bring in recommendations.

SOVIET TRADE UNIONS HAVE TO DO SOMETHING to pass the time of day since its obvious to all that they have no role to play in such matters as wages, hours, working conditions and on-the-job grievances. The latest bulletin put out by the World Federation of Trade Unions quotes the official Russian "trade union" newspaper on the "achievements" of Soviet unions. Major emphasis is placed on the speed-up with the Russians boasting that over six million workers are taking part in competition for the title of "Communist Labor Brigade" and over 200,000 of them have won awards as "outstanding workers of Communist labor." These titles are given workers whose production rate exceeds a given standard.

The Russian unions also boast of their program of convalescent homes (no doubt, that's where the "outstanding workers of Communist labor" rest up); summer camps, libraries and sports activities with 6,000 "masters of sport" in their memberships. In this review of "achievements" there's not a word about any genuine trade union function.

## Remember When . . .

FEBRUARY, 1939; The SIU Tampa port agent ran into a rough one when he, along with the crew of the West Kyska, took some beefs to the local inspector and the US shipping commissioner. Instead of acting on the beefs, they told the men to swear out affidavits, with the commissioner warning them that the beefs better be correct or else they would lose their certificates.

"In the face of all this opposition from men who are supposed to represent all the people of the United States, and not a few, we decided to try and set some satisfaction from you," the agent wrote in a letter to the Commerce Department. Among the beefs listed were: badly-equipped slop chest, little heat in the foc'sles, bad drinking water, foc'sles awash in heavy weather, plus a steering engine which throws oil, making it dangerous to oil and clean up when ship was underway.

FEBRUARY, 1941: Rep. Everett M. Dirksen, Illinois Republican, earned the title of "Seamen's Enemy No. 1" with the introduction of a bill that would outlaw union hiring halls, require the notorious Cope-land fink book,—legalize any command prohibiting the dissemination by seamen of any material "which in the opinion of the master is encouraging, or is calculated to encourage, mutinous or rebellious conduct . . ." and require crews to be composed of 75 percent native-born or naturalized citizens the remainder to have entered the country by 1925. The bill, as the LOG points out, would injure the union by eliminating union hiring halls, violated the civil rights of seamen and set native-born citizens against foreign-born, "just another way of dividing the ranks of seamen for the purpose of weakening the union." Congress had earlier defeated a bill by Dirksen to "make all crews on American merchant ships members of the active naval reserve," and work at wages from \$21 to \$84 per month.

FEBRUARY, 1942: The Atlantic Fishermen's Union is getting the run-around from boat operators on their request for \$5,000 war risk insurance. The operators have locked out the fishermen and left their fleets idle in Boston harbor. The shipowners are in open defiance of the War Labor Board, which handed down a special decision instructing operators to pay the premiums for insurance. The employees have told the union they might "consider" the question if the union surrendered on the wages and hours issue. "We can imagine," the LOG commented, "the howl that would have gone up if a union had balked at a board decision."

FEBRUARY, 1943: The Big Town, finally realizing that merchant seamen keep things moving in the war, have opened up many canteens and clubs for them. The best spot, is the American Theatre Wing Merchant Seamen's Club, an actor and actress-run canteen. It has distributed 10,000 free tickets to theatres, movies, operas, radio shows and boxing matches in the two weeks since its opening. And then there are all those lovely hostesses to dance with. The newest canteen open for seamen, the LOG reports, "is at the Ritz—no less. Every Sunday night the Ritz Towers on Park Ave., at 57th Street hold open house. Dancing, floor show, hostesses from Park Ave., etc., etc." . . . Out of the foc'sle comes the report that "the brothers who were squawking about torpedo pins, victory pins or what have you, may now secure a ribbon from the WSA for every time they survived a torpedoing, by writing to that office." . . . SIU added \$25,160 to the thousands of dollars already invested in war bonds.

SEAFARERS

## PORT O' CALL




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

SIU Convention Vote



SIU member Henry Viik (left) signs up to cast his vote for SIUNA's convention delegates. Other voting members to rear are: Fred Harvey, Floyd Dominski and John Metsnit.

Seafarers Elect 12 To SIU Convention

Seafarers in all ports ended a secret ballot vote on Saturday, February 11, completing the election of 12 delegates to represent the SIU Atlantic, Gulf, Lakes and Inland Waters District at next month's SIUNA convention.

The 12-man group named was as follows: Steve Cardullo, Paul Hall, Al Kerr, Robert Matthews, Eddie Mooney, Earl Shepard, Claude Simmons, Freddie Stewart, Al Tanner, Cal Tanner, Keith Terpe and Lindsey Williams.

The nominations for the 12-man group closed on January 19 and the voting began on Monday, January 30.

The nomination procedure and the eligibility requirements were the same as those for other SIU elective offices. Regular or special meetings in all SIU ports during the first week of January were notified of the opening of nominations, as were all Union members at their last known home addresses.

Nominations opened January 11, with acceptances and notifications closing midnight January 16. A rank and file credentials committee passed upon the qualifications of the candidates after being chosen

at a special meeting in headquarters on January 19.

The SIU convention is being held at the Hotel La Concha, San Juan, Puerto Rico, starting on Monday, March 13. In addition to the 12 deep-sea delegates, there are delegates who will represent various SIU divisions, such as the Inland Boatmen's Union and the New Bedford Fisherman's Union.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

Dock Law Appeals System Sought By NY Port Council

NEW YORK—A proposal for a tri-partite appeals board to which longshoremen and other waterfront workers could appeal rulings of the Waterfront Commission has been made by the Maritime Port Council of Greater New York Harbor. The proposal was one of several presented by the group to the New York State legislature, in order to assure fairness in Waterfront Commission procedures.

The port council, representing 25 waterfront unions with a membership of 150,000, raised a number of objections to proposed legislation which would increase the commission's powers. It noted that provisions of the proposed legislation, involving loose and broad grants of power to the commission, could be used to restrict legitimate union picket line activity by any union on the waterfront.

In dealing with the commission's hearing procedures, Anthony Scotto, the council's president, noted that the commission is the investigating, prosecuting and judging agent all in one, and that the commissioners may, and do, arbitrarily disregard the hearing record in making their rulings. "The arbitrary processes of the commission are far harsher than processes employed by the Federal government in matters of far greater consequence," he said.

Appeals Board Sought

He called attention to the fact that in the Coast Guard screening program during the Korean War, seamen accused of subversive connections had the right of appeal from the Coast Guard ruling to a board composed of industry, labor and Coast Guard representatives. Further, the hearing officer in the first instance was a civilian, not a Coast Guardsman.

This kind of procedure was suggested by the council to protect the rights of longshoremen and other waterfront workers. The council proposed a similar tri-partite board, composed of representatives of labor, management and the commission, to hear appeals.

At present, the only right of appeal a waterfront worker has is to the courts, a costly and cumbersome process, usually taking many months.

The port council also objected to the "open end" nature of the commission's penalties. Under the commission's procedures, waterfront workers can be barred from the docks for life for offenses com-

mitted as far back as 25 to 30 years ago. The Council noted that the Federal Landrum-Griffin law has a five-year "statute of limitations" on barring individuals from participating in union affairs.

In addition, the council was critical of the commission's bid to extend its authority far beyond the confines of the waterfront.

The port council, a local affiliate

of the Maritime Trades Department, AFL-CIO, has as its officers Scotto, Jerry Wurf, American Federation of State Council and Municipal Workers; Joseph Powell, Office Employees International Union and Raymond J. Connors, International Longshoremen's Association. Wurf is vice-president, Powell, executive secretary and Connors, field representative.

SIU To Operators: See That Mail Goes Through

SIU-contracted companies have been notified by the Union that they are expected to assure the prompt delivery of both personal mail and Union communications to offshore ships or else suffer an "appropriate contract penalty."

The Union took this action after receiving numerous complaints from the crews of offshore ships about non-delivery of mail. The Union informed all contracted companies that "it is the clear responsibility of the ship operators to see to it that all their agents carry out their obligations in this respect."

The operations were put on notice that "if this difficulty persists, the Union will have no alternative but to raise this as a contract issue in future negotiations and demand an appropriate contract penalty to cover non-delivery of mail."

Agents' Laxity Cited

The Union communication noted that "it appears that the major cause of the trouble is either the laxity or deliberate evasion of responsibility by some of the (foreign port) agents." While "many agents do discharge their responsibility," there are some who "absolutely refuse to forward mail," or "refuse to deliver mail to the ship and then either throw it out, or return it to the sender as undeliverable."

Included in the mail which has missed ships are copies of the SEAFARERS LOG airmailed to all vessels at their next port of call. Although the LOG is sent regularly to all ships, some crews have complained of non-delivery. At the

same time, the mail has not been returned to headquarters, indicating that it is simply being discarded at the receiving end.

Alcoa Ship In Tokyo Collision

A collision in Tokyo Bay between the Alcoa Pioneer and the Danish cargo vessel Laust Maesk sank the Danish ship and killed two of its crew. Three others are reported missing.

Forty three other crewmen and four American passengers were rescued from the icy waters, thirteen reportedly injured.

The crash occurred February 5 as the SIU-manned ship was leaving Yokohama for Europe via Kobe and Korea. The bow of the 6,759-ton Alcoa Pioneer was crushed and the No. 1 hold was flooded. None of the 43 crewmen were injured.

The ship returned to port under her own power and was drydocked while the cargo in the flooded hold was removed. The ship will be repaired in Japan after bids are put out. Repairs are expected to take a month to six weeks.

on the ball



NEWS

HEADLINES

IN REVIEW



USS SENDS CHIMP ON SPACE RIDE... ALSO ORBITS CAMERA SATELLITE CAPABLE OF PHOTOGRAPHING ANYTHING ON EARTH... NO PROTEST YET FROM SUNBATHERS' ASSOCIATIONS...



RUSSIA RELEASES TWO IMPRISONED AIR FORCE FLIERS IN OBVIOUS MOVE TO SWEETEN RELATIONS WITH KENNEDY ADMINISTRATION.



USS TO PUT OUT RED CARPET FOR FOREIGN VISITORS TO HELP CUT OUTFLOW OF DOLLARS... U.S. TOURIST TARIFF-FREE SPENDING MAY BE CUT TO \$100 MAXIMUM.

WORLD'S WEATHER SPECIALISTS MEET IN FRIGID NEW YORK... AGREE THAT CLIMATE IS GETTING COLDER.



BRITISH ARREST FIVE IN LONDON... CHARGE THEM WITH SPYING ON BRITISH NAVY AND INFORMING MOSCOW BY SECRET UNDERGROUND RADIO.



SOFT DRINK COMPANY TO SPEND \$34 MILLION ON ADVERTISING CAMPAIGN TO PEDDLE SODA WATER...

COMMUNIST CHINA MODIFYING RURAL COMMUNES AS FOOD SHORTAGE SPREADS... PEASANTS TO HAVE RIGHT TO GROW SOME OF THEIR OWN FOOD.



**SIU SAFETY DEPARTMENT**

Joe Algina, Safety Director



**Alarm Bells Have A Purpose**

Experience proves that many "danger" signs and "caution" markers openly posted or stencilled around the ship tend to be completely ignored after a while because everyone takes them for granted. You generally have to have a bad accident before everybody wakes up. This is one of the hard facts of life, whether you're on a ship, at home, on the highway or anywhere else.

At typical situation is one that's come up on some West Coast ships lately. A sign on an alarm bell in the galley is clearly marked: "When This Bell Rings Go To The Ice Boxes." In several instances, the bell was purposely rung by an inspector to check what would happen. The results were pretty awful.

**No Idea About The Alarm**

Most of the men in the galley on these occasions had no idea at all why the bell was ringing. A couple completely ignored it; others just stood around wondering what to do. Some eventually went to the ice boxes and just stood there by the doors. They thought they were supposed to stand by the ice boxes for some kind of drill.

Apparently very few had the idea that the bell had a definite purpose; namely, get the door opened in a hurry because somebody is locked inside. Almost nobody got the message that there was an emergency and, fortunately for all concerned, this was only a test. It would seem that new men as well as old hands in the galley should be reminded of this particular problem again and again.

Aboard ship certainly, an alarm bell—wherever it rings—has a particular purpose. Anyone who doesn't know what it is should ask. He could be the guy in a plight the next time.

**Clearer Signs Needed**

On this same issue, it's obvious that the sign we're talking about could also be worded more clearly. It might say: "Go To The Ice Boxes When This Bell Rings—Someone Is Locked Inside" or, simply, "Open All Ice Box Doors When This Bell Rings." Frequent reminders on what this is all about wouldn't hurt in any case.

Obviously, whoever made up the sign assumed that the crewmembers would know the purpose of the alarm bell, which just wasn't so in the cases in question. The moral is that warning signs and instructions should always assume that the reader knows nothing about the safety item at stake. In that way there is no question as to what should be done.

There's a separate question here also. You could ask why was the door locked in the first place since there's usually a hook-back gadget on the bulkhead for the very purpose of keeping the door open. But construction varies from ship to ship and not all vessels have these hooks. The best bet in such a case is to have someone with you standing by the door, especially if you're carrying something into the ice box. The door may stay open awhile even if it's not hooked, but once it starts closing you can have a lot of grief. This is where there have been serious accidents in the past, mainly due to such carelessness.

Another good precaution, since these boxes generally have a separate padlock, is to stow the lock in your pocket when you go inside. In that way, you can't get locked in completely—and sometimes with the only key on the ship that can open the lock.

**Warnings Also Differ**

The situation we're talking about varies even more from ship to ship. Some have an alarm bell that rings in the galley and also on the bridge; others have a blinker light besides the alarm and some have a pilot light outside that switches on when the lights go on inside the box.

Whatever the case, it's important to realize that these items are designed to help avoid accidents. Understand them; they're insurance against a future problem of this kind around the galley or anywhere else around the ship. And if any safety device doesn't work, report it right away so something can be done to get things working properly. It may be a while to the next port or safety meeting. Keeping these things a secret until then doesn't do anyone any good.

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

**Get Lowdown On Lifeboats**



First SIU lifeboat training class in 1961 completes classroom work as bosun Bill Doak, instructor (standing, left), reviews use of sea anchor. Pictured (from left around table) are A. Cinquemano, D. Donovan, A. Crasto, S. Bizarro, H. Pacheco and A. Larsen; standing, H. Gottschlich.

**Seatrain Gets ICC Hearing—At Last**

WASHINGTON—After seven months' inactivity and delay, the Interstate Commerce Commission has set February 28 as the date for the start of hearings on a Seatrain-railroad dispute. The SIU-contracted company filed a complaint in June that the railroads are blocking development of a joint rail-water freight structure, but the ICC has not acted on it until now.

Seatrain's complaint charges that the railroads—some 128 are involved—"have banded together for the purpose of driving water carriers out of existence. This goal is clearly evidenced by past selective rate-making of the railroads and their absolute refusal to cooperate with water carriers in pursuit of their daily activities."

Seatrain contends that the railroads are required by law to establish joint rail-water rates for freight shipments, and that the ICC, in turn, is the Governmental agency to compel the railroads to fulfill their legal obligations and to end the present abuse of the law.

In refusing to set joint rates with Seatrain, the railroads are undercutting the carrier's business. They usually establish long haul rates for all-rail shipment of cargo which are far less than the short haul rate to and from the dock. Seatrain and the maritime unions, including the SIU, have charged that the railroad objective is to put the company out of business.

A report by the Senate Transportation Study Group held that the railroads are required to establish joint rates. In addition, the Landis report on transportation, made to President Kennedy, recommended that the Government should encourage joint service between all forms of transportation, with the actual cost of operation being the principal factor in determining a transportation rate.

**Christmas Baby**

How many Christmas babies were born to Seafarers? So far, only one has been reported to the LOG. He's Richard Paul Jones, son of Jim and Eloise Jones of 3559 Anna Drive, Mobile, Alabama, who checked in at seven pounds five and a half ounces early Christmas morning. Jim, married a year, is an AB, working on a Mobile Towing Co. ocean tug.

**ITF Committee To Meet On British-Canada Issue**

A meeting of the executive committee of the International Transportworkers Federation has been scheduled for April in Tel Aviv, Israel. Among other things, the meeting is to act on the ITF Seafarers Section's

recommendation arising out of the complaint of the National Union of Seamen of Great Britain against the SIU of North America.

The SIUNA was to have presented its position on this issue at the Seafarers Section meeting in Antwerp last month, but the Union's representatives were unable to be present because of the tugboat strike. SIU President Paul Hall cabled ITF Secretary-General Pieter deVries requesting postponement of the meeting until the tug strike was settled. International Longshoremen's Association President Bradley also cabled the ITF for a postponement of the Antwerp meeting, pointing out that Hall, as president of the Maritime Trades Department, had been requested to assist on legislative matters vitally affecting the ILA and other waterfront unions.

However, deVries advised the SIU that changes in the meeting could not be made and that the group had discussed the issue. It had recommended to the executive committee that the SIU be suspended unless it met the terms of a resolution which calls upon the SIU to cease alleged interference in the affairs of the British union and to make a public apology.

The SIU then requested a bill of particulars containing full details of the action.

The issue out of which the complaint arose was the practice of Canadian shipowners registering their ships under the British flag or the flag of British colonies. This was being done even when ships

were trading exclusively in Canadian waters and especially with Canadian-owned offshore ships.

Because Canadian seamen were being knocked off these ships and British and West Indian seamen replacing them at savings to the shipowner of approximately 75 percent, the SIUNA took this issue up with Sir Thomas Yates, president of the NUS, an ITF meeting in January, 1959. Yates agreed that Canadian Seafarers had the right to organize and represent the crews of Canadian-owned ships in Canadian waters, no matter what flag these ships flew. However, the British union never honored the agreement.

Since many of the ships flying the British flag are in Canadian waters throughout the sailing season, this practice works a severe hardship on seamen manning the ships who have to get by on British wages in the Canadian-US economy, particularly when they see the earnings of US and Canadian seamen.

When a group of British seamen in Liverpool, calling themselves the reform movement, started a wildcat strike last summer, British seamen in Canadian ports early followed suit, although they ran the risk of jail terms British maritime law.

US and Canadian operators in Canadian waters and on the Seaway can use the British flag freely because Canadian law has no provisions covering domestic trade.

To fight this practice, the SIU and other maritime unions have set up the Great Lakes Conference of the MTD.

**Alcoa Gets Sanitation Award**

NEW ORLEANS—The Public Health Service presented a sanitation fleet award to the SIU-contracted Alcoa Steamship Company, Inc. for "an outstanding record of sanitation maintainance." The award covers each of the 16 vessels operated by Alcoa during 1960. The entire fleet's rating was 97 percent.

The rating is based on the inspection of 166 items of sanitary construction and operation, including the control of food and drink sources in port, the design and operation of galleys, water supplies, waste disposal systems, rodent and vermin control, numerous structural features involved in marine architecture and the preparation and serving of food and drink aboard carriers.

Such around the clock inspection acts as a control in the prevention of disease transmission and outbreak, both aboard ship and among the general population.

Presented in the name of the Surgeon General of the PHS, the award is designed to promote the highest attainable level of sanitation aboard all interstate public carriers and ships of US registry.



Alcoa Steamship Co. received the USPHS Sanitation Award last month for general shipboard cleanliness. Holding award (l. to r.): R. P. Schilling, Alcoa and Dr. W. H. Aufranc, USPHS.





# THE SIU INLA

## Rail Tug Strikers Win Job Security

(Continued from page 3)  
union group and the roads. Picket lines were set up far and wide throughout the harbor and in five states, shutting down two roads, the New York Central and New Haven completely, and halting all tug and ferry operations of the affected roads. (See story on picketing on page 3.)

Members of all the other railroad unions—trainmen, telegraphers, switchmen, clerks, office employees and others—all supported the walkout to the hilt. In addition, Joint Council 16 of the International Brotherhood of Teamsters gave full support with Council president John O'Rourke pledging that the picket lines would be fully respected.

The final agreement was reached early Monday morning, January 23, after a marathon, all-night bargaining session participated in by Goldberg, New York's Governor Nelson Rockefeller and Mayor

Robert Wagner along with union and management representatives. It was ratified overwhelmingly by the Union members involved.

Aside from the job security issue, other provisions of the agreement called for the following:

- Cost of living increased incorporated into the base rates.
- A two percent increase in base rates, effective July 1, 1960, less a subsequent cost of living raise.
- Another two percent increase on March 1, 1961.
- Elimination of the cost-of-living clause.
- A 45 cents per day additional boost for mates and engineers to cut down an inequity with the Port of Philadelphia.
- Appointment of a bipartisan committee, with a neutral chairman to explore the possibilities of health and welfare coverage, either through existing union plans or by establishment of a separate plan for railway marine workers.



Woody Fuller, a floatman employed at Bush Terminal, Brooklyn, casts his ballot at SIU hq last month as other RMR members voted to end tie-up of major New York railroads.

## Solid Union Support Shown In Tug Strike

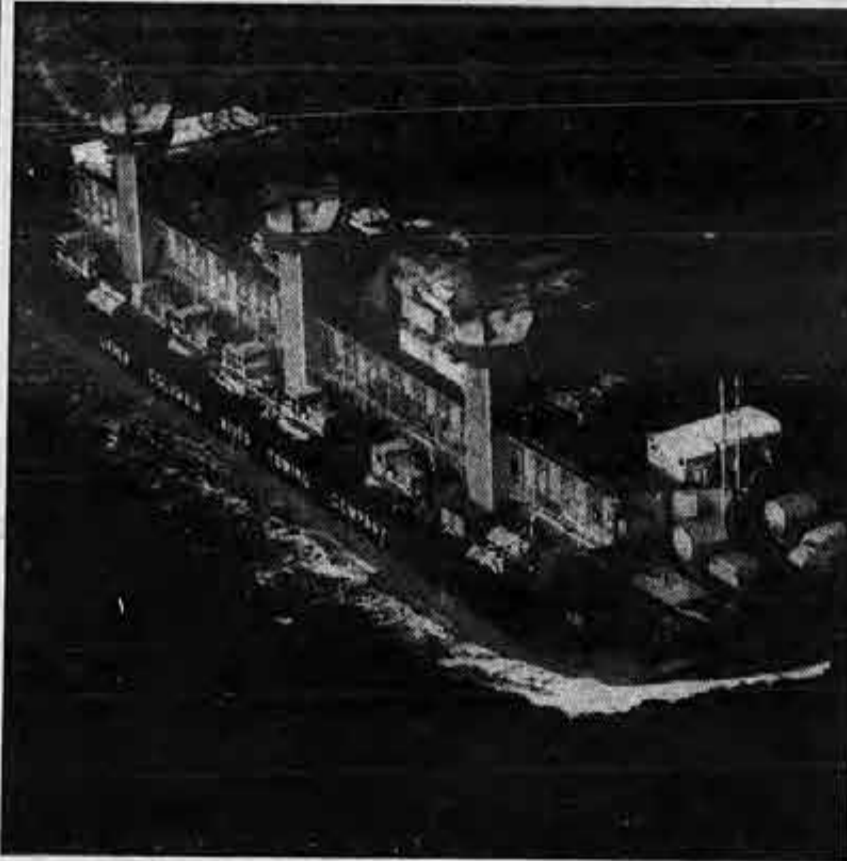
NEW YORK—The strike of railway marine workers in this port provided a smashing demonstration of trade union solidarity by the railroad brotherhoods and other organized labor groups.

Among those organizations which immediately pledged their support to the striking tugboat and ferry employees were the Brotherhood of Railway and Steamship Clerks, Teamsters Joint Council 16 of New York, International Longshoremen's Association, AFL-CIO Maritime Port Council of Greater New York, Locomotive Firemen and Enginemen, Railroad Trainmen, International Brotherhood of Electrical Workers, Maintenance of Way Employees, Railroad Signalmen, American Railway Supervisors Association, Railway

Carmen, Railroad Telegraphers, Sheet Metal Workers, Switchmen and Office Employees.

Messages of thanks for their assistance have been sent by the SIU to all supporting unions. The messages read, in part, "We would like to extend our sincerest thanks to all officers and members of your organization for their support and assistance during the recent strike of railway marine employees in the Port of New York. This support contributed immeasurably toward the winning of our dispute with the railroads."

## Pacific IBU Arctic Barge



Alaska Barge's company boat is shown crammed with gear for Dew Line summertime supply run.

## SIU Tugs On Arctic Run

SEATTLE—For the past four years, members of the Inland-boatmen's Union of the Pacific, an SIUNA affiliate, have been manning the tugs and barges used in a unique, seasonal operation that nearly defied the resources of the Armed Forces. At stake was the annual summertime rush to get a year's supplies into the DEW Line, the Distant Early Warning line of radar stations in the Arctic.

Originally the Military Sea Transportation Service handled most of the project itself or with seasonal charters. Then the IBU contracted Alaska Barge and Transport Inc. won a contract from the military to do the job.

The military was at first dubious that the equipment at the company's disposal was sufficient to do the job. It consisted of a 299-foot barge capable of handling

8,375 long tons of cargo and slightly over 3 million gallons of fuel; a large power barge which doubles as a lighter, freighter and towboat and a few smaller barges, floating oil tanks and a small tug.

As a "cushion," the military announced that the MSTTS would be utilized if Alaska Barge couldn't get through.

But the IBU-contracted firm successfully carried out the supply mission last summer, just under the wire before ice made the Arctic waters impassible. From all indications, the company will be on the job again this coming summer.

## Tug Justine's IBU 'Cookie'



Dick Shaw, cook aboard the IBU-manned tug Justine (Curtis Bay), whips up a part of a multi-course meal to be served to hungry crewmembers. Tug was docked in Philadelphia.

## Pay \$9,764 In IBU Benefits

NEW ORLEANS—Atlantic and Gulf Inland Boatmen Union members received \$9,764.96 in welfare benefits during the period of January 1-20, according to Welfare Plan headquarters here.

Of this sum, a \$3,000 death benefit check was disbursed to each of the designated beneficiaries of McKinley Ludgood and Robert Johnson, who were employed respectively, by Radcliff Gravel Co. and John I. Hay Co.

Other Inland Boatmen collecting welfare benefits of \$200 or higher were: Lloyd Camus, Crescent Towing Co., Thomas R. Lannie, Self Towing Co., and Raymond Morgan, Mobile Bar Pilots.

## Relief Work Is Brisk In Philly IBU

PHILADELPHIA — Tugboat shipping here last month picked up considerably over the prior period due to the fact that many IBU men had to take time off to dig themselves out of the snow. This meant steady work for the regular relief men, reports Joe Trainor, IBU representative.

Last month and in December, IBU tugs of Taylor & Anderson Towing & Lighterage Co. were hauling tremendous quantities of coal to a new electric generating plant on Dock Island, near Trenton, NJ. The firm expects to supply the utility plant with at least 1,300,000 tons of coal this year and an even larger amount in 1962. Also reported was the fact that Interstate Oil Transport's barge 40 made its first run.

A sad note was added to Trainor's report in the form of an announcement of the death of IBU member Matteo "Mike" Duda, a longtime crewmember of the tug Saturn (Independent Towing Co.). Duda had been an employee of the firm since 1935 and had worked with the same skipper and deckhand for about 28 years. He is survived by his wife Anna, two daughters and a brother. Trainor added that his widow will receive a \$2,500 IBU welfare death benefit and a \$1,000 death benefit due under the IBU pension plan.

## WC Tug Sinks; Crew Rescued

BANDON, Ore.—The tug Elizabeth Olson (Oliver J. Olsen) slammed into a jetty in the harbor here during rough seas several weeks ago. Though the vessel broke up badly and sank, all 11 crewmen were rescued by another tug, the Rebel.

The 117-foot Elizabeth Olson, whose unlicensed crewmen are members of the IBU of the Pacific, was used to tow barge loads of lumber from the Pacific Northwest to Los Angeles-Long Beach harbors and into San Diego.



# ND BOATMAN



## New Tug For IBU Men



The IBU-contracted tug **Dravo Pioneer** is pictured at dockside in Philly. Tug is on bareboat charter to Interstate Oil Transport Co., and will haul large oil barges.

## Philly IBU Co. Charters Big Oil Barge-Towing Tug

**PHILADELPHIA**—The IBU-contracted Interstate Oil Transport Co., has chartered the 1,600-hp tug **Dravo Pioneer** to tow oil barges in the Philadelphia and Chesapeake Bay area and in limited coastwise service. As a result, the boat is being manned by an IBU crew for the first time.

The **Dravo Pioneer**, one of the world's most unusual deepwater tugs, is equipped with a Kort Nozzle and steering system of the type used on the most modern inland river towboats. It recently completed a six-month charter to Dalzell Towing in New York.

Last month, the **Pioneer** began towing two of the largest oil barges in service on the East Coast. The new barges—one of 40,000

barrel capacity and the other, 30,000 barrels—were picked up by the **Pioneer** at Houston.

The larger of the barges is 285 feet in length and has a 16-foot depth. Its maximum capacity is 42,000 barrels of oil. Crew quarters and galley are located aft.

Interstate's new barges will have two or three times the capacity of most oil barges on the East Coast, which currently have a capacity of 15,000-20,000 barrels.

## Vote Changes Union's Name

As a result of the recent secret referendum vote in which the members approved their new constitution by at least a three-to-one majority, SIU rail tugmen have a new name, the Railway Marine Region (formerly known as the Railroad Marine Division of the SIU Inland Boatmen's Union.)

The new constitution reflects the scope of the RMR and provides a framework for its future operations.

All members should take note of the name change.

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters. Their activities concern all seafaring trades.

## Lakes IBU Set For Meeting

**RIVER ROUGE**—Members of nine locals of the SIU-affiliated Tug Firemen's Union late last month were engaged in electing delegates to the Union's first convention, which gets underway the 22nd of this month in Sault Ste. Marie, Mich., according to reports from headquarters.

One of the highlights of the Tug Firemen's gathering will be a report by the Union's president, Gus Wolf, who will cite the progress the organization has made since affiliating with the SIUNA in April of last year.

### Pact Talk Scheduled

Another item of business to be handled will be the discussion of proposals for coming contract negotiations. It has been reported.

Numerous officials of the SIUNA have been invited to attend the conclave, which is being held at the Hotel Ojibway in Sault Ste. Marie. The convention will conclude with a grand ball on February 25th.

## Tug, Railway Delegates For SIUNA Convention Voted On By Members

**NEW YORK**—Railway Marine Region and Inland Boatmen's Union delegates to the SIUNA's tenth biennial convention were voted on in secret mail ballots by the memberships of both Unions in all ports.

The number of delegates authorized to represent the members of both Unions at the SIUNA's convention is spelled out in the constitutions of each group. In the case of the RMR, one delegate is entitled to represent this Union at the conclave. Candidates for the RMR delegate post were G. P. McGinty, Fred E. Murray and W. J. Ryan.

In the case of the IBU—whose constitution calls for four delegates—the following five men were running for the four open slots: William Cullison, Ray Herold, Sr., Frank McHale, Samuel Roman, and Joseph Trainor.

### Nominating Procedures

In compliance with law and accepted practice, the following procedure was used in nominating and electing the IBU and RMR delegates:

The nominations were open as of January 20, 1961, and any member not disqualified under law had the right to nominate himself as convention delegate.

All members nominated, or who wished to be nominated, were required to give notice, by wire, to the secretary-treasurer of their respective unions by not later than midnight, January 26, 1961. The secretary-treasurer then prepared the ballots for the secret mail referendum for convention delegates.

The ballots were mailed to each member's last known address, to

arrive by not later than February 3, 1961. The requirement was that the member mark his ballot and mail it to the designated PO box, to reach the latter by no later than midnight, February 10, 1961.

### Ballots Picked Up

Three days later, on February 13, 1961, the secretary-treasurer was required to pick up all the ballots at the postoffice box and, with three members of the executive board, tally the votes cast and report the results to the Union offices in all ports.

The delegates elected will attend the SIUNA convention in San Juan, Puerto Rico, commencing on March 13, 1961. The Hotel La Concha is the site of the meeting in that city. (See convention story on Page 5).

Also attending the convention will be delegates from SIU affiliates across the country.

## Houston Tug Talks Gain

**HOUSTON**—The Inland Boatman's Union here is currently in the process of negotiating a contract with National Marine Service, operators of eight boats on the Mississippi and in the Gulf. The IBU expects to wrap up the details of the first-time agreement in the near future.

At the same time, the IBU won another National Labor Relations Board election among tugboat employees of Ellis Towing Company, a Galveston company.

### SIU Victorious

The IBU won the right to represent the men in National Marine Service in an NLRB election by a count of 70 to 22. The one-sided election victory came after the company attempted to set up an "independent" movement which failed to get on the ballot.

Ellis Towing operates six boats in and around the port of Galveston. The IBU had petitioned several months back at this company but the voting had been delayed by the objections of management to the manner in which balloting was to be conducted. Ellis has been waging a determined campaign against the desire of their crewmen to have IBU union representation.

## Balt. IBU Shopmen On Location



The responsibility of keeping ten tugboats in tip-top running condition is in the hands of 12 IBU shopmen employed at Curtis Bay Towing in Baltimore. A few of these IBU members are shown above. Top left: Mechancis David Beakley and Dan Behrens (right) inspect rocker arms for engine heads in shop. Top right: Dan Behrens holds shop mascot 'Girlie.' Above, (l. to r.) Barney Schuhart and John Howland work in engine room of Tug King's Point.

## Tug, Dredge Unions Hold Lakes Talks

**RIVER ROUGE**—The SIU-affiliated Tug Firemen and the Dredge Workers Union joined forces last month in various Great Lakes ports to outline their demands for forthcoming contract negotiations. Current contracts covering both unions expire this coming April 1.

### Welfare Plan Studied

Prior to scheduling the meetings, the members of both unions received copies of a welfare plan for an outline. They were informed that the plan was to serve as a guide and model and that it would have to be amended to suit their respective fields of work prior to its adoption. The presidents of the two affiliates—Bob Jones of the Dredge Workers and Gus Wolf of the Tug Firemen—were in full agreement that the plan would have to undergo a few changes before adoption, in order to serve the best interests of their respective members.

At an executive board meeting scheduled for earlier this month, the two Unions were slated to summarize prior meetings findings, and to air proposals for the forthcoming negotiations.



# THE GREAT LA

## Duped By P-M, Crews Now See SIU As 'Hope'

DETROIT—A demand for protection and SIU representation is building up among the unlicensed seamen of Pickards-Mather as they review the broken promises of the company and the tighter employment picture on the Great Lakes.

Scores of P-M seamen have told SIU representatives that "it will be different in 1961" as a result of their disillusionment at the hands of the company, which recently sent a letter to all officers congratulating them for helping to defeat the SIU by their "handling of non-licensed personnel."

The letter by George Callahan, company vice president, praised the officers as follows:

"We are grateful, too, for the competent and careful attention you gave to the problem which confronted us in the union attempt to organize Interlake non-licensed personnel. We can repeat that the key to the union's failure was your capable handling of non-licensed personnel. (See letter adjoining).

After handling the "problem" of the unlicensed seamen in the National Labor Relations Board election, the officers then bumped them out of their jobs when the

company laid up 17 vessels shortly after.

Despite the heavy pressure P-M exerted on its crews, including the use of the ships' officers to browbeat the men in line and the company's false promises of job security, 220 P-M seamen voted SIU in the election. There were 320 no union votes. Now that P-M seamen have learned first hand what the company's promises were worth, the SIU expects easier sledding in the next election.

### See SIU Benefits

P-M men also have an opportunity to observe the protection and benefits won by SIU men in other fleets which voted SIU last year, including, Pioneer, Steinbrenner, Buckeye and Boland and Cornelius.

One of the company's supervisors explained in a letter to the SIU what the company had in mind when it praised the officers for "capable handling" of the unlicensed seamen.

"I'm sure you are familiar with P-M's tactics as far as the officers were concerned and their "instructions" to us where the SIU was concerned. Believe me, it was 'either or else.'

"It certainly was difficult and with all the officers being bumped back, working conditions were hell. Nothing but howling and complaining around the clock until I just couldn't stand it and had to get off or have a nervous breakdown."

Not only did P-M seamen find that they were duped into voting against the SIU by promises of job protection and security, but many were deprived of money that they would have received under normal policies and contracts on the Great Lakes.

As an illustration (see story on this page), one crewmember was denied his weekly "maintenance and cure" benefits after refusing to sign accident report papers that were filled in by the company.

For four months, September through December, this P-M seaman received no money from the company that was due him under P-M's insurance program.

In looking to the 1961 campaign, the SIU has written to P-M seamen warning them to be on the alert against any attempt by the company to maneuver against them. The SIU warned that another labor organization would probably seek a place on the ballot, aiding the company in a move to split the pro-union ballots.

The SIU reminded the P-M seamen that the only true choice for P-M seamen was either SIU and security or no union and empty promises. Any other choice on the ballot would only aid the company.

The Interlake Steamship Company  
2000 Union Commerce Building  
Cleveland 14, Ohio

Dear \_\_\_\_\_

We are enclosing your bonus check with our sincere appreciation of your loyal service during the past season.

This has been another year of unusual problems for you and for your company. While Interlake managed to do about as well as any of the Great Lakes fleets, our operations were very much affected by conditions in steel and iron ore which certainly were not what any of us would have liked to see.

We tried to distribute the available work on the fairest possible basis with proper regard for length of service, and we regret very much that we could not give a full season of work to many Interlake men and that others had to sell some or all of the season with a reduced rating.

These sharply lowered operations naturally had a strong adverse effect on revenue, and we want to express our appreciation now for your cooperation in working to keep efficiency up and costs down. This was especially important with a poor season in 1960 following the also difficult years of 1958 and 1959.

We are grateful, too, for the competent and careful attention you gave to the problem which confronted us in the union attempt to organize Interlake non-licensed personnel. We can repeat that the key to the union's failure was your capable handling of non-licensed personnel.

Your attitude and determination to do a good job in the face of all of these unusual problems is much appreciated.

With the hope that the coming season will be a more successful one, we send our best wishes for a Merry Christmas and a Happy New Year.

Yours very truly,

THE INTERLAKE STEAMSHIP COMPANY

Joe Callahan  
Vice President

Reproduction of letter in which official of Pickards-Mather congratulates officers for their help in defeating SIU attempts to organize unlicensed seamen. The seamen were later bumped off their jobs by the officers.

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.

### Non-Union Crews Lack Job Security

## P-M Promises Worthless, He Discovers

DETROIT—Seaman Elmer McLaughlin is another example of the many men who have been forced to run the gauntlet of P-M's stalls, promises and abuses. McLaughlin was refused "maintenance and cure" benefits for four months from the company after being injured on a P-M ship.

The refusal came because he didn't want to sign "accident papers" that were filled out for him by the company.

SIU Great Lakes organizers point to this as another example of P-M job security.

The tactics employed by P-M in this instance are typical of

those used by non-union operators. Seamen who insist on their rights under law are liable to find themselves out of a job. Hence it's easy for these operators to beat men out of their maintenance and cure and other benefits.

On June 18, 1960 on the Fayette Brown, McLaughlin was throwing out cable while docking when the cable backlashed. His knee was injured. The only thing McLaughlin received was first aid. No accident report was made out.

Normally, on a union ship, an accident report form is made out as soon as the seaman reports the accident to his department head. This assures that the man's right to maintenance and cure is protected.

It took two requests before the captain finally made out an accident report. This was not done until the ship paid off.

### Demoted From Job

He was transferred to the Walter Watson after the Brown laid up. Incidentally, he was demoted from an AB watchman's job to a deck watch on the Watson. This was done even with higher-rated men on the ship with less seniority.

On the Watson his leg gave out while working on a lifeboat. He got a hospital ticket and was advised by a doctor to wear a harness.

The big blow came when he reported back to the ship and the captain laid him off. A call to the company produced no results. The only thing he got was excuses.

McLaughlin got another check by doctors and they advised surgery. An operation was performed in early August.

McLaughlin called the P-M

office and asked why he hadn't been receiving his "maintenance and cure" benefits. He finally received two checks along with a set of papers for him to sign.

"A lawyer advised me not to sign these papers," he said, "because it took all responsibility of the accident off the company. So I didn't sign them."

Then began a long series of phone calls and no benefit checks. In September, October, November and December McLaughlin received no "maintenance and cure" benefits from the company.

In December, the company, over the phone, admitted that he was injured aboard the Fayette Brown. P-M asked him to dismiss his attorneys and to come to their company offices in Cleveland and "talk it over." The company also offered to send him money to cover the costs.

McLaughlin once again refused to be fooled by any more P-M promises.

"We listened to their lies during the election," he said, "and look what we got. Nothing! Not a thing! I'm not going to fall for their line again."

"In fact P-M's so-called great company insurance wouldn't even bill."

"I know the P-M guys won't be fooled this time. One time is enough. If we would have gone SIU there would be no bump back or cheap chiseling."



McLaughlin

### Boland & Cornelius Men Learn SIU Methods



Boland and Cornelius delegates complete a two day meeting in SIU headquarters where they were introduced to the SIU system of representation on ship through delegates and also drafted proposals for working rules. SIU representative (extreme right) awarded certificates to the delegates attesting to their participation in the meeting.

# KES SEAFARER



## Alpena Maritime Trades Council Formed



A meeting of the newly-formed Alpena, Bay City and Northern Michigan Maritime Trades Council was held at the SIU Alpena hall last month. Officers, who were elected for a two-year period, included SIU Port Agent Norman Jolicoeur.

## Lakes Port Reports

### Alpena Council Formed

ALPENA—SIU Port Agent Norman Jolicoeur writes that a port council has been formed. The new council is known as the Alpena, Bay City and Northern Michigan Maritime Trades Council.

A meeting was recently held at their headquarters in the SIU Alpena hall and officers were elected for a two-year period. Officers elected were: president, Norman Jolicoeur, SIU; vice-president, Norman Bisanz, Local 24 Bricklayers and Masons; secretary-treasurer, Ray Skiba, Local 1237 Carpenters Union, and recording secretary, Mike Hackworth, Local 1423 Laborers Union.

### Buffalo Ships 72 Jobs

BUFFALO—Since the last report, writes SIU Representative Edward Mooney, more than 72 shifting jobs have been shipped through the SIU Buffalo hall. With all SIU-contracted companies calling SIU employment centers for shifting gangs, SIU members are enjoying an added source of income.

An MTD council meeting in the making stage will consider the proposed constitution and by-laws prepared by the constitutional committee.

### Cleveland Looks Ahead

CLEVELAND—SIU Port Agent Stanley Wares reports that although the opening of the 1961 shipping season is still a couple of months away, inquiries on shipping are streaming into the hall. Scores of letters coupled with phone calls indicate that Seafarers are ready to go.

Wares adds that inquiries around the local steamship companies are still a bit too premature for an accurate prediction of the coming season.

### Detroit In SIU Drive

DETROIT—Headquarters writes that since the last report, SIU representatives have been out in the field contacting unorganized seamen in the various fleets that are 1961 SIU organizing targets.

Shipping is down to a minimum with only the Sparkman D. Foster (Browning) operating. The Foster is on the winter run bringing coal from Toledo to the Ford Motor Co.

Headquarters reports that a few overtime beefs that were pending with two SIU-contracted companies have been squared away and the companies have sent checks out to the men.

At the present time meetings are being planned by all affiliated unions of the MTD, in this area, to discuss coming problems involving "runaway" flag ships on the Great Lakes. It was agreed that whatever steps necessary will be taken to protect the jobs and security of American seamen.

### Toledo Shipping Slow

TOLEDO—Winter has closed in on the port of Toledo, writes SIU Agent Ed Doherty, and has slowed shipping down to a near standstill with a few shifting jobs being shipped through the hall. Of course, he says, the winter organizing campaign is in full swing and hopes are strong for SIU victories in 1961.

In the first full season of having a hall, says Doherty, over 600 men have been shipped from March 1 through December 31. Add to this the 24 SIU-manned ships laid up here and the result will be good shipping in the spring.

Reports also have it that the SIU-contracted Aquarama is scheduled to make at least four trips into this port under the sponsorship of a local business group.

### Chicago Council Active

CHICAGO—The recently formed Port Council of Greater Chicago, reports SIU Representative Scottie Aubusson, consists of 20 locals and from all indications it is expected to be the largest council in the Great Lakes.

Temporary officials were named to discuss and draw up for submission to the body a constitution for the council. Named to the temporary positions were: chairman, James P. Crane, Operating Engineers; executive vice-president, Robert Affleck, SIU-affiliated

Tug Firemen and secretary-treasurer, Scottie Aubusson, SIU.

News also comes of the SIU-contracted Milwaukee Clipper (Wisc. & Mich.) being trapped in ice about two miles off shore in Lake Michigan. Coast Guard cutters finally broke through and plowed a path through the ice for the vessel.

### Duluth Holds Election

DULUTH—SIU Port Agent Gerald Westphal reports that the annual election of officials for the Maritime Trades Council was held at the Superior Labor Temple last month.

A motion was carried unanimously to urge civic action to eliminate the problem of ships violating the anti-dumping regulations in the Duluth-Superior harbor causing pollution and endangering small pleasure craft with dunnage being dumped on these ships.

### Frankfort Ships Operate

FRANKFORT—SIU Port Agent Floyd Hanmer reports that the A. K. Atkinson and the Ann Arbor Carferry, No. 7 are operating on a 20 and 8 schedule. The Str. Wabash is on five and two and No. 5 is expected to fit out sometime around the first of next month.

Hanmer says that with the addition of office help in the hall, he will be able to devote more time serving the membership on the boats.

Brothers Samuel Shuplery, Ervin Donegan and Sheldon J. Gilbert have been released from the Detroit USPHS. Brother Raymond Johnson has been released from the Paul Oliver Hospital. Brothers Oscar Mittylyng and Wilbur Saucier are in the Chicago USPHS.

## Browning To Take Over Midland Co. Dispatching

DETROIT—The SIU-contracted Browning Lines has announced that it will take over the management of the four vessels of the SIU-contracted Midland Steamship Co. of Cleveland this spring.

Browning Vice President L. D. Browning said that he and Midland President Michael K. Tewksbury have agreed that since the firms are of almost equal size and have similar operation, the use of one central office would be beneficial for both companies.

### Administrative Move

Browning added that his company will be responsible only for the administrative functions of Midland. He said that with both companies serving the same customers and all of their unlicensed seamen belonging to the SIU, the boats can be managed for less money if combined.

The step taken by the two SIU-contracted companies shows that the operators, as well as the seamen who man their ships, can benefit when they all have agreements with a single union. This allows for interchangeable operation such as set up here, something which would not be feasible if the two companies had separate hiring systems and separate union agreements or no agreements.

With the present set-up, the operators can derive financial savings and the seamen, in turn, have the protection of Union-negotiated job security, seniority and other benefits in the Union contract.

Browning explained that the Midland boats will not be chartered, but that the Browning Co. will receive a fee for dispatching and managing them, as it has from other companies in the past.

Browning's freighters are the Sparkman D. Foster, Norman W. Foy, John C. Hay and W. Wayne Hancock. The company also operates the tanker L. S. Wescoat.

Midland's bulk carriers are the Baird Tewksbury, Michael K. Tewksbury, Michael Gallagher and the Carmi A. Thompson.

## SIU Great Lakes Union Halls

- HEADQUARTERS  
10225 W. Jefferson, River Rouge '68, Mich.  
Vinewood 3-4741  
Fred J. Farnen, Secretary-Treasurer  
Stanley F. Thompson, Asst. Sec. Treas.
- ALPENA ..... 127 River St.  
Norman Jolicoeur, Agent. Elmwood 4-3616
- BUFFALO, NY ..... 735 Washington St.  
Roy J. Boudreau, Agent. TL 3-9259
- CHICAGO ..... 9383 Ewing Ave.  
South Chicago, Ill.  
Saginaw 1-0733
- CLEVELAND ..... 1420 W. 25 St.  
Stanley Wares, Agent. MAIn 1-0147
- DULUTH ..... 312 W. 2nd St.  
Gerald Westphal, Agent. RAndolph 2-4110
- FRANKFORT, Mich. .... 415 Main St.  
Address Mail to: P.O. Box 287  
Floyd Hanmer, Agent. ELgin 7-2441
- TOLEDO ..... 120 Summit St.  
CHerry 8-2431

## Another Co. Going SIU

The crewmembers of the Chief Wawatan of the Mackinac Transportation Company, which operates year-round from St. Ignace to Mackinaw City, have requested the SIU to represent them.

The crewmembers, who now belong to an independent union made up of the crew, feel that they need the protection of a strong seamen's union; which is why they chose the SIU.

The men, as well as the head of the independent union, became dissatisfied with their union and submitted pledge cards to the SIU.

The SIU has petitioned the National Mediation Board for an election and is expected to be notified as to when the election will take place. The election will be held under the procedures of the Railway Labor Act.

YOUR UNION MEETINGS ARE IMPORTANT TO YOU.

ATTEND THEM!



## Great Lakes Shipping

Dec. 24, 1960 Through Jan. 27, 1961

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	0	0	0	0
Buffalo	2	0	0	2
Chicago	6	3	2	11
Cleveland	0	0	0	0
Detroit	15	9	2	26
Duluth	0	0	0	0
Frankfort	30	25	18	73
Toledo	2	6	0	9
<b>TOTAL</b>	<b>56</b>	<b>43</b>	<b>22</b>	<b>121</b>

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

By SIDNEY MARGOLIUS

**Home Repairs Can Cost You**

US families are investing record sums currently in home improvement and expansion—about \$11 billion a year in fact. Families are getting bigger; many have outgrown the small homes built in the early 1950's.

A sound investment in home modernization requires these steps:

- 1—Avoid the high-pressure sellers.
- 2—Compare estimates among reputable local contractors.
- 3—Finance the least-costly way suitable to your project.

Complaints of abuses in home repairs are still so widespread that the Better Business Bureau of New York recently launched a campaign to combat such deceptions. The most frequent tricks are bait ads, offering improvements at low prices with no intention of selling that cheaply; deceptive ad layouts, giving the impression that the illustrated improvements are available at low prices; failure to make good on guarantees, and the continued misuse of FHA completion certificates.

The Akron, Ohio, Better Business Bureau also has warned homeowners to protect themselves by getting from contractors a "lien release" signed by the supplier of the materials. In that city a number of homeowners recently paid a siding installer in full for their jobs. But he left town without paying the siding supplier. The supplier then filed mechanics' liens to collect his money from the homeowners.



It's always dangerous to arrange for home improvements from a contractor who is not known to you. Check the reputation of any contractor, and how long he has been established in your area, with your bank or savings association the Better Business Bureau and other families for whom he has done work. To make sure of a fair price, get bids from at least three reputable companies on any large job, and inspect jobs they have done.

Many mortgages have an "open end" clause. It permits you to borrow up to the original amount of your mortgage at the same interest rate without large closing costs other than a service charge of often \$25-50.

For example, suppose you have a 25-year mortgage at five percent interest, and in ten years have repaid \$3,000. You return to the mortgage-holder and ask for a new advance of \$2,000 for home expansion. If approved, the loan is added to your balance.

**Electric Industry Officers Jailed**

PHILADELPHIA—Seven top-ranking business managers, including vice-presidents of General Electric and Westinghouse, were sent to jail by a Federal judge for criminal conspiracy to defraud the Government and the public. The seven received 30-day sentences

plus heavy fines for criminal price-rigging. Another 25 company officials received suspended 30-day sentences and five years' probation.

In all, fines of almost \$2 million were imposed on 29 companies and 45 individual officials, with GE and Westinghouse in the van.

The individuals and companies involved had been accused by Government attorneys of setting up an elaborate code system to rig bids on heavy electrical equipment. The result was, the Government charged, that the United States, state and local governments and various utility concerns across the country were defrauded of huge sums of money through overpayment for equipment.

**US Will Sue**

Attorney General Robert Kennedy has announced that as a result of the court findings the Government would sue for recovery of the over-charges which amount to many millions of dollars. Similarly local governments and local electric utility companies can also sue and in some instances recover triple damages for the over-charges.

General Electric, in a post-trial statement disclaimed any responsibility for the actions of its top officers, asserting that they acted against company policy. Federal Judge J. Cullen Ganey, in imposing sentences, specifically placed responsibility at the door of GE and the other companies involved, noting that the law violations were carried out by key officers, persisted over many years and involved an enormous segment of the industry. There were 20 separate indictments.

Westinghouse did not attempt to disclaim responsibility but pleaded that the officials involved were

"respected and valuable" civic leaders.

In imposing the sentences Judge Ganey castigated the two companies for conduct which, he said, made a mockery of the free enterprise system.

On past occasions, the International Union of Electrical Workers, which represents the largest seg-

ment of both GE and Westinghouse workers, had accused the companies of engaging in price rigging. GE has been a leader in the new "get tough with unions" strategy and also in encouraging its top officials to participate in politics and community affairs to create a more favorable political climate for big business.

**Congress Sea Agenda: Wages, Taxes, Subsidies**

WASHINGTON—Included in the flood of bills which have been dropped into the legislative hopper by the Kennedy Administration and by individual members of Congress are a number of interest to seamen and the maritime industry.

Seamen would come under the provisions of the US Wage and Hour Law for the first time under a proposed Administration bill to increase the minimum wage and extend coverage to some four million workers not now covered. The provision would apply only to base wages and not overtime.

The legislation would apply to inland waterway section of the maritime industry. There are large numbers of unorganized workers on tugs, scows, barges and other small craft working at wages less than \$1 an hour.

The Administration's tax proposals and its efforts to reverse the trend would hit hard at runaway ship loopholes. Runaways would be required to pay US taxes on profits made overseas.

Present tax laws were enacted after World War II to encourage

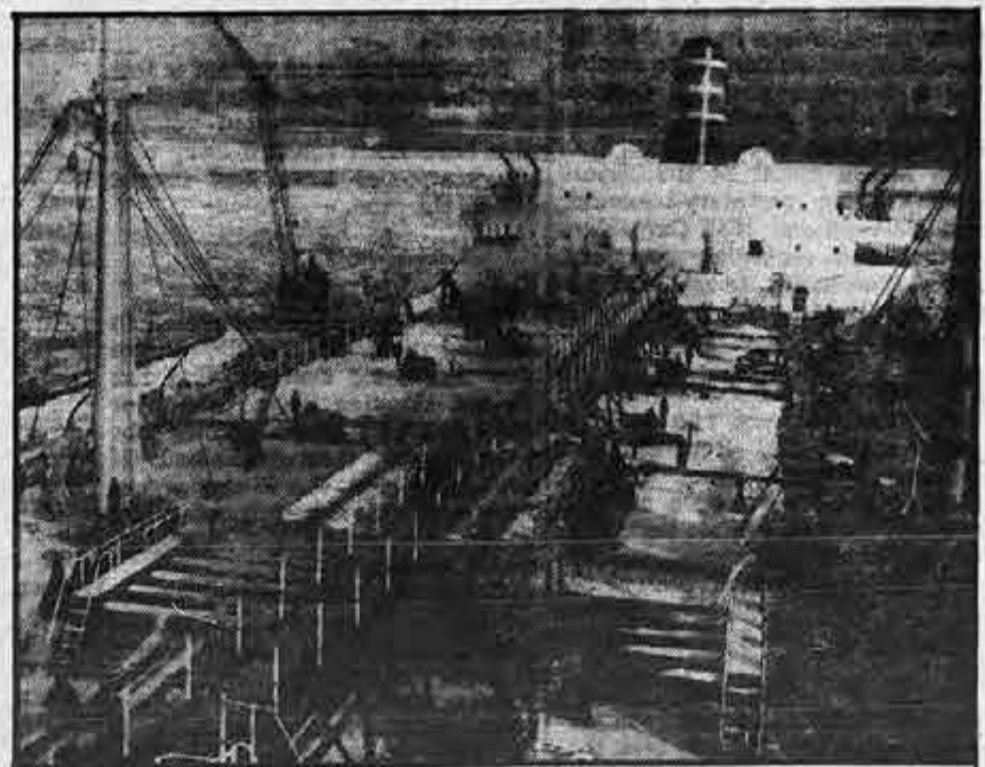
investments in foreign nations. Past attempts to tax profits of US concerns from foreign sources had been blocked by the Eisenhower Administration.

Bills introduced by individual members of Congress of interest to the maritime industry include the following:

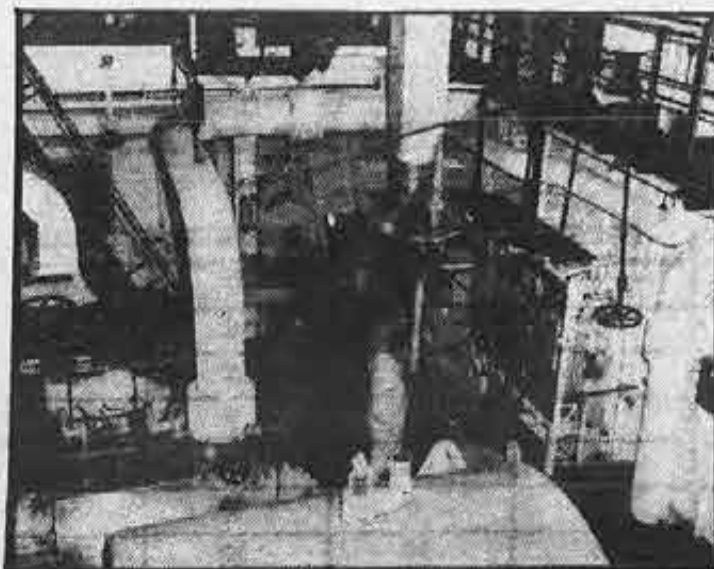
- An amendment to the Merchant Marine act to provide an operating subsidy to new tramps, bulk carriers or independently-owned tankers.
- A bill to permit American-flag passenger vessels to change their cruise routes during their slow season and still get an operating-differential subsidy for such cruises.
- A bill, now in committee hearings, to establish an Office of International Travel within the Department of Commerce and a Travel Advisory Board aimed at encouraging foreign nationals to visit the US.

**Giant SIU Tankship: Mount Vernon Victory**

The newest SIU-manned supertanker to enter service is the Mt. Vernon Victory (Victory Carriers), currently finishing up its maiden run to the West Indies and Hawaii. The vessel has many features which meet the fancy of the crew, but at the top of the list is air-conditioning—in foc'sles especially. Then there's a modest sized swimming pool aft near the stack; a large mess hall-lounge and plenty of space in each room which is shared by two men who sleep in officer-style bunks. Photos on this page were taken day ship sailed on first trip.



Vast width of supertanker is shown in above photo, looking aft. Crew on catwalk were on their way to lifeboat stations during drill the day ship sailed. At left is a close-up view of huge stack.



Above is over-all view of engine room which houses equipment capable of generating up to 15,000 shaft horsepower.



Seafarer Jake Fedlow, AB (above) takes it easy in his foc'sle which is shared by another AB. A shower and toilet adjoin each pair of rooms.



Above, Chief Steward John Coyle (cap) talks shop with cook-baker Chet Gawrysch. All reefers and storerooms are one deck below.

# SIU SOCIAL SECURITY DEPARTMENT

## SIU Man Gets \$946 In Hospital Pay

PHILADELPHIA—A check for \$946, representing the largest single payment of SIU hospital benefits at one time, was presented to Seafarer Thomas Murphy at the Henry R. Landis State Hospital here recently. The bulk of the funds has since been deposited in a special bank account opened in Murphy's name.

Due to the seriousness of Murphy's condition and some uncertainty regarding his eligibility for many months after he was hospitalized last February, SIU benefits kept accumulating on his behalf until he was well enough to clear up the matter.

When he did, Murphy immediately drew benefits at one clip covering 307 days at the rate of \$3 per day. He also received the regular \$25 bonus voted to hospitalized Seafarers for the Christmas holidays by Union and company trustees of the Welfare Plan.

### Paid Off Steel Artisan

Drydocked by an apparent TB condition, Murphy went into the Landis hospital several months after he had paid off the Steel Artisan in September, 1959. A member of the engine department, he's a native of Philadelphia and began shipping with the SIU out of this port in 1946.

Contacted a number of times during the course of his hospitalization by an SIU welfare representative, Murphy ultimately decided that the wisest course regarding the retroactive benefit monies was to stow them in a local bank. Soon after, the necessary signature cards were obtained and the account was opened in his name.

He's still on the idle list as he continues his recuperation, but benefits are coming regularly these days. (See the full hospital list on Page 14.)

## Windfall For Drydocked Seafarer



Lump sum check covering almost a year's SIU hospital benefits is a real windfall for Seafarer Thomas Murphy at Philadelphia hospital. SIU Welfare Rep. Joe Campo presented the \$946 check.

## Amcoal Veteran, 2 Other Seafarers Go On Pension

BALTIMORE — Three more SIU oldtimers, including a veteran of the 1957 American Coal beef from this port, have just been added to the growing roster of seamen retired on SIU disability-pensions. This follows the addition of nine other veteran Seafarers to the pension list in recent weeks, as reported in the last issue of the SEAFARERS LOG.

Permanently unable to ship and earn a livelihood, those on the latest list are ACS veteran Anthony Czczemski, 66, and John J. McLaughlin, 67, both of Baltimore, and Hugh C. Randall, 51, of Tampa. All three qualified during January for lifetime benefits of \$35 per week as well as other necessary medical-hospital-surgical benefits of the Welfare Plan.

With US seetime going back as far as 1914, Brother Czczemski



Czczemski

readily qualified for service during the '57 American Coal Shipping campaign when, by court order, hiring was based on proven seniority in the industry. He served for a time as wiper on the ACS Liberty Thomas Paine.

His last regular SIU berth was as



McLaughlin



Randall

a fireman on the SS Dolphin (Oceanstar) in March. He began shipping SIU in 1943 and is sidelined now by cardiovascular heart disease.

A fellow Baltimorean is Brother McLaughlin; a veteran tugboatman with Baker & Whiteley Towing since 1942 and a member of the SIU's Inland Boatmen's Union here for the past four years. He last shipped as mate on the B&W tug Progress and is likewise idled by cardiovascular disease. McLaughlin and his wife Beatrice make their home in Baltimore.

Forced ashore by a combination of ailments including asthma plus an arteriosclerotic heart condition, Brother Randall was one of the earliest members of the SIU in 1938, also in Baltimore. He finally had to call it quits after a 197-day-trip in the black gang on the SS Bienville (Sea-Land) last October when he was permanently tagged "not fit for duty." Randall and his wife Tommie Lee live in Tampa.

## SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

## SIU Benefits In '60: \$4-1/4 Million

Looking back over the record, 1960 was a mighty good year for Seafarers and their families. Benefits in the welfare-vacation field continued to improve and expand; the combined outlay of both SIU Plans topped \$4 1/4 million in cash items alone. We don't have to take a back seat to anyone on this score.

On the vacation side, over 16,600 individual claims accounted for \$2.7 million in cash payments. The welfare total of \$1.6 million covered over 62,000 different cash payments received by Seafarers and their dependents. Other benefits, such as medical examinations and training-upgrading facilities, represented additional cost items that don't show in the totals noted here.

Some of the highlights and changes during 1960 included increasing the annual SIU vacation payment to \$400; approval of a new, liberalized surgical schedule for dependents; extension of the optical benefit program to Boston and Chicago, and action on plans to install brand-new SIU clinics right in the halls at New Orleans and Baltimore.

A major revision was the change in the method of paying hospital benefits for seamen so that benefits are guaranteed for every day spent in a hospital. Other amended procedures and rulings by the joint Union-shipowner board of trustees expanded welfare payments to cover many new areas, such as emergency room care, pre-surgical medical services and similar items. All of these actions, when translated, mean additional security for all hands.

The overall round-up of welfare social security operations shows an impressive total of 9,644 medical examinations and check-ups given to Seafarers, SIU wives and children visiting our clinics during the year. In addition, the life-giving services of the SIU Blood Bank were provided on 122 separate occasions all over the country to cover emergency requests for over 400 pints of blood. In this connection, let's not overlook giving thanks to the many hundreds of SIU men who contributed blood to the bank.

We can expect in coming months to see other changes and developments in the social security structure of the SIU, just as we have in the past. In the interim, it seems just as certain we will witness a number of changes arising from Washington, through the Congress, and other agencies, that will have equal effect on welfare and social security conditions. The new administration has already made a series of proposals to update the Federal social security system; we will be reporting on them in detail from time to time.

For the present, there are five major suggested changes in the social security benefit structure which could increase payments for almost five million persons in the next 12 months. They would up the minimum monthly benefit for retired workers from \$33 to \$43 per month, allow reduced benefits for men at age 62, increase benefits for aged widows, broaden disability insurance protection and liberalize some eligibility requirements. The hoped-for start on an effective medical care program for the aged, under the social security system, has also been proposed. At a critical time for our economy, these proposals would provide up to \$2 billion in new purchasing power for the needy aged and their families.

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

## AMBULANCE COST NOW COVERED BY WELFARE

NEW YORK—Full payment for ambulance service under the "hospital extras" feature of the SIU dependents' benefits program has been authorized by SIU Welfare Plan trustees. The new benefit was approved

as the joint board of Union and company trustees held their regular quarterly meeting here on January 25.

The ambulance service benefit provides for payment on ambulance travel to or from a hospital as well as from one hospital to another. The cost will be covered by the \$200 allotted for miscellaneous hospital charges during the first 31 days of hospitalization. This figure is doubled after 31 days to a maximum of \$400 covering anesthesia, laboratory services, x-rays, emergency room treatment and other "extra" costs other than routine room and board charges.

Claims on all these items must be filed with the Welfare Plan not later than 180 days after surgery or discharge from the hospital. The ambulance service coverage went into effect the same day as the trustees meeting, on January 25.

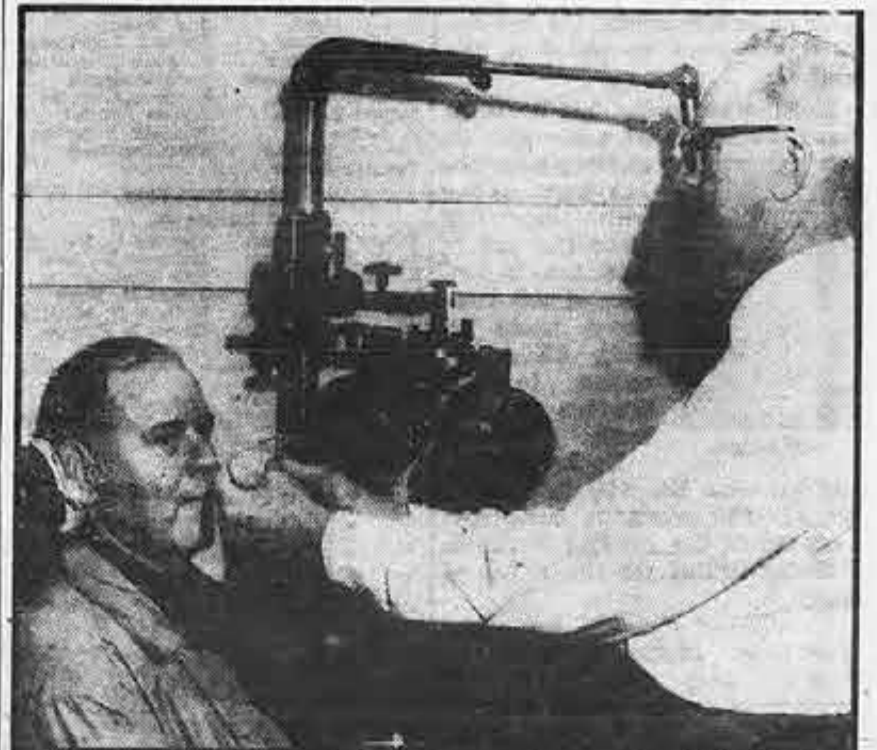
In other action at their quarterly meeting, the trustees took occasion to urge all present and

potential applicants for the 1961 SIU scholarship awards to act promptly on submitting the necessary documents. Applicants must take the standard College Entrance Board examinations on or before March 18 in order to be considered for an award when the impartial scholarship committee meeting meets again in May.

The most recent exam was held February 4 throughout the country although applicants in some areas failed to take it due to bad weather. (They will be able to take the March test instead.) Supporting documents in various stages of completion have been submitted by 48 Seafarers or children of SIU men seeking the 1961 awards.

Five scholarships worth \$6,000 each are given each year, one of which is reserved for an active seaman. In the competition to date, 38 scholarships with an aggregate value of \$228,000 have been awarded, half of them won by active Seafarers and half by SIU youngsters just out of school.

## Gets Free Glasses In Mobile



Seafarer Mark B. Hairelson has eyeglasses fitted by Dr. R. M. Shackelford in Mobile, one of the nine SIU ports covered by the optical benefit program under the Welfare Plan. Complete eye exam and glasses, where needed, are provided free of charge to Seafarers. Almost 5,000 pairs of glasses, including renewals, have been supplied so far.

# 'Piracy' No Myth, Ship Travelers Find

RECIFE, Brazil—This Brazilian port, home base for some of the SIU-contracted Suwannee missile ship fleet, was the stage for the last act of a "piracy" drama early this month. Portuguese revolutionaries

who had boldly captured the cruise ship Santa Maria at sea finally gave up their expedition here and released nearly a thousand passengers and crewmembers.

While technically not "piracy," because the act wasn't committed for personal gain, the seizure of the cruise ship had all the trappings of a Captain Kidd operation. Thirty heavily-armed men were smuggled aboard the Portuguese-flag ship at Curacao, some of them stowaways and others posing as passengers. They brought with them an assortment of tommy guns, machetes, pistols and other efficient weapons and seized the vessel on Sunday, January 22, while it was at sea. One crewmember was killed in the process.

Eleven days later, the 607 passengers and 350 crewmen were finally put ashore in Recife, after the rebels received assurances from Brazilian authorities that they would not be arrested. The ship was subsequently returned to its owners and the rebels given political asylum.

Originally the rebels had hoped the seizure would touch off a political explosion in Portugal, against the Salazar dictatorship.

From the time of the seizure, the episode took on comic opera trappings as US Navy ships and planes as well as other nation's vessels spent three days hunting in vain for the liner. Meanwhile, the liner was transmitting regular radio-grams to commercial stations. Finally, a Danish merchant ship spared everybody considerable embarrassment by spotting the vessel.

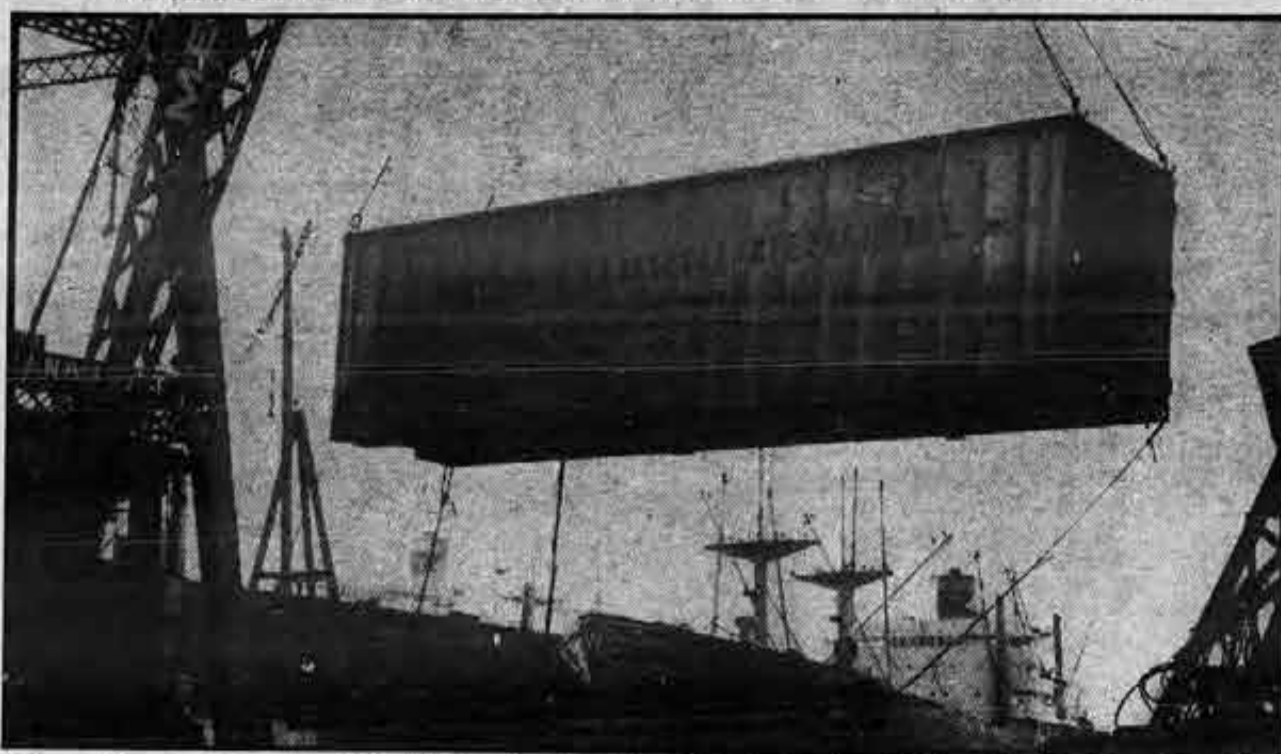
During the next few days, the rebels and Navy officials entered

upon negotiations with the insurgents finally agreeing to discuss the release of passengers.

The circus atmosphere reached a peak after Navy Admiral Allen Smith Jr. boarded the rebel-held liner at sea. Two photographers parachuted into the ocean in an effort to cover the incident, with other newsmen chartering tugs, fishing boats and yachts in a frantic race to get aboard.

The passengers were vastly-relieved to get off when it was all over. While treated well, they were never informed of where they were going or how long they would be aboard. Somehow, they didn't cotton up to taking a cruise with tommy-gunners as escorts.

## Warrior Becomes Transoceanic 'Containership'



Up until now, the use of trailer bodies on ships has been limited largely to the domestic trade. But, at this photo shows, containers are starting to travel overseas. The huge trailer box was put aboard the SIU-manned Warrior by a heavy lift at Erie Basin in New York.

# SIU SOCIAL SECURITY BULLETIN BOARD

## SEAFARERS IN DRYDOCK

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

- |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |   |  |   |
|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|---|--|---|
| <b>USPHS HOSPITAL BALTIMORE, MARYLAND</b><br>Mack Acosta<br>Allen Beverstock<br>T. W. Carmichael<br>Lennie Cohe<br>Tom Danzey<br>Leonard Davis<br>John Fernandez<br>Andrew Flegerty<br>Thomas Foster<br>Henry Gordon<br>Chester Jannoll<br>Okay Jones | <b>USPHS HOSPITAL BRIGHTON, MASS.</b><br>Oswald Ergle<br>Paul C. Norton | <b>USPHS HOSPITAL GALVESTON, TEXAS</b><br>Levi W. Carr<br>David Dutton<br>Edward E. Douglas<br>Roy Granton<br>Monroe Gaddy<br>Joseph Jarvis | <b>USPHS HOSPITAL SAVANNAH, GEORGIA</b><br>John H. Ferguson<br>Clyde Jernigan<br>Thomas Kline | <b>USPHS HOSPITAL STATEN ISLAND, NY</b><br>Victor Begarano<br>Bacilio Bonafont<br>Robert Burton<br>Daniel Cermant<br>Clarence Collins<br>Gabriel Colon<br>Thomas Danbeck<br>Feder Espeseth<br>George Fiance<br>Nick Gaylord<br>Estell Godfrey<br>Joseph Guillery<br>Fleming Higason<br>Antonio Ibarra<br>August Jensen<br>D. Kekis<br>Charles Klnke<br>Thomas Lauer | <b>USPHS HOSPITAL NEW ORLEANS, LA.</b><br>Sidney Anderson<br>J. C. Armstrong<br>Roderick Brooks<br>Byrd O. Burbee<br>Salvatore Candela<br>Anell Cunningham<br>Millard M. Cutler | <b>USPHS HOSPITAL BALTIMORE, MARYLAND</b><br>Harry Letwinsky<br>Charles Locke<br>James Macunchuck<br>Edgar Marquardt<br>John E. Ross<br>Samuel Sellif<br>Donald Starling<br>Jake Tipton<br>John P. Trust<br>Jose Vazquez<br>Richard Waetrs<br>Joseph Williams | <b>USPHS HOSPITAL BRIGHTON, MASS.</b><br>Stanley Ostrom | <b>USPHS HOSPITAL GALVESTON, TEXAS</b><br>Bernard Kaminsky<br>Ben Ladd<br>John Lefco<br>Enos E. Ott<br>H. O. Stubbs, Jr. | <b>USPHS HOSPITAL SAVANNAH, GEORGIA</b><br>Ernest Webb<br>Phillip Wolf | <b>USPHS HOSPITAL STATEN ISLAND, NY</b><br>Juan Leiba<br>Fidel Lukban<br>George May<br>Isaac McCants<br>Leonico Maisonet<br>William Murphy<br>Joseph Obreza<br>Kund Ostergaard<br>George Phifer, Jr.<br>Joe Ramos<br>Manuel Rodriguez<br>Francisco Romano<br>Colisto Sieran<br>Stephen Slonscki<br>Lucien Theriot<br>William Vaughan<br>Christian Voss | <b>USPHS HOSPITAL NEW ORLEANS, LA.</b><br>Thomas D. Dalley<br>Imogene W. Dell<br>Guy Diviario<br>James R. Egan<br>Nathan H. Eldridge<br>Henry L. Falgout<br>Louis Parkas | <b>Wm. W. Fassett</b><br>Wm. H. Fillingham<br>Peter Galindo<br>James L. Gates<br>Ronald F. Gay<br>Leo C. Hannon<br>Wade B. Harrell<br>James B. Harris<br>Alvin Henderson<br>Sidney S. Irby<br>B. L. Jarrett<br>William T. Jones<br>Harold Knapp<br>Leo Lang<br>Harold Laumann<br>G. K. Lima<br>Jenning J. Long<br>Earle Q. McClure<br>Robert M. McEvoy<br>Alonzo W. Morris | <b>Hugh O'Donnell</b><br>Restituto Clarie<br>Eugene O'Mara<br>William J. Molse<br>Leo Morsetta<br>Bernard M. Moye<br>Joseph Munin<br>Woodrow Perkins<br>Fred Peterson<br>Arvo Raninen<br>Calvin A. Rome<br>Arthur O. Roy<br>J. P. Sciorino<br>Luther C. Spell<br>Charles E. Taylor<br>Juan Torres<br>Roy E. Trully<br>Ernest M. Wilson<br>Jacob Zimmer | <b>USPHS HOSPITAL NORFOLK, VIRGINIA</b><br>R. H. Balcer<br>C. W. Hall<br>T. F. Johnson<br>H. L. Pruitt | <b>USPHS HOSPITAL SAN FRANCISCO, CALIF.</b><br>James Barrett<br>Matthew Bruno<br>James Cardell<br>F. A. Cuellar<br>A. A. Franklin | <b>USPHS HOSPITAL SEATTLE, WASH.</b><br>Edward H. Heacox<br>James Heidt<br>T. S. Johnson<br>Joseph D. McGraw | <b>Laron A. Ready</b><br>Char. R. Robinson<br>Joseph O. Snyder<br>Stan T. Zetterman |
|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|---|--|---|

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|---|---|--|--|--|---|--|---|--|---|---|
| <b>USPHS HOSPITAL MEMPHIS, TENNESSEE</b><br>Albert DeForest<br>James Strong | <b>VA HOSPITAL WEST HAVEN, CONN.</b><br>John Driscoll<br>Henry E. Smith | <b>VA HOSPITAL WEST ROXBURY, MASS.</b><br>R. Arsenault | <b>VA HOSPITAL NEW YORK, NY</b><br>Chas. O. Bergagna | <b>VA HOSPITAL KERRVILLE, TEXAS</b><br>Willard T. Cahill | <b>VA HOSPITAL HOUSTON, TEXAS</b><br>E. McElhenny | <b>TRIBORO HOSPITAL JAMAICA, NY</b><br>James Russell | <b>US SOLDIERS' HOME WASHINGTON, DC</b><br>Wm. H. Thomson | <b>HENRY LANDIS STATE HOSPITAL PHILADELPHIA</b><br>Thomas Murphy | <b>PINE CREST NURSING HOME COVINGTON, LOUISIANA</b><br>Frank Martin | <b>LUCIEN MOSS HOSPITAL PHILADELPHIA, PA.</b><br>Baldo Coccia |
|---|---|--|--|--|---|--|---|--|---|---|

## SIU Blood Bank Inventory

Period: December, 1960

Pints Contributed	70
Pints Rejected	5
Pints Credited	32 1/2
(Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)	
Previous Balance	82
	114 1/2
Pints Used	40
Balance On Hand	74 1/2
January 1, 1961	74 1/2
* * *	
BANK NEEDS 425 1/2 PINTS TO MEET GOAL OF 500	

# SIU Man Makes 6th Blood Gift

Seafarer Harold J. Steen Jr., has established some sort of a record for participation in the SIU blood bank at headquarters. He has donated six pints of blood to the bank.

Steen, who makes his home in Essex, Conn., is 27 years old, an ex-Navy man who has been sailing with the SIU since the end of 1958. Late in January of this year, Steen made his sixth blood donation to the Union blood bank.



He became associated with the SIU in November of 1958 when he completed a course at the Andrew Furuseth Training School for the rating of messman.

In addition to his Seafaring, Steen also carries a deep sea diver's rating.



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families anywhere in the United States.



## SIU Welfare, Vacation Plans

Cash Benefits Paid  
December 19, 1960-January 15, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)....	5750	\$16,323.74
Death Benefits (Welfare).....	13	48,500.00
Disability Benefits (Welfare)..	833	33,910.00
Maternity Benefits (Welfare)..	30	6,000.00
Dependents Benefits (Welfare)..	164	41,493.25
Optical Benefits (Welfare)....	140	1,369.36
<b>Summary (Welfare) .....</b>	<b>6930</b>	<b>\$147,596.35</b>
<b>Vacation Benefits .....</b>	<b>1478</b>	<b>\$245,348.43</b>
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...</b>	<b>8408</b>	<b>\$392,944.78</b>

None of the figures in the above summaries indicate the amounts paid for various other Welfare Benefits for SIU men and their dependents, such as scholarship payments, meal books, training facilities, medical examinations, and similar items.

## Physical Exams—All SIU Clinics Month Of December, 1960

Port	Seamen	Wives	Children	TOTAL
Baltimore .....	83	14	3	100
Houston .....	40	2	0	42
Mobile .....	39	1	1	41
New Orleans .....	157	5	4	166
New York .....	331	18	23	372
<b>TOTAL .....</b>	<b>650</b>	<b>40</b>	<b>31</b>	<b>721</b>

# 'On The Dotted Line'



There were two factors among others, which were vital in the success of the recent SIU Railway Marine strike in New York harbor. One was the fact that hundreds of pickets braved below-zero temperatures, complicated by snow, to picket around-the-clock at well over 100 railroad installations throughout New York harbor and in five eastern states. The second was the staunch support the strikers received down the line from all of the rail brotherhoods, as well as other unions involved in handling freight, including Teamsters Joint Council 16, representing New York area Teamsters, and the International Longshoremen's Association.

Obviously, the SIU railway marine men and the two other unions involved, the mates and the engineers, could not have tied up the railroads' operations as completely as they did without the support of the operating and non-operating rail brotherhoods. This support was given by all crafts, including telephone operators and other white collar workers at the New York Central's headquarters. At the same time, the picketing of so many railroad stations, freight yards, roundhouses and waterfront terminals was what made the complete shutdown possible.

Obviously, the railroads were caught completely by surprise by the scope of the picketing and by the support given to the striking railroad tugboatmen. The railroads' management thought they had it made when the strike began—that they would be able to write the kind of contract they wanted, giving them a free hand to abolish jobs. Then they felt they could force the rail brotherhoods nationally to accept the same kind of contract provision. What they forgot was that all railroad workers had a

common interest in the outcome. The members of the rail brotherhoods by respecting the picket lines, were helping themselves, as well as helping railroad marine workers win the kind of job security they needed.

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## Turnaround?

It's a little too early to tell yet, but it looks like the American merchant marine is in for some long overdue consideration from the United States Government. Steps have been taken to give a larger share of foreign aid cargoes and to expand agricultural surplus sales. Both of these proposals would be a shot in the arm to the ailing maritime industry.

In the offing too, are proposals to take away some of the juicy tax advantages enjoyed by runaway operators as well as all other American business operating abroad.

A key test of the new attitude toward maritime will be the Administration's response on the application of the SIU-contracted Ore Line for a construction subsidy on two giant ore carriers. If approved, this would indicate concern for the long-neglected bulk cargo business, which is the major portion of US foreign trade.

Also pending is implementation of the President's views on the need to revive coastwise and intercoastal shipping.

Encouraging steps have already been taken in this area in the form of proposals to the President shake up the Interstate Commerce Commission and give steamship companies relief from cutthroat railroad competition.

If all of these proposals materialize, then the American merchant marine is in for some kind of a revival after seven years of being down in the dumps and American seamen will have assurance of ample job opportunities.

## SIU Legislative Department



Ray Murdock, Director

**FISH REPORTS**—Faced with a declining catch of cod and herring on the Norwegian fishing banks, the Norwegian fleets are now fishing for tuna off the coast of West Africa. A ten-vessel experimental expedition is currently operating out of the port of Dakar. The expedition is equipped with special gear for catching tuna and is accompanied by a 1,200 ton deep-freezing ship. The frozen tuna is transported to Puerto Rico in 500-ton refrigerated ships. An American tuna canning company has contracted to buy 6,000 tons of this tuna at prevailing prices . . . According to New Zealand press reports, a fishery firm will initiate tuna fishing off the northern coast of the North Island within the next few weeks. The initial operation will be quite limited in scope, but it is understood the company has asked the New Zealand Government for financial assistance in order to expand its operation . . . It has been reported that a Japanese fishing firm is negotiating with the Soviet Union for the exportation of large quantities of frozen tuna to Russia. Up to now, the principal Japanese exportation of frozen tuna has been to the United States, Italy, and Yugoslavia. The Tunisian National Fisheries Office announced that it is investigating the possibility of purchasing two oceangoing tuna clippers. The purchase price would amount to about 400,000 dinars or \$958,160. These clippers would be used to fish in the Atlantic off the west coast of Africa and the catch would be used to supply Tunisian canneries . . . The Japanese Fishery Agency has sent a research vessel to explore tuna fishing areas in the West Atlantic and off the southwestern coast of Africa. Countries like Japan, Norway and Tunisia are particularly interested in the fisheries because they are meat-poor nations. With the world's population rapidly-expanding, its expected that in future years fish will gradually supplant meat as the main protein source.

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**HYDROFOILS**—MA has signed a contract with Stanford Research Institute to prepare an economic study of the commercial potentiality of hydrofoil craft. The contract calls for completion of the study in 6 months at an estimated cost of \$60,000. An experimental 104-foot, 80-ton hydrofoil vessel is being built for MA by Grumman Aircraft Engineering Corporation. The vessel will be ready for tests in mid-1961. The objective of the study to be undertaken by the research institute will be to identify trade routes of interest to MA for hydrofoil seacraft operation, and to evaluate both the economic and operation feasibility of future commercial-hydrofoil craft. The route studies will be restricted to those which could be served by first generation hydrofoils. These are assumed to be limited to maximum speeds of some 60 or 70 knots, a gross weight of 500 tons, and a cruising range of between 500 and 1,000 nautical miles. Routes for such craft are generally thought to lie within The Great Lakes; along the coasts and in the major harbors and bays of the continental United States; between the West Coast of the United States and Alaska; among the Hawaiian Islands; and from the continental United States to various United States and foreign Islands. For each of the trade routes selected for detailed analysis a study will be made to determine means by which hydrofoils could be used to serve commerce now dependent upon other modes of transportation or to serve the needs of commerce which are not now served. The interest in hydrofoils has been stimulated by reports from Moscow that the Soviet Union is well-advanced in this area and has a number of hydrofoils operating on Russian rivers as high speed passenger transports. Other foreign countries are also operating hydrofoils on a limited scale.

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**KENNEDY AND MARITIME** — On December 15, 1960, Congressman Herbert Bonner (Dem., NC.) and House Merchant Marine chairman wrote to the President-elect Kennedy outlining the critical problems facing the maritime industry. Bonner said, "Now we are carrying only about 11 percent of our foreign commerce in an era of expanding foreign trade. Our bulk-carrying fleet is not only obsolete but almost non-existent in the overseas trade. Coastal and intercoastal shipping, which represented about 78 percent of our total tonnage pre-war has now declined to the point where it represents no more than a small fraction of that total. In an era of emphases on the independence of small nations from the spirit of colonialism, we have adopted a policy of dependence upon tankers under foreign registry, flying 'flags of convenience' under the theory that, being American financed, they are under 'effective United States control' . . . Under prodding from the Congress, and with the vigor and foresight of a few in the maritime agency in the past several years, we were able to meet the Korean emergency, belatedly to start a replacement program in the liner services authorized by the 1936 Act, even though on an inadequate time schedule, and, very recently, to set into motion a soundly based research and development program. These efforts seem to have been resisted at the executive level. While the last eight years have seen the present Administration (meaning the Eisenhower Administration) look myopically on our merchant marine, every other maritime power in the world has been modernizing and expanding its fleet (including many who were not maritime nations before World War II); our gold supply has been rushing abroad abetted by foreign-flag shipping carrying the great bulk of United States foreign commerce; and Soviet Russia, learning that massive land power is not enough, is concentrating on the development of commercial as well as military sea power, with a threat to 'bury' us . . . The merchant marine is a very small part of our overall national economy. Though it touches in an important way everyone in our fifty states, its visual manifestations appear only in some of our coastal areas where the shipping lines and shipyards have their headquarters and the seamen and shipyard workers are employed. There are relatively few major steamship and shipbuilding companies . . . It (meaning the maritime industry) must be subsidized by the Government if it is to stay alive in competition with the lower living standards of competing foreign nations . . ." President Kennedy has not yet replied to the Bonner letter.



Skipper and crew of Waterman's Choctaw pose with their award.



Steel Architect is another of 32 ships to get the citation.



San Francisco was site of Young America's citation.



They all got out on deck on the Kyska for award ceremony.



Seafarer A. Beck holds Robin Locksley award in New York.



This one's for the Alcoa Partner for its outstanding program.



E. Lukowski, carp., posts award on Frances, assisted by E. Bonefont.



Safety Director Joe Algina presents award to Seatrain New Jersey.



Gene Ray and Bob McCutcheon show off Hurricane's safety award.



Robert Dillon, AB, holds Elizabeth certificate in crew's messroom.



Theod. safety Holdin (l. to



Captain present crew. tribute





Phelps, chief electrician on Del Sol (white cap), gets individual award from company safety director E. R. Seamen (Delta Line). Ship's group award is Del Sol's skipper, William Rogers. Others are Seafarers C. Bankston, R. Irizarry and E. Avard.



Assistant Safety Director Bill Moody presents safety award to Alcoa Roamer crew which has rolled up an enviable string of accident-free days, almost five years worth, in fact.

# ' An SIU Ship is a Safe Ship '



John Boden of the Iberville holds award presented by SIU Safety Director Joe Algina to crew. Over 300 individual awards have been distributed to Seafarers.

Established four years ago, the SIU Joint Safety Program is the first formal Union-management effort in the maritime industry set up to deal with shipboard hazards and means of reducing accidents. Its educational campaign has achieved success in a number of areas, largely because the program is based on teamwork and the Union and ships' crews involved are actively represented as part of the team. This has been true also in the case of individual companies such as Alcoa whose own specialized programs have been highly effective.

The photographs here present a sampling of 32 SIU-manned vessels which, in recent months, received SIU Safety Department awards covering six-month, accident-free periods. In addition, seven of the 32 ships have also laid claim to an award covering a full year. The certificates issued in each instance point up the fact that none of the unlicensed personnel aboard suffered a disabling (lost-time) accident during the entire period.

In addition, special certificates have been presented to Seafarers who were aboard the affected vessels for the entire time and thereby played a major role in the award-winning effort. To date, 344 individual certificates have been presented on the 32 ships, and more are issued each week as crew lists are verified.

Far more important than this type of recognition is the success achieved in developing an attitude of safety-awareness aboard many SIU vessels. This has served to make every Seafarer a part of each shipboard safety team as well as a committee of one dedicated to detecting and eliminating hazards on his own vessel.

By means of regular safety meetings aboard ship, accidents, "near-misses" or other safety problems are discussed in detail and recommendations made to company management and to the Joint Safety Committee ashore. SIU safety training and education is continuing to pay dividends—in cutting accident frequency rates aboard ship by as much as a half and in reducing needless injuries and suffering. Seafarers can take pride in these facts and in keeping SIU vessels the safest ships afloat.

# THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



## Atlantic Fishermen To Get Contract, Welfare Benefits

**BOSTON**—For the first time in several years, members of the Atlantic Fishermen's Union are going to get a new contract. The AFU's newly-elected secretary-treasurer, Thomas "Obie" O'Brien has entered into contract negotiations with the employers and hopes to come up with several improvements in existing practices.

O'Brien points out that since the AFU was operating until recently as an independent union, outside the SIUNA, no attempt was made to revise the existing contract with the result that the fishermen are now working under an outdated agreement.

### Plan Trust Agreement

Among other items, the AFU intends to negotiate a trust agreement specifying the regulations under which employer-paid trust

funds will operate as well as a scale of benefits for fishermen and their families. The union is hopeful of being able to get payment of benefits underway in a couple of months.

Very promising results have come out of the union's recently-undertaken organizing drive with 102 members signed up in the last three weeks. This is the first time in a long while that there has been an increase in the union's membership.

There is a huge organizing poten-

tial in New England fishing ports, especially in the state of Maine. The AFU promises a vigorous campaign to organize non-union fishermen in these ports.

### Promotion Program

In addition to organizing and contract negotiations, the union has embarked on a promotion program to foster assistance to American-flag fishing fleets. O'Brien points out that the US has given some \$10,800,000 to foreign countries for development of boats and fisheries, plus sonar equipment and funds to develop fish filleting machines. He is hopeful that the change in Administration will bring with it consideration of the American fishing industry.

### Plans Outlined

The new secretary-treasurer spoke on February 9 to the Massachusetts Fisheries Association in Boston, outlining the union's proposals for reviving the American-flag fishing industry.

## AFU Mate In Pilothouse



Peering through the fishfinderscope of the FV Carol & Jack is the mate, Bill McFarland of Brooklyn. The Carol & Jack is contracted to the Atlantic Fisherman's Union, an affiliate of the SIUNA. The vessel works out of New York's Fulton Fish Market.

## SIU West Coast Tuna Boats Get Big Catches With Nets

**TERMINAL ISLAND, Calif.**—Tuna purse seiners, many manned by members of the SIUNA-affiliated unions, have been breaking records for big loads and short trips.

The record-breaking catches have been brought in by the former tuna clippers which were converted from hook-and-line operations to the all-nylon purse-seine method of fishing.

A total of 75 California tuna clippers have been converted into big purse seiners. Changes in fish hold capacity by these seine conversions have added an estimated 25,000 tons capacity to the fleet.

Typical of the converted clippers is the American Boy, manned by SIUNA West Coast fishermen.

The American Boy is 125 feet long and has a 28-foot beam. The heart of the ship, the net platform, is equipped with an over-size all-nylon net—some 460 fathoms of it. The vessel has an unusual silhouette: two crows' nests tower above the decks. The boat is driven by an 850-hp turbo-

charged diesel and a 120-hp auxiliary in the engineroom and a 140-hp engine on the main deck above the engine room.

The purse winch is operated by a one-man hydraulic control system powered by a 50-horse motor. The American Boy's skiff, used to tow the net, is 28 feet long by 15 feet and is powered by a 100-hp engine.

The American Boy fishes for Van Camp Sea Food Co. Other tuna clippers converted to purse seine operations include Star-Kist Foods fleet and other craft.

The seiner trips are averaging from 20 to 30 days for a full load. This compares with the old clipper trips of an average 120 days. The converted boats catch about 4,100 tons of tuna in 18 trips, averaging 256 tons per trip.

## New Bedford Fleet Loses 5 Boats In Storms, Fires

**NEW BEDFORD**—The winter of 1960-61 has taken a heavy toll in vessels contracted to the New Bedford Fisherman's Union. A blizzard in the New England area early in December caught two of the vessels, a third sank in November and a fourth fishing boat sank in January of this year. A fifth vessel sank at the Fairhaven dock because of ice conditions in February.

The fishing vessel Carol & Estelle sank 30 miles southeast of Great Round Shoal Buoy after an engineroom fire on November 18. Captain William Saunders and the crew attempted to extinguish the fire but were unable to. Another New Bedford vessel, the New-

foundland, took the eleven crew members off the Carol & Estelle before she exploded and sank.

Ironically enough, late in January the Newfoundland, the vessel that aided in the rescue of the Carol & Estelle crew, was itself the victim of a fire at sea.

The Newfoundland, skippered by Captain Kief Murphey, suffered the fire January 26 some 120 miles east of Cape Cod. The vessel sank in about 70 fathoms some 90 miles southwest of Cape Sable, Nova Scotia. The crew, of 11 men were taken off the burning vessel by a Coast Guard cutter.

More than 300 bags of scallops were aboard the Newfoundland when she sank. The vessel was partially insured for \$40,000.

### Two Sink In A Day

The two vessels which sank in the December blizzard were the 65-foot dragger Sharon Louise and the 60-foot dragger Harmony. Both were destroyed the same day on December 12 when a storm with snow-laden winds of up to 70 miles per hour lashed the New England coastal area. All crewmembers were saved in the shipwrecks.

The Sharon Louise crashed against the rocks of the west jetty on Nantucket and its crew was rescued by the Coast Guard. The six man crew, however, had a rough time when the patrol boat which picked them up was in turn dashed against the shore at Dionin Beach.

Seas estimated at 20 feet battered the patrol boat whose engine failed. The seas then washed the

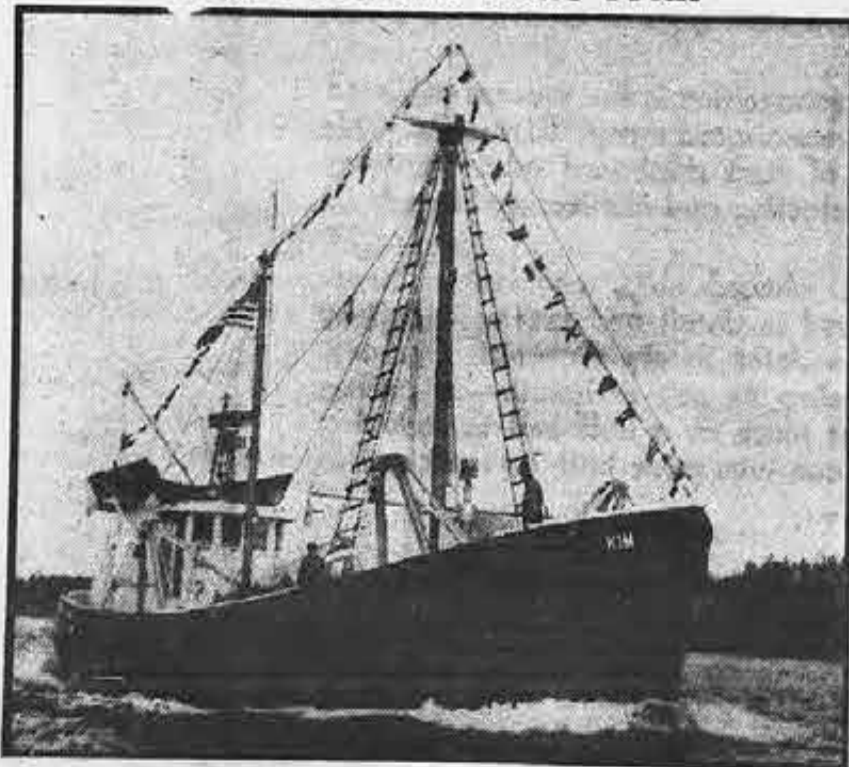
craft onto the beach and a Coast Guard seaman led the way to safety for the Sharon Louise crew and the rescuing Coast Guardsmen.

The FV Harmony caught fire in the raging blizzard but its skipper, Antonio M. Pereira and the five crewmen were able to beach the craft on the northern end of Nantucket. Navy personnel on the island helped the crew who had made their way to shore.

The 57-foot dragger Phyllis J sank at the dock at Fairhaven on February 2. Pressure of ice on the hull of the vessel apparently opened the seams. No one was aboard at the time, but three NBFU members lost gear for which they will be reimbursed.

The Phyllis J was lifted from the bottom a day after she sank and is expected to be put back in operation shortly.

## New Bedford Boat Trial



The recently-built New Bedford fishing vessel Kim is shown here making a trial run before joining the New Bedford fishing fleet. The vessel, under contract to the New Bedford Fisherman's Union, is 73 feet long and cost about \$90,000.

## CG Helps AFU Boat

**NEW YORK**—The 100-foot Gloucester fishing vessel Sunbeam ran into trouble recently when she sprang a leak about 75 miles from here.

The vessel, contracted to the Atlantic Fisherman's Union, and all hands were saved when the Coast Guard dropped a pump and the leak was sealed.

The crew included Captain Gene Merina, chief engineer Russell Thompson, cook James Gorgen and William Lacey, Clarence Beadreau and Nicholas Peracie.

A Coast Guard plane made the successful drop of an auxiliary pump after one attempt failed. Also on hand were the cutter Campbell and another fishing vessel, the Golden Eagle. The Sunbeam made the Fulton Fish Market dock here a day after running into trouble.

Among unions in the SIU are a number of groups of commercial fishermen on all coasts, as well as shoreside fish canneries and processors. They are involved in such widely-diversified fishing operations as scalloping, tuna fishing, salmon fisheries, cod, halibut and many others. Groups involved include the New Bedford Fishermen's Union, Alaska Fishermen's Union, tuna fish and cannery unions operating out of California ports and groups in Bristol Bay, Kodiak, and elsewhere in the far northwest Pacific.

**SIU MEDICAL DEPARTMENT**



Joseph B. Logue, MD, Medical Director

**Weight Loss Can Cut Pressure**

One of the most frequent of the many abnormal physical findings at our SIU clinics is "hypertension". This condition may be defined as a pathologic elevation of the blood pressure. It is a physical sign reflecting an underlying disturbance of the heart or blood vessels. An elevated blood pressure may be produced by a variety of causes which may, or may not, be of clinical importance.

Hypertensive disease, as opposed to simple elevation of the blood pressure, is a disorder which is characterized by persistent elevation of the blood pressure, and eventually, complications involving the heart, kidney, retinal and cerebral vessels.

**Pressure Rises With Age**

The blood pressure varies normally as a result of body movement, position, mental stress, pain and position, depending on the stimulus and the individual's reaction. The blood pressure shows a gradual rise from birth to old age. In the age group 20-40, it is usually 120/80. The first is called the systolic pressure; the latter, diastolic pressure. The blood pressure at 60 years is about 160/90. Thereafter, the diastolic remains fairly constant.

These are the normal averages with a variation of possibly 10 percent. The further from the normal pressure, the more likelihood the blood pressure is due to a disease condition. The important determination is the mean blood pressure, which is the cardiac output against the peripheral vascular resistance. This can only be measured by instrumentation, but is considered more in line with the diastolic pressure.

**Cause Difficult To Determine**

The cause of hypertension cannot always be determined. There are certain known predisposing factors such as heredity, age, diabetes and gout. One of the most frequent findings associated with hypertension in our clinics is obesity. Life Insurance companies have shown clearly that the death rate from hypertensive vascular disease is much higher in the obese than in those of normal weight.

In acute hypertension, there are two diseases which are associated with rapid rise in blood pressure. These are acute glomerulonephritis and toxemias of pregnancy. These are usually aggravated by salt and water retention. Under proper treatment, the hypertension usually subsides; occasionally however, it becomes chronic.

In chronic hypertension, there are many causes, but many of these cases are sooner or later associated with renal disease or disease of the adrenal cortex. This accounts for about 25 percent of the cases. The other cases are so similar in behavior that they may all be activated through disturbance of kidney function. Which of these comes first? Whether it's the hypertension or the pathological changes in the arterioles of the body, especially the kidney, is an unanswered question.

**Heart, Eyes, Brain Vulnerable**

The course of the disease usually follows a set pattern. If slow, it is called chronic or benign; if rapid, severe or malignant. In the chronic or benign type, the onset is usually insidious with slow progression. The diastolic blood pressure usually is between 100-120, and the person may remain symptomless for years. Eventually, there are symptoms of headache, falling vision, dyspnea on exertion; anginal pains, cerebro-vascular accidents or coronary insufficiency. The vulnerable organs are the heart, eye, brain and kidneys. The height of the blood pressure does not always indicate the severity of the condition. Only by evaluating the complications can the progress and severity of the condition be properly determined.

Severe or malignant hypertension usually occurs in the younger group. However, cases of mild hypertension in the old group may change to severe hypertension, with rapid progress and complications following rapidly, such as cerebral symptoms, cardiac decompensation, retinal changes, kidney failure and death.

The diagnosis of advanced cases is easy, the borderline cases are difficult. Take, for instance, a young person with blood pressure of 150/90 without symptoms, or any other pathological findings. He is certainly suspect, and only by following the person over a period of time can a definite diagnosis be established. If the person is hypertensive, then an effort to discover the cause is indicated.

The prognosis in chronic or benign hypertension is extremely difficult in any one individual case. The average life duration however is about 16 years. The prognosis is less favorable in men than in women. In malignant hypertension, the average life duration is six months, rarely a year. About 50 percent die from cardiac complication; 30 percent cerebro-vascular accidents, and 10 percent from renal insufficiency.

**Need To Avoid Excess**

There is yet no evidence that life is prolonged by any present available treatment. In the period of hypertension without symptoms, the person should be reassured. His physical activity should be only slightly limited, or not at all. He should avoid excesses in all things, however.

When symptoms develop, such as headaches, dizziness, insomnia, giddiness, fatigability and others, they should be treated symptomatically. For the high blood pressure, there are various anti-hypertensive and depressor agents which should be used. Evidence seems to indicate that if lowering of the blood pressure is accomplished, the underlying vascular disease and complications improve. Various types of sympathetic operative procedures still have some vogue, with sometimes spectacular results, but only in selective cases. Dietary measures are indicated in the symptomatic cases, especially the reduction of salt intake.

Our experience at the SIU clinics, shows that 80 percent of the cases of hypertension result from overweight. We find, almost without exception, that gradual weight reduction is accompanied by a decrease in blood pressure, and an amelioration of symptoms in general, with a feeling of well-being that cannot be accounted for by the general psychological reaction to accomplishment.

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

**Ore Line Bidding For US Aid On Super-Carriers**

NEW YORK—The first step toward establishment of a modern American-flag ore-carrying fleet has been taken by the SIU-contracted Ore Navigation Corp. If carried through, it would forecast revival of ore trade under the American flag.

The company has asked the Federal Maritime Board to approve a construction-differential subsidy on two proposed 50,000-ton ore carriers. The vessels would be used to carry ore to Bethlehem Steel's Sparrows Point installation from such foreign ore sources as Seven Isles, Quebec; Venezuela, and Peru. The Ore Line application will be a test of the new administration's policy toward US-flag maritime. If approved, it would indicate a reviv-

ation in the US merchant marine subsidy policy.

Until now, both construction and operating subsidies have usually been limited to dry cargo liners carrying package cargo on specified trade routes. This system was set up under the 1936 Merchant Marine Act when the United States was wholly self-sufficient in oil and iron ore. As a result, there was very little offshore trade in these fields.

In the years since World War II, the pattern of American foreign trade has changed, with the United States becoming heavily dependent on imports of vital raw materials. However, because there was no clear-cut policy for assisting bulk carriers, practically all of this trade has gone by default to run-away-flag and foreign-flag bulk ships.

As a result, the US is dependent on foreign ships and foreign crews for essential raw materials.

The SIU as well as other maritime unions have long been critical of the lopsided pattern of merchant marine subsidy, which ignores the tramps, tankers and bulk ore-carriers. The recent maritime union meeting which set up the National Committee for Maritime

Bargaining called attention to this problem and served notice that it wished to discuss this issue, among others, with American-flag ship operators.

In recent years, the only assistance which has been granted to non-subsidized operators has been Government mortgage guarantees, enabling them to borrow money at a lesser rate of interest. In most instances, operators would be unable to borrow construction money at all without some kind of Government guarantee.

Should the new administration approve construction differentials for the ore carriers, and should Congress follow through with appropriations, it would undoubtedly encourage the development of an American-flag bulk-carrying fleet. Actually, most of the world's ore trade with the United States, involving a considerable number of the most modern and largest vessels afloat.

The proposed new vessels would replace two older Ore Navigation ships which were built in the 1940's, the Feltore and the Oremar. Both of the vessels are now up for sale since, at 25,000 tons deadweight, they are unable to compete with larger, faster ships.

**Newspaper Scabs Have Sticky Habit**

PORTLAND, Ore.—The "Portland Reporter" the publication put out by newspaper strikers here, is activating its plans to go on a daily basis this month. Originally announced in November, the daily publication was delayed by equipment installation and by negotiations for Associated Press news service which have just been completed. The new publication is being financed by stock sale and also by subscriptions from many West Coast unions, including the member unions of the SIU Pacific District.

The "Reporter" has been published for a year now by the strikers and members of the editorial staffs who walked out in their support. It has been distributing 100,000 copies twice a week in competition with two struck Portland dailies.

Meanwhile, the arrest of another strikebreaker who worked for the struck newspapers has again given the lie to the glowing description put out by the publishers to describe their imported scab labor.

According to the publisher, "all are good people, most of them married, a large percent owning their own homes and paying Oregon taxes."

However, the "Oregon Labor Press" reports that the FBI picked up one strikebreaker recently for "borrowing" an automobile. He is now the guest of the United States in Lompoc, Calif. The man had been on parole from a previous car theft while employed as a strikebreaker. A few days earlier, another strikebreaker was picked up on a burglary charge. There have been other arrests in prior months.

The strikebreakers had been supplied by the Bloor Schleppey agency, an Indiana organization which specializes in securing scabs for struck newspapers.

**Quitting Ship? Notify Union**

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

**THE INQUIRING SEAFARER**

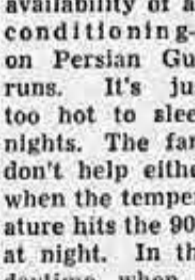
QUESTION: What was the most unusual or most persistent shipboard beef you've run across?

W. J. Schultz, deck: A long standing beef, though not in the category of the unusual, is the fact that generally, all ships have had inadequate locker space for years. I won't bring my best shore wear on a trip because after it stands weeks



in a small locker, it gets all wrinkled and dirty. I believe the unlicensed men should have lockers similar to those provided for officers.

John Giordano, steward: One of the most frequent beefs is the unavailability of air conditioning—on Persian Gulf runs. It's just too hot to sleep nights. The fans don't help either when the temperature hits the 90's at night. In the daytime, when it gets in the 100's, many men are overcome by heat prostration. Tempers get shorter, too.



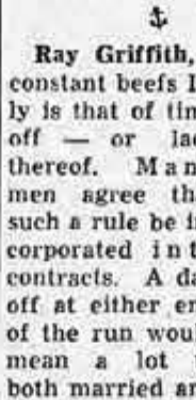
Anthony Maiello, steward: In my 15 years with the SIU, I have witnessed consistent discussions on the desirability of less men in a foc'sle. It would be ideal to have no more than two men to a room—instead of the present three or four. Key men, such as the bosun, steward, chief cook, etc., should have a foc'sle to themselves. Such an arrangement would make it easier for all.



Charles F. Henry, steward: Once during the war I recall a rather unusual beef at the payoff... when the SIU was young. The skipper thought he could take advantage of this new Union by disputing 90 hours OT in my department and the deck and engine departments. The result: a patrolman stopped payoff until agreement was reached on payment.



Ray Griffith, deck: One of the constant beefs I've heard of recently is that of time off—or lack thereof. Many men agree that such a rule be incorporated into contracts. A day off at either end of the run would mean a lot to both married and single Seafarers. As a matter of fact, even a half a day off would help.



Anthony Suarez, steward: I can't comment on any unusual beefs but there are two situations I have been exposed to. One concerns the armies of roaches that invade ships and the other is the steel gratings on deck in vegetable boxes. Regular visits by an exterminator would take care of the insects. Steel gratings should be replaced by easier-to-handle wooden ones.



**SIU FOOD and SHIP SANITATION DEPARTMENT**



Cliff Wilson, Food and Ship Sanitation Director

**First Step Toward Recertification**

Another important advance in the continuing effort to maintain the best possible feeding and service on SIU vessels is about to get underway. It is important to understand these first steps as part of a long-range procedure to develop a recertification program for SIU chief stewards. This is in accord with the recommendations of a rank-and-file committee of stewards, which were adopted at Union membership meetings last summer. The details are explained in a separate story in this issue on page 3.

What this means, of course, is that it is high time to recognize that the key rating of chief steward requires different specialized skills than the other ratings presently in Group 1. A man must be a professional, trained steward today—and nothing else. This is because of skills applicable to the job of chief cook or baker are far different than those applied to stewards. These other ratings do not have the responsibility for supervising an entire department and for a hundred other details involving storing, inventory control and the like. Stewards have to be specialists—period.

They may have to double as cooks or bakers in an emergency once they're aboard a ship, but they are still primarily stewards trained for a particular job. Therefore, in the best interests of all concerned, they cannot work both sides of the fence, picking their spots in Group 1 according to the shipping conditions of the moment. This is one of the prime objectives of the training process we are trying to develop.

Starting March 1, 1961 and until the end of March, anyone now registered in Group 1 of the steward department will have the option of shifting over to 1-S or remaining where is. If he declares himself and registers in Group 1-S, he can ship only as a steward. Those who stick in Group 1 can register and ship as either chief cook or night cook and baker just as before.

This immediately eliminates a serious bit of friction in the department, since the man now certified to ship as a steward really has two chances for a job over the fellow who doesn't have a steward's endorsement.

Nobody loses out in this process of setting up Group 1-S because all prior registration and seniority on the beach is protected in every case. The man who shifts to Group 1-S now registers and ships as a steward only; he also competes with stewards only, with men like himself. The same applies in Group 1 starting March 1. Anyone wanting to throw in for a chief cook's berth won't have to buck someone who's also got a steward's endorsement and might beat him out for the job.

As stated before, all of this is a necessary first step for a future recertification program involving stewards. Before it can start, the stewards have to be separated from the other Group 1 ratings. As a matter of routine, we can expect, for a while anyway, there may be some kinks in the registration and shipping procedure. Men coming in off ships, from hospitals or from vacations will also have to make a choice before they register in either Group 1 or 1-S, and this applies any time on or after March 1.

However, when March is over and the men on the beach have picked their spots, we can move ahead on setting up a proper recertification procedure.

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

**Seafarer Sues Over Skipper's LOG Entry On 'Mental Illness'**

BALTIMORE—Prompted by an editorial comment in the SEAFARERS LOG of April 1, 1960, a Seafarer in this city is suing the skipper and operator of the vessel he was on because of an allegedly libelous and false entry in the ship's log. The entry by the vessel's captain held that the seaman was "reported sick with mental disturbance."

In his suit, the SIU member has charged that the logbook entry imputed insanity and mental incompetence. He is suing for \$25,000 because of the "defamatory and libelous" nature of the entry.

The LOG editorial referred to a relatively new practice instituted by the shipowners and the Coast Guard in challenging the qualifications of seamen. "... some shipowners," the LOG said, "are seeking to use the Coast Guard as a tool with which to knock seamen off the ships for 'mental health' reasons. Captains are being instructed to make entries in log books as to seamen's shipboard behavior whenever it departs from what they consider normal. From there on, the Coast Guard will carry the ball."

The editorial went on to seriously question the competence of skippers to pass judgment on crewmembers' mental health. (See Illustration.)

Apparently this is exactly what happened in the case in question. After the skipper made his entry in the logbook, the Coast Guard tried to pick up the man's seaman's certificate. When he refused to surrender it, he was subpoenaed and compelled to undergo a hearing and take a psychiatric examination.

As a result of the examination, the seaman was declared "fit for duty, psychiatrically" by the Public Health Service. It was then he filed suit against the company.

The outcome of the suit will undoubtedly be followed with close interest by the industry. Should it be successful, it would put an end to efforts to use the "mental health" logbook entries as a gimmick to lift seamen's papers. The issue of defining a seaman's fitness for duty would then be left, and properly so, in the hands of the Public Health Service.

are civilians, working for privately-owned shipping companies.

Even without such Government-imposed standards, some shipowners are seeking to use the Coast Guard as a tool with which to knock seamen off the ships for "mental health" reasons. Captains are being instructed to make entries in log books as to seamen's shipboard behavior whenever it departs from what they consider normal. From there on, the Coast Guard will carry the ball.

Nobody disputes the skipper's right to act if somebody takes to a fire ax, which is what captains have been doing since time immemorial, but if ship operators think that skippers are qualified to pass psychiatric judgments on crewmembers' mental health then they had better take a look into a mirror to find out who is screwy. Next thing you know, somebody will suggest a mental health examination for ship operators, and then where would we be?

Despite it all, nobody has yet suggested that a neurosis is the basis for disqualifying a man from working, for at that rate, probably 25 percent of the population would be unemployed overnight.

Excerpt from LOG editorial of April 1, 1960, alluding to the practice of using logbook entries on mental health as the basis for depriving men of their seamen's papers.

**Line-Handlers Needed**

**Lakes Mooring System Called Hazard To Crew**

The greatest safety hazard to seamen on ocean-going vessels traveling the St. Lawrence Seaway is their use as line handlers according to a report in the "Proceedings of the Merchant Marine Council," a Coast Guard publication. The report was made by Captain A. Preede of States Marine Lines.

The Seaway authority does not provide line handlers for ships passing through the many locks on the route. The present method of obtaining men to handle lines is to swing a crewmember from the ship to shore using a boom and bosun's chair.

"Aside from the obvious danger to life and limb due to the method of putting the man on the dock," Capt. Preede said, "there is the additional danger of accidents to the men on board the ship."

Crewmen of ships using the seaway put in long hours of work—the master is on the bridge for as long as 60 hours or more—and "with the double handicap of long hours and reduced complement occasioned by the loss of the men on the dock, accidents are much more likely to occur."

Groups concerned with the problem have suggested the Seaway authority provide line handlers at the approach walls as well as on the locks.

If this cannot be done, the report states "it might well be a good investment to send line handlers on by car from lock to lock to take the vessel's line."

In maneuvering and entering a lock, the lack of line handlers permanently stationed on the shore could result in damage to the dock and ship.

"Under present conditions if the wind is blowing a vessel off the waiting wall side, it is extremely dangerous to land one of the crewmen on the dock, because with a breeze of any strength the vessel would have to have considerable headway on her to hold the bow up into the wind and get it close enough to the dock for the man to land. At this speed there is every likelihood that the man would be injured when he struck the dock."

If the man does land safely, "by the time he gets clear of the

bosun's chair and gets to his feet and runs to where the heaving line is and pulls the line ashore, the vessel may be past the point where the line could save her and the dock from damage."

Other possible sources of danger to crew or vessel include the round shape of the bollard, with no "ears" and from which lines can slip off; nylon mooring lines which can snap back if they slip off their mooring and hit crewmembers; and the use of ship winches instead of tension winches

**Ice Blocks Albany Run**

NEW YORK—The coldest winter in 13 years has slowed down shipping on the Hudson River. In the Albany area, northern terminus for vessels using the waterway, an extended period of sub-zero weather has set a new record.

The Coast Guard reported that four ships, including the Westwind, were used on icebreaking duty. At various times during December and January sections of the river were frozen solid by the ice, which was 18 inches thick in places.

A convoy system was used by the Coast Guard to escort ships on the 150-mile run from New York to Albany, a trip that normally takes 12 hours. Icebreakers were also dispatched to break out individual ships frozen in. At the height of the freeze a four-ship convoy covered about 10 miles in two days despite the assistance of three Coast Guard vessels.

Grain and oil are the major commodities transported on ships through the Port of Albany. The port is also an important junction on the New York State Barge Canal System which has been closed down by the freezing weather.

**SEAFARERS WELFARE PLAN ENROLLMENT-BENEFICIARY CARD**

Room 1060, 11 Broadway, New York 4, N. Y.

Name: **DOE JOHN** (Last Name, First Name, Middle Initial)  
 Address: **99 MAIN ST., MIDVILLE** (Number and Street, City, State)  
 Social Security No. **999-99-999** (Z No. 999-999)  
 Date of Birth: **JANUARY 1, 1900**  
 I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.  
 Name of Beneficiary: **JANE DOE** (Relationship **WIFE** to You)  
 Address of Beneficiary: **99 MAIN ST., MIDVILLE** (Number and Street, City, State)  
 Date: **February 10, 1961**  
 Witness: **Richard Smith** (Signature, Address: **704 North Street, Brooklyn, N.Y.**)  
 Address: **704 North Street, Brooklyn, N.Y.** (Number and Street, City, State)

**Is Your Card Filed Properly?**

Seafarers who have not yet filed a new SIU Welfare Plan enrollment-beneficiary card are urged to follow the sample above in order to assure prompt servicing of any claim for benefits. The card must be properly signed and dated by a Seafarer and also signed by a witness in the appropriate space. All items should be filed in. The postage-free cards are available at any hall.



# THE CANADIAN SEAFARER

## New Year's Greetings Arrive



New Year's Day for the family of Canadian Seafarer Basil Goodridge began at 8:45 PM when their new daughter arrived in St. Michel Hospital.

## Canadian SIU Wins Major Gains For 3,000 Crewmen

MONTREAL—A new contract providing a package of wage increases and benefits for 3,000 members of the SIU Canadian District has been completed and approved by the membership involved. The package agreement provides 16 percent in gains over a two year period, it was announced by SIU Canadian District Secretary-Treasurer Hal Banks.

The agreement was completed after four months of negotiations between the six major companies which make up the Canadian dredging industry on the Canadian East Coast and union representatives headed by Banks.

Over the two year period, Canadian Seafarers in the industry will get base wage increases of from \$30 to \$50 a month. In addition, overtime rates are increased 20 and 27 cents an hour depending on the overtime rate involved.

All boarding dredges will have washing machines installed aboard for the convenience of the crewmembers. Battery operated radios will be supplied on those dredges which do not board crews.

Should travel between shore and dredge be in excess of one hour per day, the companies will pay portal-to-portal pay.

### Wreck Benefits

A \$300 benefit has been set up in the event of shipwreck or other marine disaster to cover loss of personal effects.

Other contract clauses, such as coffee-breaks, transportation and various working rules have been clarified and improved.

The new agreement was signed by the following companies: Marine Industries Ltd., Russell Construction Ltd., Beaver Dredging, Canadian Dredge and Dock, Harbor Development Co., McNamara Construction Company.

### Base Wage Scales

Base wage scales for the various ratings will range from a low of \$307.04 for assistant cook, and \$287.20 for gaugemen to a high of \$505.50 for drill foreman in the second year of the two year agreement. The second year scales take effect on December 15, 1961. Overtime rates will be \$1.85 to \$2.32 hourly while vacation pay will range from \$146.44 up to \$235.90, based on a 240-day work season. The progress of the Canadian

District is shown in these figures, which come close to comparable scales on American operations.

When the District was revived in 1951, Canadian scales were far below those in the United States.

## Canadian Seafarers In Hospital



These three Canadian Seafarers hospitalized in Montreal General Hospital pass the time with a card game. They are (l. to r.) Romeo Gendron, cook; James Fitzpatrick, fireman; Gordon Newell, assistant cook.

## In Canadian Ports

### Ferry Runs Aground

VANCOUVER—The Black Ball Ferry Quilliyute ran up on the beach after striking a log which holed her bottom. A water taxi and a fishing boat took off the passengers. There were no injuries.

### Quebec Quiet

QUEBEC—The winter freeze has pretty well shut things up in this port, agent Ray Doucet reports. However, some of the dredges and tugs are still operating at Port Cartier on a year-long contract.

### New Canal Studied

MONTREAL—The Federal Government is reported to be studying the possibilities of building a canal from here to Georgian Bay. It is estimated that a 22-foot channel would cost about \$41 million.

### Hazards On Lakes

THOROLD—The Great Lakes are no place to be out in a boat in bad weather, Thorold agent Paul Gagne reports. The steamer Starbelle cracked its hull while on Lake Superior with winds reaching 65 miles an hour, but the crew brought her in safely.

### Toronto Vends Food

TORONTO—Canadian Seafarers using the Toronto hall are giving a big play to vending machines

which have been installed in the hall. The machines sell a variety of soft drinks, fresh hot coffee, hot chocolate and hot soups, which are welcome in the "balmy" climate here. Port Agent Dick Hardiman also notes that this port now has the Federal Pioneer, a deep sea ship, in lay-up.

### Halifax Quiet

HALIFAX — With the close of the 1960 Lake shipping season, many men have stopped by to say "Hello" before continuing home for a well earned rest. A few have registered here but shipping is slow with few lay-ups during the past weeks.

### Grain Shipments Rise

FORT WILLIAM — Reviewing the 1960 shipping season, agent Bill Glasgow notes that grain shipments from the Lakehead were running two million bushels ahead of the 1959 season. He reports local optimism for increases in deep sea cargo out of this area.

## Holiday Dinners In Canadian SIU Headquarters



General view shows Seafarers and members of their families who attended holiday dinner served in the headquarters hall of the Canadian SIU in Montreal. Photo was taken on main deck of the Canadian hall with lunch counter in background.

Canadian Seafarers, members of the SIU Canadian District, are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Canadian West Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.

## MV Eskimo In 3rd Season On Winter Run to Quebec

MONTREAL — It used to be that when winter struck on the St. Lawrence, everything shut down. That isn't the case now with the SIU-contracted freighter Eskimo in service. The Eskimo was specially

built with a reinforced hull to handle the ice problem on the river. It is now running between

Quebec and England, in its third season of successful operation.

A Danish shipping company, Lauritzen, has also picked up the idea of putting ships on an ice run. It is using three large vessels with appropriate reinforcing to service the Quebec run.

The ships can handle normal ice problems, but in case the ice does get too thick for them there are icebreakers available to give them assistance.

It appears that this kind of trade will grow in future years as engineering progress is made in designing ships which can cope with ice conditions.

## SIU Canadian District Halls

- FORT WILLIAM, Ontario 408 Simpson St. Phone: 3-3221
- HALIFAX, N.S. 128 1/2 Hollis St. Phone 3-911
- MONTREAL 634 St. James St. West Victor 2-8161
- QUEBEC 44 Sault-au-Matrot LAFontaine 3-1569
- THOROLD, Ontario 52 St. David St. Canal 7-5212
- TORONTO, Ontario 372 King St. E. Empire 4-5719
- VANCOUVER, BC 298 Main St.
- ST. JOHN, NB 177 Prince William St. OX 2-5431

MARINE FIREMAN  
STEWARDS NEWS

West Coast Sailors

# THE PACIFIC

## SUP, Mates Ask Probe Of MSTs Alien Crews

SAN FRANCISCO—The Sailors Union of the Pacific and West Coast Local 90 of the Masters, Mates and Pilots Union have called upon congress to conduct a "thorough investigation" of Military Sea Transportation Service Far East Area's continued policy of operating 17 LSTs with Japanese crews.

SUP Secretary-Treasurer, Morris Weisberger, and MM&P Local 90 President, Captain Robert E. Durkin, told members of the Senate Interstate and Foreign Commerce Committee and House Merchant Marine and Fisheries Committee in a letter that the operation, which cost over \$85,000,000 in recent years, "is directly contrary to the best interest of the United States, not only from the standpoint of the economic best interests, but of the best interests and well-being of the American Merchant Marine."

The "San Francisco News-Call Bulletin" supported the two unions in an editorial, "Jobs for Seamen," which said in part:

"Post-war democratized Japan needed our help and it was given without stint. Today the Japanese maritime industry is in better shape than our own. There is a shortage of Japanese seamen, while 40 percent of American seamen are on the beach looking for a berth.

### Spend \$8 Million In Japan

"MSTs is spending about \$8 million a year for Japanese crews and in Japanese shipyards. We agree with the contention of West Coast maritime labor unions that this money would be better spent at home, and commend their protest to the urgent attention of the Senate Interstate and foreign commerce and House maritime committees."

MSTs claimed, in correspondence with the committees that operations by Japanese nationals "was considered important to In-

ternational Relations and to be in support of the Japanese economy, particularly of the shipping and ship repair industries during a difficult period of transition," and on the basis of the economy of operational cost.

In the letter to Senator Warren G. Magnuson and Congressman Herbert C. Bonner, committee chairmen, the two union leaders explained that "subsequent developments" necessitate a new look at the practice. They cited the following:

### Balance Of Payment Loss

That the Presidential directive called for all agencies "to make every effort to improve our balance of payment position"; in 1959 it cost \$6,525,000 to operate 18 active plus 15 inactive LSTs and "this money went into the Japanese economy instead of being reabsorbed into the US economy in the form of wages to US seamen, shipping companies and shipyards."

That Japan has recovered 87 percent of her pre-war fleet and "now stands fourth in world rank of shipping," while in shipbuilding, "Japan stood third in merchant vessels building or on order, in the principal shipyard of the world, as of January 1, 1960."

The practice is in violation of a Defense Department and Commerce Department agreement that provided "first priority" for the maximum utilization of the US berth line vessels, "then US merchant ships, "voluntarily made available," then "Government-owned ships" assigned to private companies" and last "where no American-flag shipping is available, then foreign-flag shipping may be used to meet urgent requirements."

## 'Hawaiian King' On Monterey



MCS waitresses Mildred Corry and Theresa Thomas pose before statuette of King Kamehameha on the Monterey (Matson) for which they made an authentic Hawaiian custom. Occasion was an Aloha dinner.

## Lundeberg Back In 1946



The late Harry Lundeberg, former SUP secretary-treasurer, is shown with SUP members in San Francisco during the 1946 general strike. SIU Pacific District unions marked 4th anniversary of his death on January 27.

## Memorial Service Honors Lundeberg

SAN FRANCISCO—Members of SIU Pacific District unions participated in memorial ceremonies commemorating the 4th anniversary of the death of Harry Lundeberg, founder and first president of the Seafarers

International Union of North America. Lundeberg passed away on January 28, 1957, at the age of 55.

As secretary-treasurer of the Sailors Union of the Pacific from 1936 until his death, Lundeberg led the revival of seamen's unions. He spent his life fighting for effective, non-political trade unionism in opposition to ship operators, Government agencies and the waterfront section of the Communist party.

For a time the Sailors Union and Lundeberg were the only forces standing in the way of a complete Communist takeover in US maritime.

A native of Norway, Lundeberg first went to sea at the age of ten, sailing under nine different flags. He came to the United States in 1919, settling in Seattle. In 1934 he became port agent in that port and became the leader of the 1934 West Coast strike which led to the revival of maritime unions.

With Lundeberg's assistance and support the SIU A&G District was founded in 1939, after Lundeberg received a charter from the AFL for the SIU of North America.

After World War II, Lundeberg embarked on a drive to free West Coast ships of the Communist-dominated National Union of Marine Cooks and Stewards. His efforts were crowned by a National Labor Relations Board victory which resulted in the certification of the Marine Cooks and Stewards Union and the elimination of the last Communist-dominated organization on the seagoing side of the maritime industry.

The memorial services were conducted in front of the Sailors Union headquarters in San Francisco, with the placing of floral wreaths from the SUP, MCS and

Marine Firemen's Union at the base of the Lundeberg statue.

A seagoing memorial to the late SUP secretary-treasurer exists in the form of the Kaiser Industries gypsum carrier, the SS Harry Lundeberg.

## Pacific Port News

### Portland Crew Back

PORTLAND—SUP, MCS and MFOW members on the Portland Trader were flown back here after their ship hit a reef in the Sulu Sea. Most of the crew was picked up by the Liberian-flag tanker Marita and the rest by the Nassa, another Liberian tanker. MCS is looking forward to action from grain shipments to India to pick up shipping slack in this port.

### Seattle Tax Beef

SEATTLE—MCS reports that companies have been hardtinting some members on maintenance and cure and urged they make sure to report all illnesses and accidents to the company, no matter how slight they might seem . . . two MPOW oldtimers here who were on pension, Ed Schulty and Tom McKinley, have passed away . . . Seattle SUP men who have shipped on vessels of California companies are being dunned for California income taxes. The agent advises all members involved to contact him.

### New York Reefer Surplus

NEW YORK—MFOW reports a surplus of reefers and electricians in this port . . . MCS agent is participating in activities of the

## MCS Plans Conference Of Agents

SAN FRANCISCO—An agents conference of the Marine Cooks and Stewards Union will be called in the near future, MCS Secretary-Treasurer Ed Turner announced, to deal with improvements in union procedures. Among subjects to be discussed will be standardized reporting procedures for all agents to improve record keeping and speedier methods of handling pending beefs.

In addition, the agents will take up several problems confronting the shipping industry such as the threat to seamen's jobs posed by automation and the continuing problem of runaway shipping. The call for the conference noted that shipping automation is a very pressing issue and that the MCS is planning to meet with other maritime unions to take up the threat it poses to the jobs of seamen.

### Draft A Program

Turner, in his report to the membership said that the agents would seek to draft a program to unite the union and provide for the betterment of all its members.

The conference will also take up proposals for strengthening shipboard wages, conditions and jobs. The Pacific District contracts run out on September 30, 1961, with 60-day notice of intent to discuss a new agreement to be issued before August 1. MCS members have already been asked to submit proposals to the headquarters negotiating committee.

Greater New York Maritime Port Council.

### SF Sailing Board Change

SAN FRANCISCO—SUP, MFOW and MCS port committee met over shipload of beefs aboard the Santa Adela. The company had changed the sailing board without proper notice and stranded three men. Unions straightened this out with men getting return plane fare, five days' wages and five days' subsistence . . . MCS got a new washing machine put aboard the Lurline for use by steward department members.

### Wilmington Trial Run

WILMINGTON—SUP, MCS won beef covering trial run on Mormacape, new Mooremac ship at Todd's Shipyard. Company attempted to have shipyard workers handle job, but shipyard union refused to take them as this has long been recognized as within jurisdiction of Pacific District Unions.

### Honolulu Is Busy

HONOLULU—SUP reports large number of ships in transit in this port the latter part of January. Shipping has been good the last month.



# COAST SEAFARER

## Seattle Bid Gets Leilani

SAN FRANCISCO—A Seattle drydock was the successful bidder on the passenger ship conversion of the SS Leilani for American President Lines, contracted to the SIU Pacific District.

The Maritime Administration announced early this month that the Puget Sound Bridge & Drydock Co., Seattle, Wash., with a six percent differential allowed for West Coast companies on West Coast jobs, took the bid at \$7,750,993.

Actual low bid was from Newport News Shipbuilding & Drydock of Newport News, Va., at \$7,737,581. Other bidders on the Leilani conversion were Bethlehem Steel, Baltimore, Md.; Willamette Iron & Steel, Portland, Ore.; Bethlehem Steel, Terminal Island, Calif.; Todd Shipyards, Alameda, Calif.

The two-stacker will be ready for her first voyage in about nine months. She will sail under the name of the SS President Roosevelt and will run with the Presidents Cleveland and Wilson.

## SIU Pacific District Halls

### SUP

HONOLULU..... Pier 8, Room 206  
Phone 502-777  
NEW ORLEANS..... 523 Bienville St.  
Jackson 5-7428  
NEW YORK..... 675 4th Ave., Brooklyn  
HYacinth 9-6603  
PORTLAND..... 211 SW Clay St.  
CAPitol 3-4338  
SAN FRANCISCO..... 450 Harrison St.  
Douglas 2-8363  
SEATTLE..... 2505 1st Ave.  
Main 2-0290  
WILMINGTON..... 505 Marine Ave.  
Terminal 5-6617

### MC&S

HONOLULU..... Room 206, Pier 8  
Phone 5-1714  
NEW ORLEANS..... 523 Bienville St.  
RAMond 7-428  
NEW YORK..... 675 4th Ave., Brooklyn  
HYacinth 9-6600  
PORTLAND..... 211 SW Clay St.  
CAPitol 3-7222  
SAN FRANCISCO..... 350 Fremont St.  
EXbrook 7-3600  
SEATTLE..... 2505 1st Ave.  
Main 3-0088  
WILMINGTON..... 602 Broad Ave.  
Terminal 4-8538

### MFOW

HONOLULU..... 56 North Nimitz Highway  
Phone 5-6077  
NEW ORLEANS..... 523 Bienville St.  
MAGnolia 0404  
NEW YORK..... 130 Greenwich St.  
CORtland 7-7094  
PORTLAND..... 522 NW Everett St.  
CAPitol 3-7297-8  
SAN FRANCISCO..... 240 Second St.  
DOUGlas 2-4592  
SAN PEDRO..... 296 West 7th St.  
TERminal 3-4485  
SEATTLE..... 2333 Western Ave.  
Main 2-6326

## Louis Foyt of MCS Passes Away At 44

SAN FRANCISCO—Louis Foyt, assistant secretary-treasurer of the Marine Cooks and Stewards Union, passed away on January 30 here. He was 44 years of age.

Known for his leading role in helping to set up an effective union of cooks and stewards to replace the former Com-



The late Louis Foyt

unist-dominated NUMC&S, Foyt had just been reelected to a three-year term.

He first assumed office in the Marine Cooks and Stewards as patrolman in New York in 1954. Later that year he became port agent of the New York branch. This was at the time the MCS was conducting its successful campaign to win recognition and certification as the representative of West Coast cooks and stewards.

### Well Known in New York

In January, 1958, he took office as the union's assistant secretary-treasurer, its second-ranking post. Because of his four years' service in New York, Foyt was well-known to members and officers of the SIU on the East Coast and was universally-respected as a conscientious and effective official.

In paying tribute to Foyt's activities, MCS Secretary-Treasurer Ed Turner said, "Louis Foyt has represented a quiet, but stalwart source of strength in the Marine Cooks and Stewards Union, both while sailing and as an officer of

the union. He will be sorely missed."

Tributes to Foyt were also expressed by SIUNA President Paul Hall; First Vice-President Morris Weisberger of the Sailors Union of the Pacific; Hal Banks, secretary-treasurer of the Canadian District; John Hawk, SIUNA secretary-treasurer; Ray McKay, vice-president of the Marine Engineers Beneficial Association; Captain Robert E. Durkin, president of West Coast Local 90, MM&P and many others.

While Foyt's funeral took place in Long Island, where his brother, Joseph Foyt, lives, the MCS conducted special memorial ceremonies at Driscoll's Funeral Home in San Francisco on January 31. Shipping calls were cancelled and the MCS hall was closed so that MCS members could attend the services conducted by Monsignor Matthew Connolly, chaplain of the Apostleship of the Sea.

Burial took place in the Most Holy Trinity Ceremony, Brooklyn, NY, on February 6.

## Willoughby Takes MCS Second Post

SEATTLE—James O. Willoughby Seattle port agent of the MC&S, will succeed to the post of assistant secretary-treasurer, the Union announced early this month. He will fill the vacancy created by the death on January 30, 1961, of Louis Foyt.

Willoughby succeeds to the position in accordance with the MC&S constitution which provides that the port agent receiving the largest number of votes in the preceding election fills vacancies.

The post of Seattle port agent which Willoughby will leave will be taken over by the present Seattle patrolman, Charles Green. The patrolman's position will be filled later.

Willoughby began going to sea in 1927 interrupted his career with a hitch in the US Air Force during the war, and resumed sailing in 1944. He became an organizer for the MC&S in 1952, and later that year became Seattle port agent, the post he has held until named to the second spot in the Union.

Willoughby, married, with a grown son who is an Air Force career man, is 57. He served the Democratic party as a delegate to the National Convention and has served as trustee for the Seattle Labor Council.

## SUP, MFOW Voting For 1961 Officers Ends; Count Ballots

SAN FRANCISCO—Voting for officers in two Pacific District Unions, the SUP and the MFOW, has ended and results of the elections will be officially announced within a week.

Previously, the third Pacific District union, the MC&S, completed balloting for officers with the result that most of the incumbents, headed by Ed Turner, Secretary-Treasurer were re-elected.

In the SUP election, Secretary-Treasurer Morris Weisberger, who is also first vice-president of the SIUNA, was unopposed for the top post in the Sailors Union.

Also unopposed was W. W. Jordan, who ran for the top post in the Marine Firemen's Union. Incumbent MFOW president Sam Bennett was not a candidate for reelection.

SUP ballots, which will also include voting on a change in the Union constitution and a change in one of the shipping rules, are being counted now. Voting ended January 31, and the results will be official after action by a Union committee and publication in the "West Coast Sailors."

A preliminary check of all the ballots cast shows that a greater number of votes were cast in this election than in last year's voting.

Total ballots cast in the 1960 SUP election was 3,473, while a total of 3,655 votes were cast in all ports in this year's voting.

In the current election, 1,537 votes were cast in San Francisco;

438 voted in Seattle; 287 ballots were cast in Portland; 843 voted in Wilmington; 235 voted in New York; Honolulu ballots totaled 246, and 69 ballots were cast in New Orleans.

## Consider Site For WC Clinic

SAN FRANCISCO—Further progress has been made toward the establishment of a joint clinic to serve the memberships of the three SIU Pacific District Unions—the Sailors Union, Marine Cooks and Marine Firemen's Union.

A number of locations are under consideration as the best site for the clinic, with indications that the trustees of the Welfare and Pension Fund will approve a location at Howard and Fremont Streets.

The clinic would serve as a diagnostic center for West Coast seamen and for members of their families.

## SUP Man Makes Erin

SAN FRANCISCO—The expert seamanship of SUP brother Frank Van Lew earned him a sizable write-up and photograph in the "Galloway Advertiser and Wigtownshire Free Press," an Irish newspaper in County Down.

The paper reported that Van Lew, taking advantage of the tidal currents in the Irish Sea and of any available lee, successfully piloted his 32-foot boat through both fog and gale weather and, despite engine trouble, made port after a voyage from Liverpool.

He went to Ireland to join his wife, a school teacher in Portaferry, and his children.

On these pages is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs. The SIU Pacific District Unions are a key group in the SIUNA, representing as they do the entire maritime industry on the West Coast.

## MC&S Skill on Lurline



Part of the skillful MC&S crew of the SS Lurline stands behind an attractive and eye-appealing holiday buffet table.

## Pacific District Shipping

Port	SUP	MFOW	MC&S	Total
	12/13 to 1/9	1/1 to 1/31	1/1 to 1/31	
San Fran.	588	189	308	1,085
Seattle	88	60	42	190
Portland	74	62	45	181
Wilmington	320	(no hall)	78	398
New York	82	36	22	140
New Orleans	20	(no hall)	3	23
Honolulu	22	18	22	62
San Pedro	(no hall)	63	(no hall)	63
Total	1,194	428	520	2,142

## MEBA Assails Engine Room Defects On States Marine Ships

NEW YORK—The Marine Engineers Beneficial Association is conducting its own safety investigation of ships operated under the States Marine house flag as a result of a series of defects turned up in various ships' power plants.

The MEBA acted after the chief engineer and an assistant engineer on the Victory ship Palmetto State were brought up on Coast Guard charges following

a boiler breakdown at sea. The engineers union has charged that the company knew the boilers and generators were defective but ordered the ship to sea without making necessary repairs.

### Defects Noted On WC

The defects had been noted on the West Coast, but nothing was done about them until the boiler breakdown en route to Tampa. In addition to the boiler problems, the MEBA found that the generator was in dangerous condition.

Another ship, the Keystone State, was held up for several days in New York until the company agreed to let the union inspect a boiler that had been reported defective by the ship's engineers.

Subsequently, the brickwork in the starboard boiler was condemned by the American Bureau of Shipping. The union also insisted that the stack be cleaned and jacked into proper position, that watertight doors be overhauled and other repairs made. Inspections here and on other ships also included long overdue repairs and painting in living quarters.

The MEBA attributed the deterioration of the company's ships to its fast turn-around policy, which does not allow sufficient time between trips for repairing, or even inspecting, important installations. Engineers on board are being overtaxed to do complex and elaborate repairs with inadequate equipment.



## Meal Time On Robin Locksley



Working in the galley of the Robin Locksley are (l. to r.) F. Solis, E. Sims, chief cook, and G. Thornton.

## TIPS ON SEAMEN'S INCOME TAX RETURNS

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

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

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

**WHO MUST FILE.** Those under 65 years of age earning over \$600 and those over 65 earning over \$1,200 must file a Federal tax return.

If earnings were less than the minimum stated, and withholding tax was deducted, a return should be filed for a refund.

**WHEN TO FILE.** Tax returns have to be filed by April 15, 1961. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason.

Another rule governs situations where a seaman signs on in one

are \$10,000 or more must use the long form 1040.

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

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

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

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

The law also enables a seaman who is contributing (with other relatives) more than ten percent

of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

**CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID.** If more than \$120 was withheld from wages during 1960 for Social Security purposes (if you worked for more than one employer), the excess you paid over \$120 can be credited as income tax paid.

**DIVIDEND INCOME.** If a seaman has income from stock dividends, he can exclude the first \$50 he receives as dividend income from his gross income. He may be eligible to an additional credit against his total tax liability up to a maximum of four percent of the balance of the dividends received in 1960.

**WELFARE BENEFITS.** Benefits received from the SIU Welfare Plan do not have to be reported as income with one exception. That is for a Seafarer over 65 who is getting disability benefits.

**GAMBLING GAINS.** All net gains from gambling must be reported as income. However, if more was lost than gained during

the year, the losses are not deductible, but simply cancel out the gains.

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

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

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

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

**TAXES.** State and city retail sales taxes, property and school taxes, state income taxes on securities, state gas taxes, auto license and drivers' license fees and state income taxes actually paid within the year are deductible.

**MEDICAL AND DENTAL EXPENSES.** All expenses over three percent of adjusted gross income for doctors and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such

costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

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

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

**CHILD CARE.** This allows a deduction of up to \$600 to a widower, divorced or legally separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent.

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

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

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

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

This article deals only with Federal taxes. An explanation of state income tax rules is under preparation and will appear in the March issue of the SEAFARERS LOG.

year, signs off the next and gets a statement of his wages and the tax withheld (W-2 form) from the shipping company when he signs off. Under such an arrangement, it is possible for a seaman to have no income in one year and the equivalent of two years' income in another.

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

**HOW TO FILE.** The Seafarer who has deductible expenses (amounting to ten percent or less of income) and an income of under \$10,000, consisting of wages on which tax was withheld and not more than \$200 of other income (for example, untaxed wages, dividends or interest earnings) is advised to use the short form, 1040A.

There is a form 1040W, for those who cannot use 1040A because they wish to itemize deductions, claim sick pay exclusion or estimated tax paid, or who have \$10,000 or over in income. You can use this form if your income consists of salary and wages, regardless of the amount, and not more than \$200 in dividends or interest and no more items of income.

Those Seafarers whose incomes

## How To Handle Long Trip Taxes

A major beef of seamen on taxes is that normally the taxes are withheld on earnings not in the year they earned the money, but in the year the payoff took place. For example, a seaman who signed on for a five-month trip in September, 1960, paying off in January, 1961,

would have all the five months' earnings appear on his 1961 W-2 slip and all the taxes withheld in 1961. This practice could increase his taxes in 1961, even though his actual 1961 earnings might be less than those in 1960.

There are ways to minimize the impact of this situation. For example, while on the ship in 1960, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1960 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1960 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1960, he will

have to pay the full tax on them with his 1960 return, at 20 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1961 W-2. The seaman then, on his 1961 return, would have to explain that he had reported some of the earnings in 1960 and paid taxes on them. He would get a tax refund accordingly.

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

### Is Procedure Justified?

● When the man pays off in January, 1961, the employer withholds taxes on all his earnings on the trip, including allotments and draws.

● At the same time, if he reports the allotments and draws on his 1960 return, he pays taxes on them with his return.

In essence, the seaman would pay taxes twice on the same income and

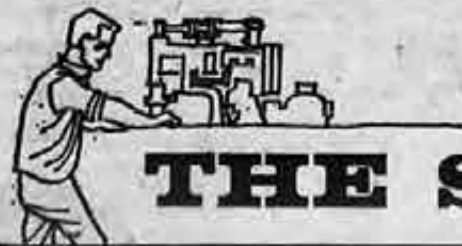
then get a refund a year later.

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

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

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache. For example, if a seaman's payoffs totaled \$3,000 in 1960 and \$7,000 in 1961 because his longest 1960 voyage paid off in '61, he would save a maximum of about \$20 in taxes by reporting his 1960 draws and allotments on his 1960 return.





# THE SIU INDUSTRIAL WORKER

## Jay-Kay Workers Approve SIU Program



Sea of upraised hands shows enthusiastic acceptance of SIU programs to win decent contract for Jay-Kay plant workers.

## SIU Certified At 2 Jay-Kay Plants; Workers Select Negotiating Team

NEW YORK — Some 275 UIW members — all employees of the Jay-Kay Corporation — assembled in Long Island City earlier this month and approved a rank-and-file bargaining committee composed of all shop stewards representing departments in both plants. The members also unanimously

authorized a strike — to be used only as a necessity in enforcing their contract demands.

The meeting was the first since the SIU officially became certified as bargaining agent for some 600 workers at the firm's plants, one in Long Island City and another in the Bronx. Notice of certification came from the NLRB in Washington on January 27—almost 16 months after the first few UIW pledge cards were signed by Jay-Kay workers, all of whom wanted genuine trade union representation.

Almost from the start, the UIW met with resistance from a "paper" union known as Amalgamated Local 355. This local announced its intentions to continue representing employees at both Jay-Kay plants despite the efforts of SIU organizers.

### SIU Pledge Cards

But the SIU division through the months obtained ample pledge cards to call for a representation election. Here is a chronological review of the events that led to the certification of the SIU last month:

- September, 1960: National Labor Relations Board orders election to take place within 30 days.
- October, 1960: 309 Jay-Kay voters go to polls; almost another 300 employees who were caught by seasonal layoffs were unable to vote. The SIU received 183 votes;

### Meet Your Shop Steward

## Sal Lombardo Of Super Metals

An oldtimer with Super Metal Cabinets, Inc., Salvatore Lombardo,



is the shop steward featured this month. Super Metals, formerly known as Unger Metals Products, is located at 63 Whipple Street, Brooklyn, NY.

At the UIW-contracted plant, Brother Lombardo is employed as a sheet metal worker. He began working there back in November of 1946. Lombardo, a native of Italy, lives in Jersey City, NJ, with his wife, Grace.

98 were cast for Local 355. The latter waited a few days, then filed charges with the NLRB in New York alleging pro-SIU sentiment by some workers and the employer in certain election proceedings and also that voting time was extended by a half hour so that some pro-SIU workers could get to the polls. The SIU labeled this tactic as designed to forestall certification.

• November, 1960: Jay-Kay employees elect 15 stewards in secret ballot at their first official meeting after SIU division won election.

• December, 1960: New York Regional NLRB, after lengthy investigation, rejects all charges made by Local 355 against SIU, and recommends NLRB in Washington concur and issue certification soon as possible.

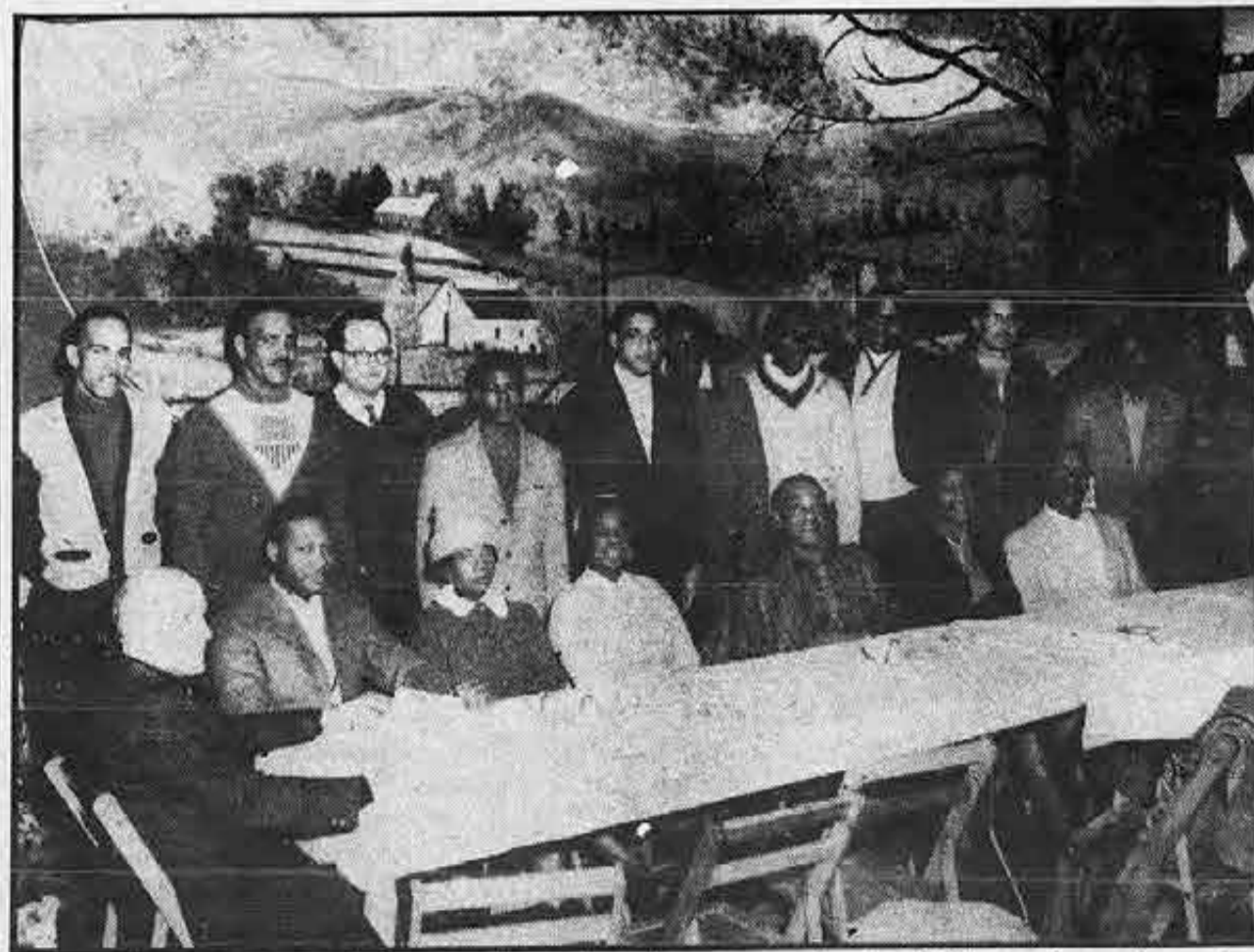
• January, 1961: SIU receives

word from NLRB in Washington during last part of month that it is certified as bargaining agent for Jay-Kay workers. First membership meeting then set for February 3.

### Draw Up Demands

At this latest meeting this month, SIU representatives notified the group that the rank-and-file negotiating committee—all who were elected as shop stewards by the members in secret voting—would meet with the SIU to discuss members' contract demands. At this time, the Union's demands would be drawn up and then would be presented to management at an early date.

The workers were told also that the final contract would either be accepted or rejected only by their vote in secret balloting.



Posing for cameraman before meeting gets underway are Jay-Kay UIW members who make up the Employees Negotiating Committee. Group will present employees demands to SIU, which will incorporate same into overall package for presentation to management. Seated at table (l. to r.) with SIU rep John Dwyer (at left) are: Andre Paul-Noel, Esther Campbell, Edna Brown, A. B. McMath, Mary Smallwood, Joseph Smith and Clifford Charles. In rear (l. to r.): Charles Heard, Enoch Lloyd, Jerome Schaefer, James Watson, David Dozier, Joseph Amos, Enoch Merriweather, Clarence E. Thomas, M. Rivera and A. Lancaster.

## Jan. UIW Benefits Mount To \$6,784

The United Industrial Workers Welfare Plan paid out 36 benefit claims to UIW members or their dependents during January according to the Plan. The total paid out for the month was \$6,784.65, which

was down slightly from the preceding month when \$7,065.09 was disbursed to 47 members and their dependents.

The largest single payment during January went to UIW member James Taft of A. A. Gallagher Warehousing, who received a check for \$1,170 covering special disability. (See story this page.)

Other members who received benefit checks for \$200 or more were: George Zellinger, Hill-Chase Steel, \$428.56; Charles C. Landis of Porter-Matthews, \$317.10; Henning Anderson of Paulsen-Webber, \$296.10; Frederick Halvess of Stephen Laurie, \$271.78, and Hilkiah Murray, Display and Advertising, \$263.54.

Four Airmaster employees also received benefit checks for better than \$200. These were: Carmen

Severino, \$240; Arthur Wheeler, \$232.80; Frazie Mitchell, \$227, and David Rohe, \$219.

There were nine payments for maternity benefits during the month, according to the UIW Welfare Plan.

## Man Moves, UIW Benefit Finds Him

PHILADELPHIA — No matter how long it takes, the Welfare Plan always finds the person who's entitled to benefits, in this case, \$1,170 in disability payments.

Take for example the case of UIW member Taft James, an employee of A. A. Gallagher Warehousing in this city. James filed for the UIW disability benefit about a month after becoming disabled on the job last year. He sent in the prescribed forms to the UIW but failed to include certain required information.

The UIW returned the forms to James and asked that he fully complete them. But because the UIW member had then since moved, the envelope was returned to the Union stamped "party unknown."

UIW welfare kept in touch with the company over the next few months in hopes of obtaining James' address. Finally, the company later notified UIW that James had been in touch with the firm by phone and had left a forwarding address so that he could collect his disability checks.

Consequently, the Welfare Plan was able to contact him and James got his check.

## These Are Your Union Meetings — Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every MAWD member and his family.

What's more, these meetings provide every MAWD member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

NEW YORK—Tuesday, March 7, at 6 PM, SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE—Friday, March 3, at 8 PM, SIU Hall, 1216 E. Baltimore St.

SUNBURY—Sunday, March 12, at 2 PM, Friendship Fire Company.

PHILADELPHIA — Tuesday, March 14, at 7:30 PM, SIU Hall, 2604 S. 4th Street.

# 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 \$8,400 in maternity benefits and a maturity value of \$1,050 in bonds:

- JoAnn Bentz, born January 9, 1961, to Seafarer and Mrs. Henry Bentz, Brooklyn, NY.
- Donald Broadus, born December 15, 1960, to Seafarer and Mrs. Johnnie Broadus, Mobile, Ala.
- James Cabral, born January 4, 1961, to Seafarer and Mrs. John Cabral, Bristol, RI.
- Sammy Fah, born January 9, 1961, to Seafarer and Mrs. Wong Hwa Fah, New York, NY.
- Joseph Falasca, born December 15, 1960, to Seafarer and Mrs. Joseph Falasca, Yonkers, NY.
- Martha Figueroa, born September 13, 1960, to Seafarer and Mrs. Carlos Figueroa, Bronx, NY.
- Patricia Johnson, born December 14, 1960, to Seafarer and Mrs. Stanley Johnson, Springfield Gardens, NY.
- Richard Jones, born December 25, 1960, to Seafarer and Mrs. James Jones, Mobile, Ala.
- Donna Kolenovsky, born January 30, 1960, to Seafarer and Mrs. Freddie Kolenovsky, Galveston, Texas.
- Sherman Lupton, born December 14, 1960, to Seafarer and Mrs. Christopher Lupton, New Bern, NC.
- William Maas, born December 22, 1960, to Seafarer and Mrs. Henry Maas, New Orleans, La.
- Patricia Mansell, born November 25, 1960, to Seafarer and Mrs. Robert Mansell, Bellmore, LI, NY.
- Thomas Melton, born December 6, 1960, to Seafarer and Mrs. Thomas Melton, Mt. Airy, NC.
- Bonnie Mendall, born November 11, 1960, to Seafarer and Mrs. Ralph Mendall, Jamaica Plains, Mass.
- James Penton, born November 21, 1960, to Seafarer and Mrs. James Penton, McLain, Miss.
- Daniel Rentz, born November 29, 1960, to Seafarer and Mrs. Kenneth Rentz, Baltimore, Md.
- Lisa Ann Rodriguez, born January 8, 1961, to Seafarer and Mrs. John Rodriguez, Galveston, Texas.
- Jim Rodriguez, born December 14, 1960, to Seafarer and Mrs. Pablo Rodriguez, Fajardo, Puerto Rico.
- Leif Sojka, born October 3, 1960, to Seafarer and Mrs. Robert Sojka, Maspeth, NY.
- Valerie Sovich, born January 8, 1961, to Seafarer and Mrs. Michael Sovich, Clifton, NJ.
- Karen Thomas, born December 26, 1960, to Seafarer and Mrs. Charles Thomas, Mobile, Ala.
- Wilfred Walinski, born November 20, 1960, to Seafarer and Mrs. Frank Walinski, Baltimore, Md.
- Kathryn Wherrity, born December 10, 1960, to Seafarer and Mrs. Francis Wherrity, Philadelphia, Pa.
- Johnny Williams, born October 27, 1960, to Seafarer and Mrs. Billy R. Williams, Galveston, Texas.
- Denise Sachs, born January 14, 1961, to Seafarer and Mrs. Bernard Sachs, Baltimore, Md.
- Kelly Smith, born December 9, 1960, to Seafarer and Mrs. Donald Smith, Columbus Grove, Ohio.
- Carl Lundy, born September 6, 1960, to Seafarer and Mrs. Thomas Lundy, Wing, Ala.
- Julie Falt, born September 19, 1960, to Seafarer and Mrs. Feaser Falt, White Springs, Fla.
- Helen Sisk, born December 18, 1960, to Seafarer and Mrs. Wayne Sisk, South Tampa, Fla.
- Paula Smith, born December 31, 1960, to Seafarer and Mrs. Clyde Smith, Mobile, Ala.
- Kevin Reese, born November 17, 1960, to Seafarer and Mrs. Frank Reese, Port Arthur, Texas.
- Francisco Urbina, born January 29, 1961, to Seafarer and Mrs. Francisco Urbina, Galveston, Texas.
- Elizabeth Reyes, born December 1, 1960, to Seafarer and Mrs. Angelo Reyes, Brooklyn, NY.
- Sharon McNair, born January 22, 1961, to Seafarer and Mrs. Lloyd McNair, Baltimore, Md.
- Edith Elliott, born January 9, 1961, to Seafarer and Mrs. John Elliott, Pasadena, Texas.
- Cheryl Reeves, born December 14, 1960, to Seafarer and Mrs. James Reeves, Springhill, Ala.
- Nelrita Sylvester, born December 29, 1960, to Seafarer and Mrs. Edward A. Sylvester, Whistler, Ala.
- Ronald Winborn, born December 23, 1960, to Seafarer and Mrs. Berthal Winborn, Bellevue, Wash.
- Lorle Ann Powell, born November 28, 1960, to Seafarer and Mrs. Howard Powell, Galveston, Texas.
- Bruce Shannon, born November 29, 1960, to Seafarer and Mrs. John R. Shannon, Philadelphia, Pa.
- Sandra Nauman, born December 9, 1960, to Seafarer and Mrs. Allen Nauman, Eureka, Ill.
- Ave Rossa Bonfont, born October 15, 1960, to Seafarer and Mrs. Gabriel Bonfont, New York, NY.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$60,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

**Horace Rountree, 41:** Brother Rountree died of a heart ailment aboard the SS Montauk Point at Houston, Texas, on January 7, 1961. He had been sailing in the deck department since 1938. Surviving is his widow, Mrs. Margaret M. Rountree of Thunderbolt, Ga. Burial was at the Catholic Cemetery, Savannah, Ga. Total benefit: \$4,000.



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**Vincent J. Rizzuto, 51:** A liver condition was the cause of death for Brother Rizzuto on January 5, 1961 at the USPHS Hospital, Baltimore, Md. He had been a member of the engine department since 1949. His widow, Mrs. Ella E. Rizzuto of Baltimore, survives. New Cathedral Cemetery in Baltimore was the place of burial. Total benefit: \$4,000.



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**Elma E. Wasden, 52:** Brother Wasden died of a coronary condition on November 29, 1960 aboard the SS Wacosta. He had sailed since 1949 in the engine department. Surviving is his widow, Mrs. Anna W. Wasden of Mobile, Ala. The Memorial Garden in Mobile was the place of burial. Total benefit: \$4,000.



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**Alfred Seegmiller, 54:** Brother Seegmiller died at home in New Orleans, La., on July 26, 1960 of a lung condition. He had shipped since 1944 in the engine department. He is survived by his brother, Floyd Seegmiller of Detroit, Mich. Paradise Cemetery at Kingsley, Mich., was the place of burial. Total benefit: \$4,000.



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**Roy T. Smith, 47:** A coronary ailment was the cause of death to Brother Smith at home in New Orleans, La., on January 10, 1961. He had been shipping in the engine department since 1949. Surviving is his mother, Mrs. Nydia Fritscher of New Orleans. Place of burial was the Cypress Grove Cemetery, New Orleans. Total benefit: \$4,000.



**Talb Hassan, 62:** Brother Hassan passed away at the USPHS Hospital, Staten Island, NY, on January 5, 1961 due to a heart ailment. He had been a member of the deck department since 1941. Surviving is his nephew, James Bohari of Brooklyn, NY. His place of burial was Heavenly Rest Cemetery, Hanover, NJ. Total benefit: \$4,000.



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**Francisco Z. Alcaín, 37:** Brother Alcaín died of a heart condition on August 22, 1960 aboard the SS Montego Sea at Bandar Shapur, Iran. He had shipped in the steward department since 1948. He is survived by his father, Vincent Alcaín of Guipuzcoa, Spain. Burial was at Holy Redeemer Cemetery, Baltimore, Md. Total benefit: \$4,000.



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**Roy A. Goddard, 40:** Brother Goddard died of injuries sustained during the collision of the SS Alcoa Corsair on October 22, 1960. He had been sailing since 1944 in the steward department. Surviving is his widow, Mrs. Nellie Goddard of Foley, Ala. Pine Rest Cemetery in Foley was the place of burial. Total benefit: \$4,000.



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**Alejandro Lopez, 69:** Brother Lopez died of heart disease at Baltimore City Hospital, Baltimore, Md., on November 4, 1960. He had been a member of the steward department since 1948. Surviving is his widow, Mrs. Cecilia Lopez of Baltimore. Burial was at St. Stanislaus Cemetery, Baltimore. Total benefit: \$4,000.



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**Leo Mannagh, 60:** Brother Mannagh died of a heart condition at New Orleans, La., on May 26, 1960. He had been a member of the steward department since 1943. Surviving is his sister-in-law, Mrs. Della Mannagh of Rapid City, SD. Burial was at Fort Hudson National Cemetery, New Orleans. Total benefit: \$4,000.



**Douglas B. Patterson, 64:** Heart disease was the cause of death to Brother Patterson on December 13, 1960 at the USPHS Hospital, Galveston, Texas. He had been sailing in the steward department since 1948. His widow, Mrs. Audrey Patterson of Galveston, survives. Burial was at Galveston Memorial Park. Total benefit: \$4,000.



~ ~ ~

**Harry T. Collier, 65:** A heart attack was the cause of death to Brother Collier on December 9, 1960 at sea aboard the SS Santore. He had shipped in the deck department since 1939. His widow, Mrs. Viola Collier of Hagerstown, Md., survives. Burial was at sea. Total benefit: \$4,000.



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**Thomas R. Gonzalez, 61:** A digestive ailment was the cause of death to Brother Gonzalez at the USPHS Hospital, Ponce, Puerto Rico, on November 11, 1960. He had sailed since 1941 in the deck department. His widow, Mrs. Estefania Gonzalez of Ponce, survives. Burial was in Ponce. Total benefit: \$4,000.



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**George W. Huber, 65:** Brother Huber died of a heart ailment on November 21, 1960 at New Orleans, La. He had sailed since 1947 in the steward department. His daughter, Renee Huber of New Orleans, survives him. Burial was at Greenwood Cemetery, New Orleans. Total benefit: \$4,000.



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**Francis J. Boner, 35:** Brother Boner died on December 3, 1959 at the USPHS Hospital, Norfolk, Va., of a kidney condition. He had sailed since 1953 in the deck department, and is survived by his widow, Mrs. Pauline D. Boner of Norfolk. His place of burial was not indicated. Total benefit: \$4,000.



**Tell it to the Log!**



# Wild Ranger Saves 6 Colombians Shipwrecked Near Panama Canal

Six Colombian seamen were mighty thankful that an SIU ship passed near them early in January.

The Colombians were picked up from a sinking skiff five hours from the Panama Canal on the Pacific side by the C-2 Wild Ranger (Waterman).

G. C. Lawson, deck delegate aboard the Wild Ranger related the story of the rescue at sea. He said that the Wild Ranger skipper, who decided to change the ship's route, pulled out of the regular sea lane, so it was only by luck that the survivors were spotted.

"It was about 2:30 PM and winds were blowing at about 35 miles per hour," Lawson recalled. "We spotted the survivors in the skiff waving a flag. We heaved to, but it took an hour and a half to get them aboard."

When the survivors, the mate and five seamen, were brought aboard, they were given clothing and food. They told how they had been in the skiff for about four days. The Wild Ranger skipper figured that the little skiff was carrying about 1,000 pounds.

**Life Raft Missing**  
The survivors were part of a crew of a 100-ton capacity patrol-type boat. The patrol boat ran into trouble and sank in five minutes. However, the skiff with the six men, and an army-type life raft were launched.

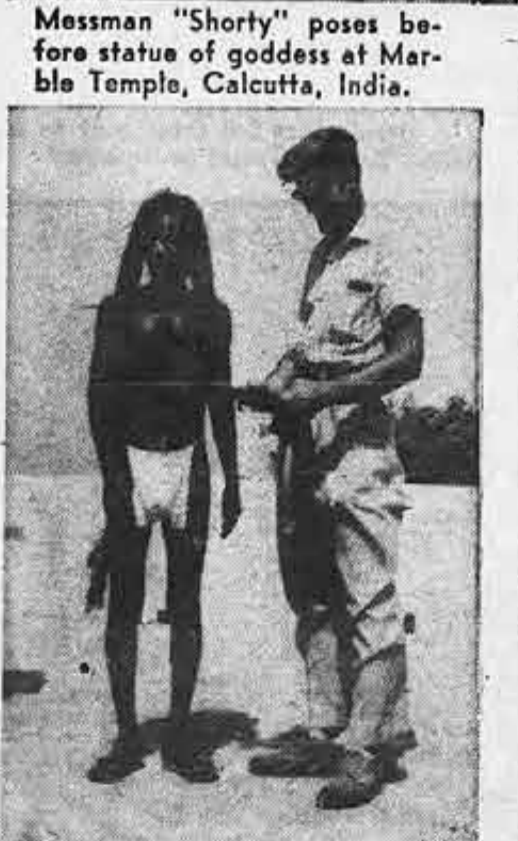
The life raft held the boat's master (father of the mate rescued by the Wild Ranger) and four seamen. The skiff and the raft were lashed together until the day before the Wild Ranger made the rescue. The raft and its five occupants are still missing.

The Wild Ranger made New York in January and the six grateful survivors were taken to the Colombian consul. They then went aboard a Colombian freighter for repatriation. The SIU crew took up a tarpaulin muster and came up with over \$200 for the survivors.

# Lars Nielsen's Photo Scrapbook



Mother and child (top) in South African village. Below, Jensen and Lars Nielsen.



Messman "Shorty" poses before statue of goddess at Marble Temple, Calcutta, India.



Steel Architect dayman watches girl in Panang, Malaya using bike tire for hula hoop. Photos by Seafarer Nielsen.

**MONARCH OF THE SEAS (Waterman), Dec. 24—**Chairman, Pete Blalock; Secretary, Jimmie Darous. Ship's delegate reported everything running smoothly. Bosun broke his leg, is in hospital in San Juan. New bosun was shipped in San Juan. Discussion to get more money aboard ship. Will take matter up with patrolman.

**ORION COMET (Orion), Dec. 19—**Chairman, John Short; Secretary, C. V. Berg. One man missed ship in Sasebo, Japan. Captain will have travelers' checks for crew in Yokosuka. Captain has contacted Ceylon and radio operator standing by for answer in regard to medical aid for crewmember. Discussion on food and

to be brought to the attention of patrolman. Request that galley and store room be fumigated.

**ALCOA RANGER (Alcoa), Dec. 24—**Chairman, M. Flowers; Secretary, J. Pate. Ship's delegate reported no beefs. Ship received safety award for 500 accident-free days. \$18.33 in ship's fund. Some disputed overtime in deck department. None concurred with item in LOG for men to take vacation and go back to same ship. Crew complained about too much garlic in food. Requested different variety of fruit to be ordered. Also that hot drinks be served in cold weather.

**STEEL EXECUTIVE (Isthmian), Dec. 11—**Chairman, Henry Gordon; Secretary, Cedrick Wood. Ship's fund \$8.39. No disputed OT.

**ALCOA PLANTER (Alcoa), Dec. 19—**Chairman, L. W. Paradeau; Secretary, Zee Y. Ching. \$21.85 in ship's fund. Motion made that Union officials request company to send travelers' checks at draw in foreign ports. Motion made to have new type personal clothes lockers installed. Crew requests air conditioners be installed on all ships running in tropics. Also to have ship fumigated for roaches in crew's quarters. Vote of thanks to steward department for good service and improved menus.

**PENN TRADER (Penn Shipping), Dec. 4—**Chairman, R. Queen; Secretary, I. Santa Ana. A. Fetcho elected ship's delegate. All departments reported no beefs.

**CITY OF ALMA (Waterman), Dec. 14—**Chairman, James Pullain; Secretary, Ernest Harris. Ship's delegate had to get off ship due to illness. \$6.40 in ship's fund, \$10 being used for movie fund since last meeting. Suggest ship's fund and movie fund be kept separately in the future. Victor Harding elected ship's delegate. No beefs.

**KYSKA (Waterman), Dec. 29—**Chairman, D. C. Gay; Secretary, R. H. Simpson. All beefs in all departments squared away.

**ELIZABETH (Bull), Jan. 1—**Chairman, L. H. Jones; Secretary, R. Hernandez. Ship's delegate reported that some fo'c'sles, toilets and showers need to be painted. No beefs reported. Peter Sarchio elected ship's delegate. Suggestion made to have the locks of the engine department showers and toilet changed. Issuing raw keys to every man in engine department. Vote of thanks to steward department for job well done.

**STEEL FLYER (Isthmian), Nov. 20—**Chairman, Don Keddy; Secretary, Robert F. Black. Disputed lodging and OT from Singapore was approved and will be paid at the end of this voyage. \$6.71 in ship's treasury. \$5 donated to American Seaman's fund. Improved service in the stewards department. Need 400 more cartons of cigarettes.

**PORTMAR (Calmor), Nov. 20—**Chairman, Obreza; Secretary, Clark S. Inman. Some repairs still remain to be done. Voted unanimously to keep the ship's delegate because of a good job done previously. Discussed raising of stowage prices to cover OT for bringing stowage aboard; to be taken up in port of payoff.

**ROBIN HOOD (Robin), Nov. 14—**Chairman, T. Ratcliff; Secretary, Ray Sedowski. Everything running smoothly so far. Crew requested to change linen on linen day and not two or three days later. Crewmembers asked to keep natives out of midship house while ship is in port.

**ATLAS (Cargo & Tankship), Nov. 27—**Chairman, Ange Panagopoulos; Secretary, Edward Marten. One man missed ship and was arrested, released and removed from ship. All men should cooperate in keeping the messroom and pantry clean at night. Anyone swapping watches must have permission from chief mate.

**EDITH (Bull Lines), Nov. 36—**Chairman, P. Murphy; Secretary, Bob High. Elected a ship's delegate. Request new library. Voluntary donations are asked for a Christmas party.

**SANTA VENETIA (Elam), Dec. 7—**Chairman, F. M. Jones; Secretary, Ralph R. Maldonado. OS was put in spare room and kept locked by captain since November 20, 1960, till arrival in Lake Charles, La. Captain claims this man is mentally ill. Captain will put out draw on arrival. \$35 in ship's fund was used to send several wires to Union. Bosun was injured aboard ship and was transferred to a passenger ship heading for England. Vote of thanks to steward for job well done during refrigeration failure for 18 days. Also vote of thanks to steward department for a wonderful Thanksgiving dinner and every day menus and service.

**LOSMAR (Calmor), Dec. 18—**Chairman, George Stanley; Secretary, Thomas Ulisse. New wringer and agitator to be ordered for washing machine. Steward requested to improve menu and not to substitute the fish caught by crew for the main dish on the menu. Vote of thanks to baker, Charles Moss.

**SEATRAN TEXAS (Seatrains), Dec. 27—**Chairman, T. F. Jernigan; Secretary, T. F. Granney. \$123.49 in ship's fund. Vote of thanks to steward department for the Christmas dinner and Thanksgiving dinner.

**MT. McKINLEY (Cargo & Tankship), Nov. 4—**Chairman, Stephen Emerson; Secretary, Walter Taylor. Ship's delegate reported on draws. \$15 draw per man in D'haunt. Enough American money for ship for small draw in Madras, India. No American money aboard ship. Nit-bit cook and baker hospitalized in D'haunt.

## DIGEST of SIU SHIP MEETINGS

Improvement of menus and varieties of meats. Things to be taken up with captain are, replacements, sougeeing out the rooms, coffee percolators, American coffee when the present runs out, repairs to washing machine, more milk, condemning bad flour, chairs for the messhall. Bosun requests a new draw list be made.

**NATIONAL DEFENDER (National Shipping), Dec. 15—**Chairman, J. Bullock; Secretary, J. E. Hannon. Ship's delegate reported everything running smoothly. Ship will pay off at Newport News and all men are requested to stay on until payoff. Some controversy regarding using some Japanese meats.

**STEEL EXECUTIVE (Isthmian), Dec. 11—**Chairman, Henry Gordon; Secretary, Cedrick Wood. Captain reports that crew can go ashore at Suez at own risk. Letters for mailing to be given to chief steward arrival day not later than 7 P.M. Repair lists given to department heads. Balance in ship's fund is \$8.39. Two men logged. Motion made that ship's hospital be kept in readiness at all times.

**CAPT. NICHOLAS SITINAS (Cargo & Tankship), Nov. 13—**Chairman, J. M. Lundy; Secretary, A. Bryan. Some men have failed to turn in shipping cards to delegates. New ship's delegate elected. Crewmembers are asked to take notice of "no smoking" signs for the safety of everyone. Water cooler needed in crew messroom.

**SEATRAN LOUISIANA (Seatrains), Nov. 27—**Chairman, Edward Jones; Secretary, Edward Yates. No beefs. \$91.20 in ship's fund. Laundry room to be kept clean at all times. Timer for washing machine to be bought out of ship's fund. All members, if possible, should go to the halls in New York or Houston to vote.

**STEEL APPRENTICE (Isthmian), Dec. 27—**Chairman, Crawford; Secretary, Perry. Ship's delegate reported that considering the length of trip this has been a good voyage. To date there has been no major accident. \$19 in treasury. Motion to have Union officials investigate sea chest. Motion made that all key rating men should be certified by some Union certification committee to improve standard of men shipping under these ratings. Crew request that medicine chest be checked as it is inadequately supplied. Discussion with regard to the stowage chest on board. Crew complained about inferior quality of merchandise. Suggestion that step be taken to step up negotiations for a more favorable retirement plan. Possible retirement after 20 years of active membership in SIU. Benefit for retirement be raised from \$150 per month to \$200. Seamen should be treated by their own doctor instead of USPH hospital. Welfare Plan be amended to permit seamen to be admitted to any hospital of their choice and to be treated by reputable doctors. Suggestion that fo'c'sles be air-conditioned on all vessels making runs to hot countries.

**ROBIN SHERWOOD (Mormac), Dec. 19—**Chairman, Frank Pasuluk; Secretary, Pat Dawine. Ship's delegate reported it has been a good trip with no special beefs. \$18.05 in ship's fund. Discussion on who orders sanitary supplies for each department. Also on safety conditions. Delegate to see the mate about respirators for deck department. Crew asked to keep messhall clean.

**SEATRAN NEW YORK (Seatrains), Dec. 27—**Chairman, Albert Palge; Secretary, Phillip Wagner. Ship's delegate reported no beefs except for small amount of disputed OT. Ship paying off this trip.

**DEL ORO (Mississippi), Dec. 18—**Chairman, G. M. McFall; Secretary, A. E. Freeman. Ninety day's stores requested. Ship's fund, \$23.46. Brother G. Montezano was elected new ship's delegate.

**MT. HOOD (Cargo & Tankship), Dec. 25—**Chairman, Raymond Bolling; Secretary, Robert W. Duff. Ship's delegate reported shore leave disputed in Calcutta. One brother missed ship in Mobile. Some disputed OT. Vote of thanks to steward department.

**GATEWAY CITY (Sea-Land), Dec. 30—**Chairman, P. Reys; Secretary, A. Case. One man in steward dept. fired and logged. Ship's fund \$5.75. Delayed sailing disputed. Deck delegate to have patrolman inform mate as to when sea watches are set when ship sails in A.M. Inquire mate regarding supplies of stores allowed to steward

# 'Steward Needs Good Men'

The following article on the steward department was submitted to the LOG by Leonard Paradeau, ship's delegate, and Zee Young Ching, ship's reporter, both of the SS Alcoa Planter.

A good steward department is not made by the steward alone. It is the members of the department, all of them, which really counts.

Many times we have heard a steward department Seafarer say in self-deprecation "I am only a messman, utility man, or third cook."

In our experience, every job in the steward department is important, from the steward on down. All vegetables cooked by the second or third cook must match the tasty entrees cooked by the chief cook, and they must be prepared well.

Also, you cannot have a good

meal without the services of a good messman. Pantrymen must make good salads and dressings for greens. Salads are important; they help make a meal more complete.

Utility men should know how to make up beds, clean quarters, shower rooms and passageways so that the crew lives in decent conditions.

We suggest that all steward department men carry at least three pairs of working trousers and two pairs of work shoes, especially when they are on long trips.

On the Alcoa Planter's voyage 122, conditions in the deck and engine departments were good and

the men did a fine job. Things were made difficult in the steward department when two men missed the ship. On our return voyage from Korea to Sitka, Alaska, we had some rough weather and heavy seas.

## Ship Talk: Hospital And Steak

Hospital slips, and topside's reluctance to issue them, were topics of interest aboard SIU-contracted ships recently.

On the Council Grove (Cities Service), Seafarers noted that when some men who were paying off to go to a USPHS hospital asked for certificates from the vessel's master, they were told to use their discharges—all they needed, it was alleged.

On another ship, Ames Victory (Victory Carriers), Seafarers reported that they were getting a hard time whenever they requested hospital slips. The matter is being brought to the attention of various patrolmen.

Seafarers on the Steel Executive (Isthmian) have developed a craving for sirloin steaks. They discussed having them twice a week, in addition to minute steaks, club steaks and hamburger steaks. The steel ship crew also has a distinct preference for canned peaches—they want them regularly.

## Del Mar, Steel Maker Men



The deck department of the Del Mar (Mississippi) gathers around a table in the crew's messroom to talk over the events of the watch during the ship's voyage 92. The trip was made just right by the showing of movies every night. The photo is by C. G. McLellan, ship's reporter.



A typical shipboard meeting, with Seafarer Charles Purdow as chairman, is being held aboard the Steel Maker (Isthmian) during a Far East Voyage. Photo by C. G. McLellan.

## 'Turning To'

By Zhemeck



FIREMAN REPORTING FOR WORK

## La. Yule Party Was Success

To the Editor:

A vote of appreciation is certainly due the various officials and brothers who worked so tirelessly prior to, and during Christmas Day at the New Orleans hall to make the event and dinner a huge success. It was an appropriate farewell to the old hall on Bienville Street.

The comments of the various members of families of Seafarers and their guests and the children was heart-warming. They were appreciated by the brothers who unselfishly gave their time and effort to make the dinner a great occasion.

Among the many officers and brothers who participated and contributed to the success of the occasion were Tommy Beatty, Don Collins, Herman Troxclair, Bob White, Charlie Tannehill, and Clyde "Whitey" Lanier, who acted as maitre.

Tommy Beatty acted as Santa Claus to the delight of the children and amusement of the adults. A special word of thanks to Johnny Doyle of the SIU shore gang, and Marty DeSalvo who hung the decorations and did a beautiful job.

A "well done" and a pat on the back, brothers—you each earned it.

K. M. "Jeep" Cole  
SS Penn Transporter

## Correction On Obituary

To the Editor:

I would like to correct a mistake which appeared in the SEAFARERS LOG last month

in the death columns. In the LOG, you had Edward W. Ketschke listed as 45 years old. He was only 35 years old when he passed away.

Edward Ketschke was survived by myself, his widow, and not, as was listed in the LOG, by a sister. I would like this correction to appear in the LOG. Thank you.

Mrs. Edward W. Ketschke

## Welfare Plan Aids Family

To the Editor:

The family joins me in thanking the SIU for the benefit check received on the death of my husband, Seafarer Claude A. Virgin, who passed away in New Orleans.

We thank the SIU and its members for the lovely floral wreath sent to him. It is with heartfelt thanks that we remember how quickly the services of the SIU Welfare Plan came to our aid through the kindly assistance of C. J. Stevens, New Orleans port agent.

We also wish to thank the officers and crew on the SS LaSalle, on which Mr. Virgin was a crew member when he became ill, for the wonderful treatment given him which no doubt contributed to his comfort.

Again we wish to thank the Welfare Plan for the hospitalization and the educational benefits through the scholarship program. May God bless the SIU and all the members.

Mrs. C. A. Virgin Jr.,  
and Family

## USPHS Hospital Thanks Union

To the Editor:

In behalf of the ambulant patients and dietary staff of the US Public Health Service Hospital, Staten Island 4, New York, I wish to thank the SIU for the beautiful fiberglass drapes which your contribution of \$100 helped to make possible. We are most pleased with the

## 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.

final results and wish to extend an invitation to any interested members of your Union staff to visit the patients' cafeteria and dining room to see the overall effect.

The patients' comments were most favorable. The moment they were put up, I told the patients the names of the organizations that had contributed funds to this project. Again we thank you.

Myrtle M. Vincent  
Director of Dietetics  
USPHS Staten Island

## Wife Thanks SIU Welfare

To the Editor:

I want to extend my thanks to the Seafarers Welfare Plan. I was in the hospital twice with-

in three months. When the blanks were filled out and sent to the Welfare Plan, I was surprised at the prompt and quick action they had taken in making a complete settlement of my hospital bill. Things like this makes me proud that my husband is a member of the SIU. I also enjoy the LOG very much.

Mrs. Frank Doyle

## Widow Thanks Union For Help

To the Editor:

Your kind and sympathetic letter was received with the benefit check on the death of my dear beloved husband. I want you to know that it is very much appreciated and I want to thank you for your kind thoughts and also the beautiful bouquet.

Please give my kind regards to all the members of the Union. May God bless you and I pray for the continued success of your organization.

Mrs. Vincent J. Rizzuto

## Invite Seamen To Restaurant

To the Editor:

In a little place at 207 South Broadway, Baltimore 31, Md., there is a little restaurant, the "Texas" which I run. I would like all seamen who come into Baltimore and who live there to stop over. It's open all day and all week. We will have LOGs to give to brothers coming into the place—and of course, we serve all kinds of the best food. This is a special invitation to SIU men.

George Litchfield

## Death Benefit Helps Widow

To the Editor:

I wish to notify you that I have just received your letter containing a check in the amount of \$4,000 for the death of my dear husband, Philip Bilbao. I give my most heartfelt thanks for the benefit received.

Appreciating the services you have given me, I am very grateful to you.

Teresa R. Vda. de Bilbao

## Welfare Aids Wife, Daughter

To the Editor:

I wish to thank the Welfare Plan for their prompt attention to hospital and doctor bills for both my daughter and myself. It's a great relief to know that at any hour, one can and will be admitted to the hospital without red tape. Thanks again for everything. I enjoy the LOG very much.

Mrs. Robert F. D'Ferrafiet

## Retired Seaman Thanks SIU

To the Editor:

The Welfare Plan check for \$270 has been received by me and my wife. We heartily thank you, the Welfare trustees and all our Union brothers for their kindly support.

I am very sorry that I cannot sail any more with my Union brothers around the world. We both thank again all the brothers and the Welfare Plan for our benefit.

Alexander Cherney  
Anna Cherney

# Shipboard Shots



The happy crew of the Santa Venetia (Cargo & Tankship Mgt.) gathers round the Christmas tree at sea. Photo was submitted by F. J. Mondesire.



"Genius at Work" is the title given this photo of Grady Faircloth, chief cook aboard the Cities Service Miami, who is trimming a ham for the crew's dinner.

## LOG-A-RHYTHM:

# The Accepted Time

By C. W. Cothran

There are only three days  
Yesterday, today and tomorrow;  
But yesterday's gone, irrevocably  
lost,  
And you can't borrow time from  
tomorrow.

Let bygones be gone—the dead  
hath departed;  
Waters o'er the dam have no  
power;  
Why live with a corpse of a  
yesterday,  
Or walk a desolate bower?

The snake slinks away from its  
shedded skin;  
The moth forsakes its cocoon.  
A lesson I grant you, suffice it  
to say:  
Yesterday's the life of a loon.

Tomorrow's a bypass from action  
today—  
A mirage on the desert of life;  
Tomorrow's lake no thirst can  
quench . . .  
Today is the fountain of life.

Neither look backward nor too far  
ahead  
Stay abreast with the present  
time;  
The past and the future are non-  
existant  
Today is the accepted time.

Remember! he who says: "I will  
tomorrow,"  
Makes himself some future  
sorrow;  
But he who says: "I will today,"  
Is the maestro all the way.

## Retired Seafarer Hits Runaways

To the Editor:  
I'd like to answer Brother Morris Horton, radio operator, SS Evelyn. God bless you Brother Horton for your wonderful article in the LOG. Yes, I say with all my heart, let the American operator of runaway ships get all the foreign countries which have our ships—especially the Panlibhonco—to do their fighting.

With what was in the White House for eight years, more ships went under foreign flag than ever before. Sure they hate the American seaman for his wages, conditions, etc.

The previous administration's last act in office was to turn down a "50-50" quota for oil imports. They vetoed all liberal legislation—anything to kick the American workman.

My dear Brother Horton, I started to sea in 1912 and I saw many a rough year. I joined the old ISU, but it didn't mean a thing in those days, especially under fink Republican administrations, because they and big business controlled the works.

We went on strike in 1921 and we lost. We might as well have stayed in the hall. And here's one for the books; while I was on strike in Philadelphia, walking the picket line on Delaware Avenue in front of Pier 98, I got a call from a Mr. Sussler who was port steward for the US Shipping Board. He asked me to take a ship to Europe but I refused point blank. I told him I was a union man, not a scab.

I was promptly put on the little old blacklist, but I didn't know that at the time. Naturally we lost the strike and our union broke up. So I went back to Eighth and Chestnut because I had to work to support my mother and family. I was told in no uncertain terms, "there are no ships for you."

A fellow overheard the argument and put me wise to see Capt. Powers who was the big cheese. I did and he promptly called in this phoney bum and told him that under the Constitution I have every right to defend my rights. "Give that man a ship," he said.

Was I surprised—a man with all that brass helping me, only a lowly chief steward who didn't stand a chance. I sailed until 1929 and did some organizing on my own, but was told by several skippers "none of that or you'll be on the bricks without a job, period."

Then I worked ashore; got fired out of several places for union activities, and when the war broke out I decided to go to sea again and do my bit. I found things changed when I arrived in Mobile; there really was a Union, and what a Union. I couldn't wait to get into the

hall and find out things for myself.

I got a ship, the Maiden Creek—later sunk on a trip card on January 22, 1940, and I was taken in this great Union May 15, 1941. Olin Banks was agent. And I am happy to say I proudly served in the greatest maritime Union in the world, until I retired last spring. I surely didn't want to, but it was doctor's orders.

I'll never lose interest in this

## 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.

great organization of ours—God bless it. And many many thanks to our executive board and to our officers for the swell job they do.

George H. Seeberger

## Wants To Buy Florida Home

To the Editor:

Just these few lines to let you know that I'm aboard the MV Sword Knot, Suwanee missile-tracking vessel. My real purpose in writing is to let the membership know that I'm in the market to buy a house, big enough for my prospective wife and four youngsters, in the vicinity of Jacksonville, Fla.

It must be at a bargain price and I would prefer it to be somewhere between Jax and Cape Canaveral, if at all possible. But any location in a warm climate would be satisfactory.

When writing, please include any advantages which are in the sale and note any marine-type homes, which would receive priority in my consideration. I want to get away from those bitter Northern winters which seem to become more severe with the passing of each year.

If cash will be any incentive to your selling me a better home in a good location, I should be able to buy within the year. I have a case for damages pending settlement, so no sweat there.

Any Seafarer holding property in the vicinity of Pennsylvania, from Pittsburgh to the New York state lines, is also requested to send full particulars concerning the property to my address: Clarence L. Cousins, Bk. C-59, c/o Sword Knot, Suwanee SS Co., PO Box 4187, Patrick Air Force Base, Fla. Thanks in advance for your very kind cooperation. Fraternally,

Clarence L. Cousins

## Wants Film On Furuseth

To the Editor:

A thought has been running through my head while here in the hospital. I am quite sure that you will give my suggestion some serious consideration. Would it be possible to have a motion picture made by one of the big studios concerning the life of Andrew Furuseth. It would be most timely, for our present members as well as the new fellows who from year to year come into our organization to follow the sea.

There are lots of fellows sailing today who take everything for granted; they do not know of old Andy and his struggle. A film would wake up a lot of people, including some of these Johnny-Come-Lately shipowners and operators, and Congressmen in both parties who seem disinterested in the vanishing merchant marine.

This type of picture would create a lot of good will in this country and overseas; people all over would certainly be impressed by the progress made until today's wonderful hiring halls in all our ports. I for one will always have old Andy in mind. I've made quite a study of him.

Vincent J. Fitzgerald

## Retired Seaman Sends Message

To the Editor:

These few lines are to thank the SIU Welfare Plan for their prompt service of my application for disability pension retirement.

It is also to thank the officers and the brothers for voting the Christmas gift.

I am always glad to get the LOG—to keep up with the doings in the maritime industry and also the work of the Union for the betterment of maritime.

It is also fine to read the shipboard digest of the meetings, but sad news when you read about the death of a fellow crewmember. The last was Seafarer Fred Turok, an excellent chief cook and a fine shipmate.

It was great to see the smiling faces of Thanksgiving gatherings at the halls. Keep the LOG coming—it's great to get. Lots of the best wishes and hopes for the continued growth of the SIU of NA.

James Mitchell

## Widow Thanks Santore Crew

To the Editor:

I want to extend special thanks to the master and crew of the SS Santore for the great kindness shown my husband, Harry T. Collier who passed away on December 9, 1960. Sincerely,

Mrs. Viola M. Collier



# SIU BULLETIN BOARD

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

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

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

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

**EDITORIAL POLICY--SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September 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.

## PERSONALS and NOTICES

**Anthony J. Prarlo**  
Please contact your sister at 4820 Queens Chapel Terr., NE, Washington 17, DC.

**Thomas S. Klein**  
Contact Aunt Florence. Urgent.

**Paul Aubain**  
Contact John Greaux at PO Box 7, St. Thomas, Virgin Islands, immediately. The above-named brother was last known to be aboard the Lucile Bloomfield.

**Terrence McNee**  
Please get in touch with Ed Kennedy or Leon White at 2745 Yarnold Road, Baltimore Highlands, Baltimore, Md.

**A. Swenson, S-428**  
Your discharge papers and other personal effects are at the records department in headquarters.

**Ore, Calmar Checks**  
Following men have checks at Baltimore hall from Ore and Calmar Lines: Charles Bartlett, Stever Bernades, Maurice Culp, C. Foster, Edgar Kurz, Raul Estrada, Howard W. Hall, Robert Duff, Billie Hughes, Richard Everhart, Hubert Jackson, Joe Kordich, Leon Lowe, John Likeness, Luis Moya, Frank G. Ortiz, Vincenzo Russo, Miguel Viera.

**Emile Glaser**  
**Bill Oppenhorst**  
Write to W. Karliak, c/o SS Steel Executive, Isthmian Steamship Company, 90 Broad Street, New York City.

**William Jennings Stephens**  
Contact Milton Talkin, attorney, 827 St. Paul Street, Baltimore 2, Md.

**Henry E. Hicks**  
Phone your wife as soon as possible at PARK 8-0814, or get in touch with her at 1515 Park Avenue, Baltimore 17.

**Guy Thornton**  
Contact Tommy Markham. Write to 211½ Canal Street, New Orleans, La.

**Frank Panette**  
Get in touch with Thelma Wise as soon as possible. Write PO Box 95, Nags Head, NC, or call Nags Head 3577. Urgent.

**John H. Murray**  
Important you contact your son at Brownell Street.

**George Shumaker**  
Get in touch with Mr. R. A. Shumaker, 208 Market Street, Halifax, Pa.

**Charles Lynskey**  
Very important you get in touch with your family at 5545 West Park Drive, North Hollywood, Calif.

**Joseph E. Barringer, Jr.**  
Important that you get in touch with your cousin, Harold Barringer, in Memphis, Tennessee, Broadway 4-7683.

**Fred C. Hill**  
Get in touch with Mr. J. McClanahan, 908 Westover Drive, Birmingham 9, Ala.

**William A. Ryan**  
Important you get in touch with the Department of Welfare, City of New York at 250 Church Street.

**Robert J. Bird**  
Contact the First National City Bank of New York, PO Box 1136, Grand Central Station, New York 17, NY.

Anyone who owes money to the late Peter McGrath, who recently passed away, is requested to get in touch with his widow, Mrs. Helen McGrath, 2527 Bath Avenue, Brooklyn 14, NY.

Seafarers interested in purchasing 160-acre Minnesota woodland site should contact Victor Pigg, c/o Sailors Union of the Pacific, 675 4th Avenue, Brooklyn 32, NY. Site is near Mahanomen, Minnesota, 100 miles west of Duluth. Has lake, is on good road with electric and telephone lines, mail service and

school bus service. Can be farmed if cleared or used for hunting lodge as is. Full price \$1,800, or \$600 down, two years to pay balance at six percent.

**Lewis H. Hertzog**  
Contact Martin J. Jarvis, attorney, c/o Marine Firemen's Union, 240 Second Street, San Francisco 5.

**Phillip Ledbetter**  
Get in touch with your mother, Mrs. R. P. Ledbetter, 2010 Barnard Street, Savannah, Ga.

Friends of Tommy R. Danzey are asked to get in touch with him at the Mount Wilson Hospital, where he expects to be for at least a year.

The following men have checks waiting for them in the Baltimore mail room:

Bailey, G. E., Carraway, R. K., Clift, Frank A., Coale, H. M., Colley, Jr., W. R. Da Cunha, J., Delise, J. R., Frain, J. N., Francis, L. H., Fuller, Charles H., Jaynes, H. F., Jones, Darius Clay, Miller, Charles T., Shandl, Frank Joseph, Swoboda, James W., Tresnick, E. S., Turner, Kenneth C.

**Audley Cardwick Foster**  
Contact your brother, Bender D. Foster, who is holding very important mail for you as well as some important news. You can reach him at 8203 Elmer Street, Tampa 4, Fla.

**Al Whitmer**  
Get in touch with Fabian Furmanek, R No. 2, Wausau, Wisconsin.

**William R. "Bill" Dixon**  
Anybody knowing the whereabouts of the above is urged to contact Sophia F. Baker, 1315 So. 26th Place, Lawton, Okla., Telephone ELgin 5-4577.

**Larry Moore**  
Please get in touch with Mrs. Helen McGrath, 2527 Bath Avenue, Brooklyn 14, NY.

**Lewis H. Hertzog**  
Contact Martin J. Jarvis, attorney, 240 Second Street, San Francisco, Calif.

**John Scott**  
Your wife is anxious to hear from you. You can reach her at 136 Crown Street, Queenstown, British Guiana.

## SIU HALL DIRECTORY

**SIU Atlantic, Gulf Lakes & Inland Waters District**

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Paul Hall

**EXECUTIVE VICE-PRESIDENT**  
Cal Tanner

**VICE PRESIDENTS**  
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Tel. E.ckowski, Agent, Main 3-34  
WILMINGTON, Calif. 505 N. Marine Ave.  
Reed Humphries, Agent, Terminal 4-2528

## Portmar, Mormac Ship Collide

**NEW YORK**—No injuries were reported in the collision between the SIU-manned Portmar and the Mormacguide on January 25 in the East River off East 138th Street, about two miles north of Hell Gate, near South Brothers Island between the Bronx and Queens.

The accident of undetermined origin took place shortly before 11:30 p.m. in good visibility.

The bow of the 7,133-ton Portmar, of the Calmar Steamship Corp., was stayed in on the starboard side for about 15 feet above the water line. Repairs were made in Baltimore.

The 7,959-ton Mooremack vessel had a large hole gashed into her starboard side, opposite the engine room, above the waterline. Mormacguide's captain first radioed at 11:32 p.m., the vessel was taking water and needed help. Three Coast Guard craft and a helicopter, two police launches and a fireboat were dispatched. A second message at 12:01 a.m. said there was no danger.

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 .....



## Is Your Repair List Ready?

**REPAIR LIST**

SEAFARERS INTERNATIONAL UNION  
ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO  
HEADQUARTERS: 675 FOURTH AVENUE, BROOKLYN 32, N. Y.

Date \_\_\_\_\_ Company \_\_\_\_\_

Ship \_\_\_\_\_

Check repairs needed; cross off when completed

**DECK DEPT. FOCUSES**  
BOSUN:  
Bunks \_\_\_\_\_  
Bunk lights \_\_\_\_\_  
Doors, wooden or screen \_\_\_\_\_  
Porthole screen \_\_\_\_\_  
Kickout panel \_\_\_\_\_  
Windchurns \_\_\_\_\_  
Foc'sle keys \_\_\_\_\_  
Cots \_\_\_\_\_  
Mats \_\_\_\_\_  
B... \_\_\_\_\_

**ENGINE DEPT. FOCUSES**  
ELECTRICIAN:  
Bunks \_\_\_\_\_  
Bunk lights \_\_\_\_\_  
Doors, wooden or screen \_\_\_\_\_  
Porthole screen \_\_\_\_\_  
Kickout panel \_\_\_\_\_  
Windchurns \_\_\_\_\_  
Foc'sle keys \_\_\_\_\_  
Cots \_\_\_\_\_  
Mats \_\_\_\_\_  
B... \_\_\_\_\_

**STEWARD DEPT. FOCUSES**  
STEWARD:  
Bunks \_\_\_\_\_  
Bunk lights \_\_\_\_\_  
Doors, wooden or screen \_\_\_\_\_  
Porthole screen \_\_\_\_\_  
Kickout panel \_\_\_\_\_  
Windchurns \_\_\_\_\_  
Foc'sle keys \_\_\_\_\_  
Cots \_\_\_\_\_  
Mats \_\_\_\_\_  
Radiator steam valve \_\_\_\_\_

**CH. COOK - 2ND COOK:**  
Bunks \_\_\_\_\_  
Bunk lights \_\_\_\_\_  
Doors, wooden or screen \_\_\_\_\_  
Porthole screen \_\_\_\_\_  
Kickout panel \_\_\_\_\_  
Windchurns \_\_\_\_\_  
Foc'sle keys \_\_\_\_\_  
Cots \_\_\_\_\_  
Mats \_\_\_\_\_  
Radiator steam valve \_\_\_\_\_

**C. COOK - BAKER:**  
Bunks \_\_\_\_\_  
Bunk lights \_\_\_\_\_  
Doors, wooden or screen \_\_\_\_\_  
Porthole screen \_\_\_\_\_  
Kickout panel \_\_\_\_\_  
Windchurns \_\_\_\_\_  
Foc'sle keys \_\_\_\_\_  
Cots \_\_\_\_\_  
Mats \_\_\_\_\_  
Radiator steam valve \_\_\_\_\_

**GALLEY:**  
Repair galley range \_\_\_\_\_  
Repair mixer \_\_\_\_\_  
Repair pump \_\_\_\_\_  
Repair sink \_\_\_\_\_  
Open drains \_\_\_\_\_  
Sinks \_\_\_\_\_  
Tubs \_\_\_\_\_  
Sumpable \_\_\_\_\_

**CREW LAUNDRY:**  
Washing machine \_\_\_\_\_  
Sensolite \_\_\_\_\_

**HOSPITAL:**  
Supplies \_\_\_\_\_

**ICEBOX - CHILLBOX:**  
Gratings \_\_\_\_\_  
Tempering \_\_\_\_\_  
Meat block \_\_\_\_\_

**AWNINGS:**  
New \_\_\_\_\_  
Repair \_\_\_\_\_

**DECK TOILET:**  
Fix head \_\_\_\_\_  
Shower heads \_\_\_\_\_  
Mirror \_\_\_\_\_  
Shower foot boards \_\_\_\_\_  
Shower curtains \_\_\_\_\_  
Painting \_\_\_\_\_  
Washbasin plug \_\_\_\_\_  
Soap dish \_\_\_\_\_

**ENGINE TOILET:**  
Fix head \_\_\_\_\_  
Shower heads \_\_\_\_\_  
Mirror \_\_\_\_\_  
Shower foot boards \_\_\_\_\_  
Shower curtains \_\_\_\_\_  
Painting \_\_\_\_\_  
Washbasin plug \_\_\_\_\_  
Soap dish \_\_\_\_\_

**STEWARD TOILET:**  
Fix head \_\_\_\_\_  
Shower heads \_\_\_\_\_  
Mirror \_\_\_\_\_  
Shower foot boards \_\_\_\_\_  
Shower curtains \_\_\_\_\_  
Painting \_\_\_\_\_  
Washbasin plug \_\_\_\_\_  
Soap dish \_\_\_\_\_

**PANTRY:**  
Sinks \_\_\_\_\_  
Coffee urn \_\_\_\_\_  
Sump able \_\_\_\_\_

**MESSROOM:**  
Penolators \_\_\_\_\_  
Benchboxes \_\_\_\_\_  
Messhall chairs \_\_\_\_\_  
Messhall table \_\_\_\_\_  
Messhall desks \_\_\_\_\_  
Refrigerator \_\_\_\_\_  
Electric fans \_\_\_\_\_  
Scupper \_\_\_\_\_  
Radio speaker \_\_\_\_\_

See other side for foc'sle Repair List

Ship's Delegate \_\_\_\_\_ Book No. \_\_\_\_\_  
Deck Delegate \_\_\_\_\_ Book No. \_\_\_\_\_  
Engine Delegate \_\_\_\_\_ Book No. \_\_\_\_\_  
Steward Delegate \_\_\_\_\_ Book No. \_\_\_\_\_

**K**EEPING crew's quarters and equipment ship-shape is an essential requirement for shipboard comfort and safety. That's why the Union has made up repair list forms for every crew to use. Following the recommended procedures on filing of repair lists simplifies and speeds up the completion of the work.

By giving the skipper a copy of the list three days before hitting port, and then turning over a duplicate of that list to the Union patrolman, the crew makes sure that all parties concerned are familiar with what's needed. So before you hit port, check on your gear and then list your needs on the official Union repair list form. It's step number one toward proper maintenance of shipboard quarters.