



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



SIU First. Crewmembers on the Anton Bruun, first oceanographic research ship under union contract, have won an SIU agreement after a three-day strike.

SIU Strike Wins First Union Pact On Research Ship

—Story On Page 3



Coffee Break. Picketing ILA longshoremen at Bush Terminal docks in Brooklyn gather around MTD coffeewagon for some coffee refreshment. The strike is in its 20th day.

ILA Dock Strike In Atlantic, Gulf Nears 3rd Week

—Story On Page 2



Hospital Cheer. Laid up at the New Orleans USPHS hospital for the holidays, Seafarers S. Schnitzer, F. McQuagge, P. R. Cook, T. McRaney and G. Masterson received extra \$25 hospital benefit and gift of smokes from SIU welfare rep. H. Troxclair. All ports followed annual tradition.



Lifeboatmen. Start of new SIU training program at San Francisco is marked by presentation of first lifeboatmen's tickets to Seafarers Larry Couch, OS (left), and David Day, OS, by SIU Port Agent Frank Boyne (center). School uses established facilities of the SIU-affiliated Sailors Union of the Pacific.

SIU Blood Bank Begins Fourth Year Of Service

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Agriculture Dept. Snubs US Ships, Gov't Policy

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ILA Dock Strike Enters 3rd Week

Supported by all maritime unions, dockers in the International Longshoremen's Association are in the 20th day of a strike affecting all ports from Maine to Texas.

Longshoremen resumed picketing on December 23 after an 80-day Taft-Hartley Act injunction expired. They originally walked out at midnight, September 30, when their old agreement ran out, with the New York Shipping Association still pressing its demands for a reduction in the size of work gangs.

The earlier picketing lasted four days, as the Government invoked Taft-Hartley within ten hours and the men were back at work on October 6.

Fact-Finder On Scene

A Harvard labor relations specialist who was a member of the two-man fact-finding panel which helped end last spring's West Coast seamen's strike was asked last week to lend a hand in an effort to bring about a settlement. Prof. James Healy was given the task of finding areas of agreement between the ILA and the NYSA, which is bargaining agent for 145 domestic and foreign shipping and stevedoring firms.

At last report, more than 275 US and foreign ships are at berth or riding at anchor in at least four major Atlantic and Gulf ports—in New York, Philadelphia, Baltimore and New Orleans. Figures are vague on the number of vessels idled in other ports.

Numerous ships and cargoes have been diverted to the West Coast pending conclusion of negotiations here, which are presently stalemated with Government mediators meeting separately with each side.

The SIU and other member unions of the AFL-CIO Maritime Trades Department are giving full support to the ILA strike. The only ships on the Atlantic and Gulf Coasts not tied up are tankers and those with military cargo, which have been given clearance by the union.

At a meeting yesterday, representatives of the SIU and all other maritime unions reaffirmed their backing of the ILA in the dispute.



New York Maritime Port Council coffeewagon is pictured during stop at Bush Terminal, Brooklyn, to provide ILA strikers with a hot cup and pastry for their picketing tour.

US Coastal Ships Open Fire On RRs

WASHINGTON—Seeking to recapture some of the traffic lost due to the selective rate-cutting practices of the railroads, US domestic shipping lines opened 1963 by slashing their own rates on tinplate cargoes and announced similar plans for other important commodities.

The all-water rate for intercoastal shipments of tinplate was cut \$3.20 a ton, on January 3 in a retaliatory move countering an earlier railroad rate reduction. Railroad rates on tinplate for transcontinental shipment were cut from \$1.16 to \$1.00 per 100 pounds last month.

Taking the offensive, the shipping companies dropped their rate, effective February 1, to 82 cents per hundredweight for a minimum of 36,000 pounds, and to a lower rate of 72 cents per 100 pounds for a minimum of 500 tons.

Tinplate Major Product

Tinplate is one of the most major steel products moving by water between Atlantic and Pacific ports, and the shipping lines are going all-out to keep a share of the traffic for the remaining ships in the trade.

Earlier, a similar move involving cross-country rail and water rates on canned goods was halted by the Interstate Commerce Commission pending further study of the sharp maneuvering for East-West traffic.

The American Maritime Association is meanwhile completing details of legislation it will forward to the new Congress to strengthen coastwise and intercoastal shipping. The AMA program, which is being mapped now by companies in the domestic trades, is designed to halt a further decline in the coastwise and intercoastal shipping industry.

AMA President Max Harrison said the Association's Coastwise and Intercoastal Committee has elected John L. Weller, president,

Name New Foreign Aid Study Group

WASHINGTON—A new Government study designed to examine US foreign aid policies with "complete objectivity" has been announced by General Lucius Clay, head of a recently-appointed Presidential committee that will look into operations of the foreign aid program.

The committee expects to deliver its first report to the President on March 1. The contents of the report are of great interest to the American maritime industry for, under law, 50 percent of foreign aid cargoes must be shipped in American bottoms, and any cut-back would have an effect on the already-wobbly position of the shipping industry.

Officially called the "Committee to Strengthen the Security of the Free World," the study group will not investigate the specific actions of the Agency of International Development, according to Clay, but is out to make sure that expenditures on foreign aid are handled properly.

Opponents of foreign aid have been loud in their criticism of its administration in some areas. Better than \$50 billion has been spent in various aid programs overseas, apart from direct military assistance, since World War II.

SS New Yorker Scores Another Rescue, Saves 4

MIAMI—Another rescue was chalked up by the SIU-crewed New Yorker (South Atlantic & Caribbean) on December 14 when she picked up four Americans adrift in a fiberglass boat about 90 miles from here.

The four had planned a day's fishing aboard a 20-foot cruiser, the Mark III. Instead, they spent three days helplessly adrift in the Gulf Stream after the boat's ignition switch was turned on accidentally and burned out a coil.

Last summer, the New Yorker rescued three Cuban refugees adrift in a small boat and landed them in this port.



Pron

According to Seafarer Phil Pron, who reported the latest exploit of the New Yorker to the LOG, the Cuban trio still visits the ship when it docks in Miami and has made friends with several SIU crewmembers. Two of the Cubans are now going to night school to learn English, he said, and the third has gone into a small business for himself.

Pron noted that in both cases the disabled boats were spotted by the New Yorker's 3rd mate, Harry Rovig, and that crewmembers have dubbed him "Eagle Eye" for his efforts.

Landed In San Juan

After being picked up by the SIU ship, the ill-fated fishing party was landed in San Juan and then airplanned home in time for Christmas.

The operator of the fishing craft, James R. McMullen, whose boat had to be abandoned, had a party of three men from South Carolina aboard when their vessel foundered. They had drifted about 100 miles east in the Gulf Stream, met with 40-45 mile-an-hour winds and were helpless after breaking their anchor line.

McMullen said he saw several other ships, but "they didn't notice

us. A tanker signalled us, but it kept on going. The waves were 20 to 30 feet high, and we were hoping the boat wouldn't capsize.

"The others had never been on a small boat before, and they became sea-sick. We had only a half gallon of water, a can of spaghetti and beans and about 12 candy bars. We became not so much hungry as thirsty.

Adrift Three Days

"On the third day adrift we spotted the New Yorker. We waved white and yellow flags, and the vessel dropped a ladder to us. We went from the depths of despair to be treated like kings on board the New Yorker."

Pron, who has shipped in the steward department with the SIU since 1946, said the men were well fed on steaks, eggs and coffee and recovered pretty well from their mishap by the time the New Yorker reached San Juan. "But they swore off fishing in small boats," he added.

MTD Played Key Role In Cuban Prisoner Swap

MIAMI—The SIU and the AFL-CIO Maritime Trades Department played a key role in hasty arrangements that led to the dramatic exchange of Cuban invasion prisoners on Christmas Eve. The American

Red Cross had requested union help and the response was immediate.

Aided by a contribution of both money and manpower by MTD unions, the 1,113 Cuban prisoners arrived here just in time for Christmas after a relay of air flights from Havana. The prisoners were exchanged for some \$53 million in food, drugs and medicines supplied by US firms and shipped into Port Everglades for delivery to Cuba.

Due to the considerable amount of confusion in the arrangements, it was not known until the last few days whether the exchange would be by plane or ship.

Accordingly, the Red Cross communicated a request to AFL-CIO President George Meany to try to have a standby crew of ship's cooks available for use on the Wappen

Von Hamburg, the ship proposed as the exchange vessel at the time. The German vessel had been offered to transport the prisoners if the swap went through and the transfer was to be done by ship.

Meany then contacted SIU President Paul Hall, president of the MTD, who promptly arranged to have volunteer Seafarers flown to Miami from Atlantic and Gulf ports for the standby assignment. They began arriving here December 20 and were on hand to help staff the galley and smooth out the feeding arrangements on the exchange vessel.

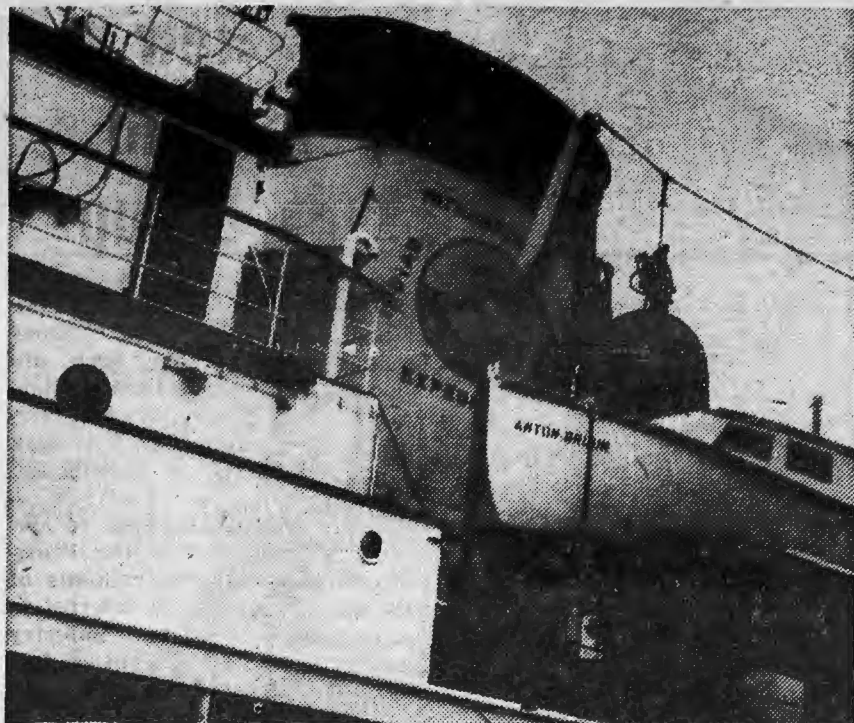
As events turned out, the Von Hamburg was not used and an emergency air-lift brought the Cubans back, although Seafarers were ready and on hand in case they were needed.

MTD unions also raised a \$15,000 fund used to cover the cost of longshore labor supplied by the International Longshoremen's Association to work round the clock at straight time in order to accomplish the loading of a second vessel ultimately used to run the first shipment of drug, medical and food supplies into Cuba. ILA men also helped to load and unload the planes flying prisoners back from Cuba after ILA officers agreed that the loading and unloading work should go on despite the strike in progress by the union.

The support of the MTD and its affiliates drew the praise of Labor Secretary W. Willard Wirtz who thanked the Federation and the MTD for its "full cooperation" on the project. The MTD's "generous contribution" in providing longshoremen for the cargo operation and the "tremendous effort put forth by the gangs of longshoremen helped insure the success of the project," he noted.



Seafarers who were flown to Miami on standby to assist in feeding of Cuban invasion prisoners are shown at the airport, where they were met on arrival by SIU Port Agent Benny Gonzales (3rd from right). Group includes veteran SIU cooks Mike Shultz, Walter Mattirm, Earl Cain, John Muehlich, Felipe Lugo, Charles Carey and Cecil Leader.



Stack on Alpine Geophysical Association's Anton Bruun spells out its research role as part of the Indian Ocean International Expedition. Now under SIU contract, the vessel is due to head out soon for a two-year stay.

SIU Strike Wins First Union Pact On Research Ship

The SIU has won the first union contract to cover crewmembers of an oceanographic research vessel, ending a three-day strike late last month on the newly-christened Anton Bruun. Now manned by Seafarers, the ship is the former Presidential yacht Williamsburg and will soon be leaving on her first expedition into the Indian Ocean area.

Seeking SIU representation and union conditions to cover their expected long stay in the Indian Ocean, un-

licensed crewmembers struck the vessel on Christmas Day, December 25, while she was in Brewer's Shipyard, on Staten Island, New York, after the company refused to acknowledge their demands for representation by the SIU. The Masters, Mates & Pilots, Marine Engineers Beneficial Association and the Radio Officers Union also struck the company and won union contracts.

The SIU had earlier presented pledgecards showing majority representation on the vessel, but had to take the strike route to convince the Alpine Geophysical Association, operators of the ship, that the crew was determined to achieve union conditions.

SIU recognition was achieved by noon, December 27, and the crewmembers returned to work. The ship then sailed for Philadelphia, where she received her new name on Saturday, December 29, in ceremonies at the Philadelphia Naval Shipyard. She was originally part of the Navy's mothball fleet in Philadelphia, and came out of

mothballs only last August.

The Anton Bruun carries 22 unlicensed men, plus a full complement of supervisory personnel and licensed officers. She also will have some 30 additional oceanographic researchers and scientists aboard when she leaves to take part in the Indian Ocean expedition.

New Contract Provisions

The new SIU contract with Alpine Geophysical provides for full Union recognition, with specialized wages and working rules to cover the new type of operation. The agreement includes full SIU deep-sea welfare, pension and vacation coverage for the unlicensed SIU crewmembers.

Well known for many years as the President yacht Williamsburg during the administration of President Harry Truman, the ship was originally built as a pleasure craft, was used by the Navy as a gunboat during World War II and then became the White House yacht. She was declared surplus in 1953, put in mothballs at Philadelphia and remained there until called on for the current oceanographic project.

Conversion work was completed at the Maryland Shipbuilding and Drydock Company, Baltimore, last fall. Changes in the vessel consisted mainly of renovations in the quarters to accommodate the 30 scientists and a crew, plus arrangements for laboratories and data processing. A \$350,000 contract for the conversion job was handled by the Woods Hole, (Mass.) Oceanographic Institute.

Honor Danish Scientist
The ship is named the Anton Bruun in honor of a Danish biologist and marine scientist who died a year ago. Bruun was the first chairman of the Intergovernmental Oceanographic Commission, which is sponsoring the Indian Ocean research effort. The Bruun will shortly rendezvous with some 40 other research craft from 20 nations to explore, map and chart the Indian Ocean floor, and to study the marine plants and animal life throughout the area.

She is expected to be away from the States for two years after an initial shakedown cruise and a final check on her scientific equipment at Woods Hole.

Blood Bank In 4th Year Of Service To Seafarers

Over 1,800 pints of blood have been distributed by SIU blood banks in all ports as the program begins its fourth year of supplying life-saving emergency benefits to Seafarers and their families.

The far-flung activities of the Union's blood bank apparatus got underway on January 5, 1959 when Seafarers at New York headquarters began building up a supply of blood through donations handled by the SIU clinic in Brooklyn. Since the inception of the Brooklyn bank, banks have been established in all SIU ports.

The local banks are designed to handle the basic blood needs in each port area, while the bank at headquarters is employed as a stopgap measure in case the local supply is not adequate to meet a special emergency.

Any SIU Member Eligible

Any SIU member can avail himself of this supply by contacting the nearest SIU hall where the necessary arrangements will be made promptly.

The original bank in New York was established when it became clear that haphazard arrangements worked a hardship on Seafarers and their families needing large amounts of blood quickly, particularly in locations distant from SIU ports. An arrangement with a national clearing house provided the best answer to this problem.

Blood has been flown offshore from New York to Puerto Rico in some instances to meet special emergencies. The outport program was launched in the summer of 1960 to avoid depletion of the headquarters bank due to a large drain from unusual cases.

Seafarers in all ports are urged while ashore to contact SIU port officials about the procedure for making donations, which take only a few moments' time. The banks operate through the Red Cross or major hospitals in each port area. Donors may be any age from 18 to 60.

Georgia Gets Into 'Jones Act'

Co. Seeks Foreign Ship Deal

WASHINGTON—Hearings were held this week by a Maritime Administration examiner on a move by a Savannah, Georgia, lumber concern to use foreign-flag shipping to haul its product to Puerto Rico.

Seven Pacific Northwest lumber shippers have already gained authority to use foreign shipping in the Puerto Rico trade if space on American ships is not "reasonably available."

A "first refusal" procedure has been established whereby American shipping companies have five business days to match or better space offerings by foreign lines already optioned for the lumber movement.

A hearing began here January 7 on an application by the Warsaw Lumber and Trading Company of Savannah for similar authority.

Amend Jones Act

Pacific Northwest lumber men gained an amendment to the Jones Act in the closing days of the last Congress opening the domestic trade to foreign shipping for the first time in 42 years. The amendment provided for a one-year trial of the plan, as a means of giving the lumber producers a better chance to compete with Canadian growers.

Efforts of the lumber companies to get blanket authority in advance to solicit space on foreign ships and run them into Puerto Rico were successful when the Maritime Administrator and the Secretary of Commerce approved this gambit through next October 23, first anniversary of the law's passage.

The seven shippers for whom the Jones Act has been suspended are: Georgia-Pacific, Dant and Russell and Oregon Lumber, all of Portland, Ore.; Seaboard Lumber,

Simpson Timber, both of Seattle, Wash., and Heidner and Company and its subsidiary, the Windsor Company of Tacoma, Wash.

Lumber cargoes will be moving to the Puerto Rican ports of San Juan, Mayaguez and Ponce from Grays Harbor, Wash.; Coos Bay, Ore.; Eureka, Calif., and other

Puget Sound and Columbia River ports.

Georgia-Pacific, first shipper to be granted the Jones Act suspension, has arranged to move one million board feet of lumber on the Taian Maru, owned by Japan's Kawasaki Kaisen Kaisa, Ltd., beginning in March.

Seatrain's Chapdelaine Dies

SIU representatives attended funeral services last week for the late Roland C. Chapdelaine, one of the early veterans of the Atlantic and Gulf Coast seamen's union movement and head of marine personnel at SIU-contracted Seatrains Lines since 1939. He died in New York December 30 at the age of 52.

Well known to Seafarers who ship on Seatrains vessels, Chapdelaine was director of industrial relations and head of marine personnel since he joined the company many years ago. He was a former merchant seaman and had been active in the late thirties as an organizer with the old AFL seamen's union.

Taken ill suddenly at his home early Sunday, December 30, he was rushed to the hospital where he died later that same day. Services were held on January 4 at St. Luke's Catholic Church in the Bronx, New York.

Chapdelaine had for many years been one of the company trustees on the joint SIU-shipowner boards of trustees for the various SIU benefit plans and had participated with Union representatives in developing the present-day welfare, pension and vacation programs that were originated for Seafarers over a dozen years ago. He was a familiar figure at Seatrains' Edgewater, New Jersey, terminal during hundreds of ship payoffs for the company's six-ship fleet, and had a first-name relationship with many Seafarers who rode the Seatrains regularly.

A resident of the Bronx, he is survived by his wife, Dorothy, and a son, Roland Jr., 5.



Chapdelaine

SEAFARERS LOG

Jan. 11, 1963 Vol. XXV, No. 1



PAUL HALL, President

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

Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY under the Act of Aug. 24, 1912.



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The INQUIRING SEAFARER

QUESTION: Have you made any resolutions for 1963?

Robert James Goldy, engineer: My biggest aim is to get on one of the big super-tankers, if I can. That's the best way to salt away some dough and catch up on all your bills. There's no use making any other resolutions until the first one comes out. It will set up everything for the year.



Hans Gottschlich, deck: I'm saving my money to buy a car wash place or part ownership in a cigar store. A friend of mine has a store that I can get a half-interest in with a couple of thousand dollars. I'm about halfway to the goal now, and figure it will take about another six or seven months to make it.



George Bruer, deck: I'm not making any New Year's resolutions because I don't think I'll keep them. I've never been able to keep them in the past, even in school. I enjoy most of the things people consider vices, including cigarettes, so why should I swear off? I'm not going to kid myself with good intentions.



Marcel Romano, engine: My New Year's resolution is to bring my parents and two small brothers, aged 15 and 17, to this country. I came to the States in 1957, and have tried to bring them here since then. I'll have enough in another year or two to do it. In the meantime, I hope to become an American citizen.



John Flynn, deck: My resolution is to stop drinking and save money. I spend more money on drink than I do on anything else, and could really save a bundle. I'm off liquor now for two weeks, but I don't know how long it's going to last. I've made resolutions many times, but I've already broken them. Most people do.



Jose Gonzalez, steward: I'm going to buy a house in Puerto Rico, by saving up some money. If I can hit the lottery, I won't have to wait—but I don't think I can count on that. If I don't hit the lottery, I can make a down payment on a place anyway, so my wife and two daughters can get settled.



Two of the striking SIU taxi garage workers at Checker Cab's Navin Field Garage get some encouragement on the picketline from one of Checker Cab's drivers. The drivers are also seeking representation by the SIU taxi union.

Cab Strikers' Pay Called 'Repulsive'

DETROIT—SIU taxi garage workers hitting the bricks at Checker Cab garages here since December 12 had their cause boosted by a City Councilman who called a \$1.15 hourly wage "repulsive."

Many of the 72 workers at the Checker garages were being paid \$1.15 per hour before the walkout. A limited number of skilled cab repair men received \$1.45 to \$1.85.

The cabmen struck when the company came up with an offer of a dime more in wages after three months of negotiations on a first-time contract. Their beef was given additional emphasis by City Councilman William T. Patrick, who stated:

"The idea of paying \$1.15 an hour for labor is absolutely repulsive to me, with all due respect to private enterprise." He was commenting at the time on a bid by a non-union concern to provide guards for city's housing projects. The city's welfare department pays \$1.50 to persons on relief and doing part-time city work.

The garage workers, who voted 54-2 for Local 10 of the SIUNA Transportation Services & Allied Workers last August, are also getting full support from 1,600 Checker drivers, for whom the SIU-TSAW is seeking a separate National Labor-Relations Board election.

With the garage strike on, the non-union drivers are using outside facilities to service their cabs.

The company's offer of a ten-cent hourly increase across the board was conditioned on having the garage employees work longer

hours without payment of overtime. A third of them have more than 15 years of service with the cab company.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Play It Safe On Winter Vacations

A winter vacation can be fun. Skiing, spending cozy evenings with friends or romping in the snow with the kids is a great way to spend some time while you're on the beach. But winter weather and conditions can be tricky and sometimes dangerous. Don't let an accident to you or a member of your family spoil your stay ashore. A bit of precaution at this time of the year will go a long way.

Shoveling snow should offer no problems to the average Seafarer who is usually in pretty good physical condition. But it could lead to danger for some of his loved ones, especially the older members of the family. Shoveling is hard work and should be approached carefully by older people or those with heart conditions or back ailments.

A good rule to remember here is not to tire yourself out. Don't load so much snow on the shovel that you can hardly lift it. Take frequent rest periods. Remember there's no rush and if the job takes a few minutes longer the snow will wait. Dress warmly—but don't overdress so that you will become overheated. Winter life is much pleasanter without a cold than it is with one. If you're shoveling be careful of your footing. A fall on slippery pavement can cause serious injury, especially with a heavy shovelful of snow in your hands.

The automobile is important to most people during the winter when a great deal of visiting is the rule. Remember, however, that winter driving is not at all like summer driving. Drive slowly because you can't stop as quickly on snow or ice as you can on dry pavement. Even if the pavement looks clear, beware of icy spots which may appear suddenly, especially on curves when it is easy to go into a dangerous skid. Icy spots are apt to develop on the shady side of hills or almost anywhere when the temperature rises enough

New Gov't Pact For Canada SIU

MONTREAL—The SIU of Canada has concluded an agreement with the National Harbours Board, a branch of the Canadian Government Department of Transport, described as the "best ever" pact negotiated with the government agency.

Meanwhile, the Norris Commission hearings into the Great Lakes shipping dispute resumed last Monday, January 7. The hearings had recessed on December 20, the same day that the SIU of Canada and the government concluded the new contract.

Hal C. Banks, president of the SIU of Canada, began direct testimony before the Commission this week on the dispute between the SIU and Upper Lakes Shipping Company. The dispute arose when the company broke its ten-year collective bargaining relationship with the SIU, locked out some 300 employees and signed a contract with a paper union having no members and no organization of any kind.

The new contract with the National Harbours Board gives Canada SIU seamen a wage increase of four percent in 1962 and four and one-half percent in 1963. Welfare plan contributions are to be increased 15 cents per man per day and overtime rates are also boosted.

Described as the most satisfactory clause in the new contract, and one that may very well set a precedent in future contract negotiations is a provision for regular paydays every week. Beginning April 1, 1963, all crewmembers aboard NHB vessels will be paid each Friday.

The weekly payday clause is a significant step forward for all SIU members employed with companies where the payment of weekly salaries in feasible. The SIU here pioneered the clause and its insertion into the new National Harbours Board contract is a progressive step forward. It marks the first time that such a clause has been negotiated in a contract covering government employees.

SIU members overwhelmingly ratified the new pact by a vote of 29 to one. It was negotiated October 30 and finally concluded in the office of the Montreal Port manager for the harbour board last month.

Hoffa Phone Union Raid Flops 3-1

One of the biggest attempts by Jimmy Hoffa's Teamsters to raid an AFL-CIO union turned into a complete bust when some 17,000 Western Electric installers voted 3-1 to snub the Hoffa union in nationwide balloting conducted by the National Labor Relations Board.

The AFL-CIO Communications Workers of America won the mail balloting by a count of 11,388 to 4,000 when the results were counted a week ago. The turnout among the installers was the heaviest in the history of the unit, according to CWA officials.

CWA's smashing triumph over the Hoffa union was keynoted by President Joseph A. Beirne, who congratulated the installers for having "stood up to the heavy propaganda and the heavy raiding of the Teamsters machine." He said the union was "deeply appreciative of the strong vote of confidence" given the CWA by Western Electric workers.

The attempted Hoffa invasion of CWA began early last year when the Teamster president indicated his objective was to take over bargaining rights in the entire communications industry. Using an expelled CWA national director, Kenneth A. Silvers, as the man "heading up a full scale campaign" to organize telephone installers, Hoffa petitioned the NLRB for an election in November.

Although the installers were already covered by a CWA contract that could have barred an election, CWA pressed for an early decision on the issue.



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

SIU Steward School Starts New Course

NEW YORK—A new group of veteran stewards convened for classes on January 2 to take a six-week course under the SIU's new refresher program for chief stewards. "Graduation" for the first class to complete its work as part of the Steward Department Recertification Program was held on December 17.

The refresher training is designed to upgrade the skills of chief stewards and acquaint them with new developments in the fields of food processing, packaging and cookery. It involves six weeks of training sessions covering 30 working days devoted to classroom and field work.

Four Stewards Enroll

SIU stewards Raymond Aguiar, Transhatteras (Hudson Waterways); Nick Nomikos, New Orleans (Sea-Land); Robert Hutchins, Seatrains Louisiana (Seatrains), and Jacob Jakubcsan, Cathy (Seatrains), are enrolled in the current six-week training session. Their graduation is due to take place February 12.

The second session will follow the same pattern as the first, with classroom instruction and study being implemented by field trips to meat packers, produce plants and similar locations. In addition, United States Public Health Service inspectors will make classroom appearances to review such subjects as food sanitation, grading, preservation and storage.

Developed over many months, the new stewards' school is the result of recommendations by a rank-and-file committee of stewards two years ago and subsequently approved by the Union membership at SIU port meetings.

Instruction covers the varied duties of a steward aboard ship, including the preparation of

menus, sanitary food preservation, keeping inventory, proper storing and the overall supervisory details in the cooking and serving department that the job entails.

The program received its impetus as a result of the feeding program initiated in some SIU fleets as far back as 1954 and introduced across-the-board on SIU contracted vessels in 1959. SIU steward department personnel who have at least three years of seetime in a rating above third cook can get further details on taking the course by contacting SIU headquarters.

NEW SEA-LAND CARFERRY UNDERWAY

NEW YORK—Sea-Land's new SIU-manned carferry got under way for the first time during Christmas week, just before the start of the longshore strike. She will be on a steady ten-day turnaround schedule between Port Elizabeth and San Juan when service resumes.

The vessel, a converted C-3 type that had served formerly as the Navy seaplane tender Tangiers, made the trip to Puerto Rico with 400 automobiles. She has a capacity of 500 vehicles.

Meanwhile, two more of the company's specially-converted trailerships are nearing completion, and both of them should be in operation by spring. They are sisterships to the Elizabethport (ex-Esso New Orleans) and the San Juan (ex-Esso Raleigh), which are currently in the intercoastal service.

Puerto Rico Run

The former T-2 tanker Esso Bethlehem is due to start on the Puerto Rico run within the next five weeks as the container-ship Los Angeles. She will be followed a few weeks later by the San Francisco (ex-Esso Chattanooga).

Completion of work on the new carferry Detroit at Todd's shipyard, Hoboken, NJ, enables the ship to handle heavy lifts such as road graders, trucks and tractors as well as livestock on deck. Autos are loaded aboard the vessel by a special sling, and when placed in the hold are fastened by special securing devices.

Special facilities of the vessel include a 35-ton crane used to move heavy vehicles that are carried in addition to passenger cars. The

BALTIMORE, Nov. 7—Chairman, Rex E. Dickey; Secretary, Ralph Noy; Reading Clerk, Anthony Kastina. Minutes of previous meetings in all ports approved. Port Agent reported on shipping, contractual disputes, need for donors to Blood Bank and holiday dinner schedule. Report carried unanimously. President's report accepted. Secretary-Treasurer's report accepted. Trial committee report approved. Meeting excuses referred to dispatcher. Auditor's reports accepted. George Litchfield elected to quarterly financial committee. Total present: 150.

DETROIT, Nov. 9—Chairman, Jack Bluff; Secretary, Guillermo Grajales. No regular meeting held due to lack of a quorum. Special meeting called to select a member of the quarterly financial committee. Guillermo Grajales unanimously elected to serve on quarterly financial committee. Total present: 6.

HOUSTON, Nov. 13—Chairman, Lindsey Williams; Secretary, Robert L. Wilburn; Reading Clerk, Paul Drozak. Minutes of previous meetings in all ports accepted.

Port Agent reported on shipping and MTD picketing of foreign ships which caused foreign aid cargoes to be reassigned to US, UIW and IBU activities and holiday dinners discussed. Report accepted unanimously. President's report and Secretary-Treasurer's report carried unanimously. Trial committee report carried. Auditor's reports accepted. J. C. Cohen unanimously elected to quarterly financial committee. Total present: 310.

NEW ORLEANS, Nov. 13—Chairman, C. J. "Buck" Stephens; Secretary, Clyde Lanier; Reading Clerk, Donald Collins. Minutes of previous port meetings accepted. Port Agent's reports on shipping, COPE and Shell Oil strike accepted. President's report carried unanimously. Secretary-Treasurer's report carried unanimously. Trial committee report re John Cole accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Philip O'Connor elected to quarterly financial committee. Good and welfare discussion on COPE activities, necessary ship repairs and by a brother who thanked membership for accepting charges against John Cole. Total present: 290.

MOBILE, Nov. 15—Chairman, Lindsey J. Williams; Secretary, Louis Nairaj; Reading Clerk, Robert Jordan. Minutes of all previous port meetings accepted. Port Agent's report covered thanks for members' support of MTD picketing action, November election results and shipping. Report carried unanimously. President's report approved. Secretary-Treasurer's report accepted. Trial committee's report accepted. Auditor's reports accepted. Edward Kelly elected to quarterly financial committee. Total present: 179.

NEW YORK, Nov. 5—Chairman, Earl Shepard; Secretary, E. X. Mooney; Reading Clerk, A. Campbell. Minutes of all previous port meetings accepted. Port Agent's report on shipping accepted. Chairman read President's report, as President in Montreal. Report covering hearings involving SIU of Canada, delay in printing October LOG, success of SIU position in Robin beef, progress in other contractual disputes, new \$800 vacation pay rate for all Seafarers, SIU assistance in MTD boycott of Cuban shipping, MTD executive board meeting in Montreal, death of SIU Vice-President Claude Simmons, new policy on penalty cargoes, steward recertification program, new hall in Norfolk. Report carried unanimously. No report by Secretary-Treasurer due to his presence in Montreal. Welfare services report presented. Trial committee report re John Cole carried unanimously. Meeting excuses referred to Port Agent. Auditor's reports accepted. E. Johnsen elected to quarterly financial committee. Total present: 358.

PHILADELPHIA, Nov. 7—Chairman, Frank Drozak; Secretary, Thomas Gould; Reading Clerk, Charles Stansbury. Minutes of previous meetings in all ports accepted. Port Agent reported on shipping, SIU support in local elections. Report carried unanimously. President's and Secretary-Treasurer's October reports accepted without opposition. Trial committee report re John Cole presented and approved. Auditor's reports accepted. Edward Dacey elected as member of quarterly financial committee. Total present: 52.

company will be able to load automobiles on to the ship directly from railcars positioned on tracks adjacent to its terminal bulkhead.

The ship was purchased from a Kearney, NJ, scrap dealer who obtained it at auction from the Navy. The ex-Tangiers had been in the Government reserve fleet previously.

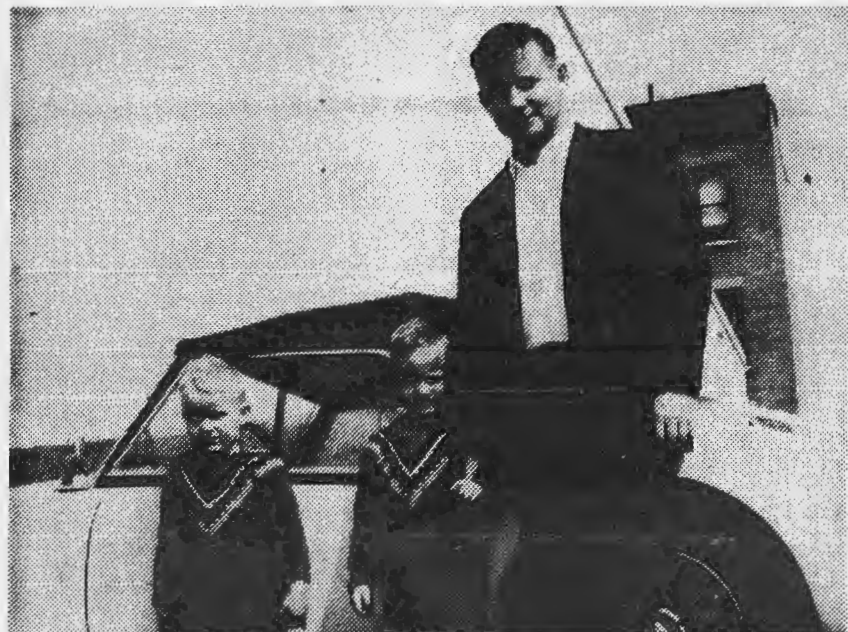
Work on the remaining two Esso tankers that Sea-land is rebuilding into containerships involves jumboizing the ships by cutting them

apart and inserting special midbody sections. The new midsections add 127 feet to the length of the vessels and ten feet in the beam. The Los Angeles and the San Francisco, like their sisterships, are being fitted to handle 476 loaded truck trailers in a fast all-container service.

Hialeah Touts No-Scab Law

HIALEAH, Fla.—They're off and running with a winner at Hialeah. This industrial town of 80,000 persons, famed for its race track, has become the first city in the South to pass a Citizens' Job Protection Ordinance, outlawing importation of strikebreakers. Printing unions led the fight for the ordinance. Hialeah is a suburb of Miami.

Reunion Of The Sorensen Men



The sun is out in New York, so Seafarer Ejvind Sorensen and his two good-looking youngsters try to make the most of it between job calls at the New York SIU hall. Sorensen visited headquarters with Tommy, 3 (left), and Peter, 4, to show them off a bit to some of his fellow Seafarers.

Alaska Cedar Salvage Job Nears End

COOS BAY, Ore.—The salvage of 700,000 feet of lumber off the doomed coastal carrier Alaska Cedar is continuing here despite dirty weather.

A power failure aboard the ill-fated lumber schooner that developed in heavy seas grounded her on the north jetty at the entrance to Coos Bay with 2 million board feet of lumber in her hold. Five days later, pounding seas separated the entire afterdeck and pilot house from the ship's midsection.

Shortly thereafter, the hull broke into three parts that are now eported on the north side of the jetty, and are completely free of the ship channel.

When the hull broke apart, thousands of board feet of lumber were salvaged from the beach by beachcombers. Private guards and sheriff's officers were stationed at the site to prevent further salvage.

All claims against the vessel have been relinquished, according to a US Army Corps of Engineers spokesman in Portland. He said the Engineers would accept responsibility for the hull only if it becomes a menace to navigation at the mouth of the harbor.

All 24 SIU Pacific District crewmembers got ashore via helicopter and breeches buoy when the vessel grounded on December 3, and only minor injuries were reported. The Cedar's owner, the W. R. Chamberlin Company, paid transportation back to Portland for the crew, plus \$500 each for loss of personal effects.

SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid — November, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits	10,248	\$ 15,603.21
Death Benefits	12	18,393.61
Pension-Disability Benefits	344	51,600.00
Maternity Benefits	42	8,364.31
Dependent Benefits	598	77,106.09
Optical Benefits	399	4,544.36
Out-Patient Benefits	11,659	70,310.00
Vacation Benefits	1,536	400,094.25
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	24,838	\$646,015.83

SIU Clinic Exams—All Ports

November, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	58	10	3	71
Houston	128	4	8	140
Mobile	46	3	3	52
New Orleans	334	7	11	352
New York	345	39	34	418
Philadelphia	54	28	43	125
TOTAL	965	91	102	1,158

SIU Blood Bank Inventory

November, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	2	5
New York	32½	25½	34	24
Philadelphia	47	0	0	47
Baltimore	64	0	2	62
Norfolk	15	0	0	15
Jacksonville	36	0	2	34
Tampa	6	0	0	6
Mobile	12	3	0	15
New Orleans	85	5	4	86
Houston	1½	0	0	1½
Wilmington	5	2	0	7
San Francisco	10	1	8	3
Seattle	15	1	0	16
TOTALS	336	37½	52	321½

Doctors Still Lead US Wage Earners

WASHINGTON—When America's oldsters battle the American Medical Association on medical care for the aged, they are battling the best-paid segment of American life—doctors.

Latest statistics from the Bureau of the Census show that male doctors, dentists and lawyers ranked in that order as "the top earners in the United States during 1959."

The report shows that 135,000 of the 211,000 male doctors in the country—or 64 percent—earned \$10,000-and-over during 1959, indicating that the median income of men in the profession was considerably above the \$10,000 mark. Median represents the amount that 50% of the group earns.

Dentists were second with 60 percent of the 80,000 dentists in the \$10,000-and-over bracket. Lawyers were third with 53 percent of the country's 203,000 lawyers in that bracket. In contrast, median income for all 44 million men in the "Experienced Civilian labor force" was less than half, at \$4,621.00.

Median earnings of salaried managers in manufacturing plants were \$9,156 and aeronautical engineers were \$9,059.

Earnings of women in most categories trailed those of men. Women doctors, for example, showed median earnings of \$5,517 and women lawyers \$5,199. Median income for 20 million women in the work force was \$2,257. These figures were roughly about half of what

men in the same groups earned.

The report shows also that the number of "Professional, Technical and Kindred Workers" increased 47 percent between 1950 and 1960. This contrasts with an overall gain of only 15 percent for the total experienced labor force.

One added sign of the times was a 147 percent relative increase in the number of psychologists among professional workers.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



State Needs Force Up State Taxes

While the question of a cut in Federal taxes this year reaches the dimensions of a national debate, changes in taxes on the state level deserve far more attention than they have received. Some of the developing tax trends indicate that most states have serious financial problems and that a larger and larger tax burden is being placed upon the individual, particularly the low-income person.

State tax collections reached an all-time high of \$20.6 billion in 1962. This is quite a jump from 20 years ago, 1942, when state taxes totaled only \$3.9 billion. In the last three years state revenues have jumped \$5 billion.

"With regular legislative sessions convening in 47 states early in 1963," according to a report by the Commerce Clearing House, "the state tax trend is expected to continue upward. More than 25 percent of an estimated 90,000 bills introduced in the big odd-year sessions will involve taxes, with 2,500 becoming law."

Increases in state taxes move at a far greater rate than rises in Federal taxes. This trend is expected, for despite the charge by conservatives of Federal encroachments and Federal domination, the individual state continues to be a vital governmental unit. Actually, the Federal government has been stymied by Congress from meeting many responsibilities, so that more and more states are being forced to move in to fill the need.

The big question is where they will find the revenues to do the job. It is this complex problem which resulted in the overturn of so many governors in the 1962 elections.

Ironically, those who make a battle cry of "states rights" when opposing needed Federal domestic legislation are usually found in the forefront of those who oppose state action. Many governors who were defeated recognized the state responsibilities and were forced to raise taxes to provide the revenues to meet them.

The CCH review of state taxes indicates that the trend toward hidden taxes and sales taxes is accelerating. Some of these hidden taxes appear to be borne by business and industry but they are usually passed on to the consumer.

Here are some of the significant actions taken in 1962: Michigan imposed a 4 percent use tax on intrastate telegraph and telephone service . . . Mississippi temporarily upped sales taxes on cotton ginning from 15 cents to 30 cents a bale and on contracts to 2 percent from 1.5 percent . . . West Virginia extended its additional 1-cent sales and use tax to June, 1963 . . . The District of Columbia increased its general sales and use tax from 2 to 3 percent.

Cigarette taxes were increased in Michigan, Mississippi, New Jersey, West Virginia and Kentucky . . . taxes on alcoholic spirits were

Early Repair List Helps

Seafarers are reminded to be sure that vessel repair lists are made out and submitted to department heads early enough to allow time for ordering supplies and necessary replacements before the ship hits port. In this way, many essential repairs can be completed during the time a vessel is in port or in the course of coastwise voyages before going offshore. Early completion of repair lists will also enable SIU patrolmen to check on the progress of repairs and replacements as soon as they come aboard a vessel.

Passenger Ship Reshuffle Leaves 2 In Lakes Trade

DETROIT—Despite a reshuffling of Great Lakes passenger ship operations, Lakes SIU members can count on continued service by at least two of the four remaining vessels in this trade.

First to act were the owners of the North American and South American, veteran Lakes SIU-manned passenger ships which have plied the Lakes to Buffalo, Chicago and Duluth for decades. A severe cutback in business during 1962 caused the North American to cut short her operations and lay up before the normal end of the season.

The stockholders of the Chicago, Duluth and Georgian Bay Line, after considering liquidation of the company, have decided to operate the South American in 1963 and hope for an increase in bookings to make it possible for the North to sail. It is doubtful, however, if the North will operate again.

Separate action involves the Aquarama and the Milwaukee Clipper, which employ 750 crew personnel during the peak of operations.

The Aquarama, operated by the Michigan-Ohio Navigation Company, between Detroit and Cleve-

land, has terminated her operations and switched to Lake Michigan. She will take over the run of the Milwaukee Clipper, operated by the Wisconsin Steamship Company. The Clipper is not expected to operate again, and is up for sale.

Primary reason for putting the Aquarama into the Muskegon-Milwaukee trade is her greater speed and larger car-carrying capacity. The Aquarama will carry 190 cars and 2,500 passengers in a four-and-a-half hour trip. The Clipper carried 105 cars and 900 passengers in a six-and-a-half hour trip.

The Clipper first went into service in Lake Michigan in 1941 after her conversion from the former Juniata, which was built around 1900.

In their nearly half-century of operation, the two Georgian Bay passenger ships have carried more than 500,000 passengers, vacationers and honeymooners.

During season, the ships operated from early May through September. The North American ran between Chicago and Buffalo; the South American between Duluth and Buffalo. The line says the South American will continue that run with stops at Detroit and Cleveland. But Chicago is out of luck. For the first time in nearly 50 years it will not be served by a cruise ship.

ILG Nabs Blouse Shop Runaway

NEW YORK—A runaway blouse maker has paid \$25,301 in partial damages for breach of contract with the International Ladies Garment Workers Union. An additional \$83,460 in damages is also pending under various arbitration rulings.

The Judy Bond blouse firm sent a check for the first payment to the union after an arbitrator sustained charges brought by the ILGWU against the company for closing its plant here and moving all production to a new plant in Brewton, Ala.

The \$25,301 represents money due because shipping clerks were required to work a 40-hour week instead of the 35-hour week called for in the 1961 contract between the union and the blouse industry.

Court appeals on motions by union attorneys for orders compelling payment of two other damage findings have been filed by the company. These orders cover \$61,000 for work channeled to non-union production in violation of the contract, and obligations of \$22,460 owed the industry health and welfare fund because of this non-union production.

The arbiter's finding that Judy Bond must make its fourth quarter 1961 records available to the union also was appealed. The Supreme Court of New York County recently refused the company's motion for a stay.

Judy Bond broke away from the manufacturers' association a year ago, while labor and management were preparing to complete negotiations on a contract renewal. Later the firm resumed production in Alabama. The union is conducting a national "Don't Buy Judy Bond" campaign.

upped in five states . . . Massachusetts raised the corporate excise tax base . . . income taxes and withholding passed in Virginia.

But the legitimate demands for more state as well as local revenue continue to rise. It's needed for current operation, for education, for highways, for public welfare, for health, police and fire protection, natural resources, unemployment compensation, and in a lot of other areas. There are many projects which require matching Federal and state funds and a number of low-income states are finding it increasingly difficult to take advantage of these opportunities.

Most states are facing something approaching a financial crisis. Higher revenues are essential but the burden should fall on shoulders other than the little guy's.

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

Supertanker Gets Stuck In The Mud

PHILADELPHIA — Heading south for the Gulf again this week, the SIU-manned supertanker Montpelier Victory (Montpelier) spent a day aground on a Delaware River mudbank near here December 26 while enroute to a Paulsboro, New Jersey, refinery.

Barges worked through the night to lighten cargo so that the 46,000-ton petroleum carrier could move off the flats. She was returning from the Gulf at the time, loaded with fuel oil and high octane gas. She suffered no serious damage, although there were some reports of steering gear trouble when she went aground.

She rode onto the mud at Pea Patch Island, off Delaware City, Del., about 36 miles below Philadelphia. She was due to leave Port Reading, NJ, yesterday for another trip to the Gulf.

It Doesn't Hurt A Bit



On hand to give the children a regular head-to-toe medical check-up, Mrs. Margaret Reinosa and family are pictured at the SIU clinic in Brooklyn. The youngsters are Margaret, 5, and Rose Marie, 17. Dad John Reinosa is in the Far East as steward on Isthmian's Steel Advocate.

SUP, MCS Shift Hall In Honolulu

HONOLULU — Interim air-conditioned quarters at Pier 10 will be used as joint offices to service members of the Sailors Union of the Pacific and the Marine Cooks & Stewards here.

Future facilities in the King's Grant Building, now under construction, will service all three Pacific District unions, the SUP, MCS and the Marine Firemen's Union.

Joint SUP-MCS offices were formerly at Pier 8, part of which is scheduled for demolition to make way for an auto parking location. The new site is on the second floor at Pier 10.

The address "Pier 10, Honolulu" has long been adequate for mail from all parts of the world to reach crewmembers employed by Matson Navigation Company, which has used the pier for many years.

King's Grant Building, a modern, 17-story structure, is being built on the site of the old Seamen's Center. The property must be used for the benefit of seamen under a grant made by Queen Liliuokalani in 1892. Enough space in the new building will be allotted to seamen to conform with the provisions of Hawaiian laws governing royal grants.

Meanwhile, the space on Pier 10 will be sufficient on a temporary basis to meet the requirements of the SUP and MCS. The present location of the MFOW port office is 56 North Nimitz Highway.

Transport Panel Reaches Pact On Container Sizes

WASHINGTON—A "giant step" in the long evolution of containerized cargo movement has been taken by a joint committee representing the entire US transportation industry.

A 71-man group has agreed on standardized container sizes to permit complete interchangeability of containers among water, highway, rail and air carriers.

The accord, announced January 3, climaxes five years of work to simplify container use in both domestic and foreign trade. On New Year's Day, European railroads indicated approval of the American container standards so that full development of the uniform size cargo boxes can proceed.

Working through the American Standards Association, shipping and other transportation industry officials have evolved four basic container sizes of lengths slightly less than 10, 20, 30 and 40 feet, respectively; uniform widths and heights of slightly less than eight feet and doorways at least 5 inches high and 90 inches wide.

Balloting on dimensions for two of the standard containers, the 10 and 20-foot sizes, will be held shortly by the International Organization for Standardization in Geneva to determine the position of 46 member nations.

The move towards complete standardization of containers in US transport involved agreement by representatives of ship organizations, railroads, truckers, barge operators, container manufacturers, freight forwarders, stevedores, airlines and shippers groups. For the first time, manufacturers, carriers and users all joined to develop what will become the "American standard" container.

Transportation cost savings afforded by use of containers has often permitted American producers to beat foreign competition,

according to an ASA committee spokesman. He said that every time the US saves a dollar in transportation, a foreign country with its lower cost scale saves only 25-30 cents.

Similar savings are expected in shipping and all forms of transport.

The question of uniform pallet sizes is next to be taken up by the transport group here in the US, as well as steps to implement use and manufacture of the new dimensions.

New Orleans Holiday Affair



SIU Christmas holiday dinner at New Orleans hall was a festive one and Seafarer and Mrs. Parker "Jack" Holt (above) are among those who enjoyed it. At top (far right) is table group including (l-r) Lawrence Von Loffin, Seafarer Larry Von Loffin, Mrs. Von Loffin, daughter Deborah Von Loffin, Seafarer Manfred Osborne, Mrs. Osborne, Benjy Osborne, and Mr. and Mrs. Ben Cupit, parents of Mrs. Osborne.

Textile Striker's Son In School

College Dream Comes True

HENDERSON, NC—A boy's dream of college, which never quite faded even during one of the South's longest and most bitter textile strikes, has come true for Ernest Barham, now a freshman at the University of North Carolina.

A scholarship and a loan earned by high grades—despite the necessity of working afternoons, evenings and summers—made college possible for Ernest, a youngster who had to grow up fast after a union-busting employer forced his workers to strike to preserve their union.

Both of Ernest's parents—Mr. and Mrs. Leonard Barham—were among the members of the Textile Workers Union of America who walked out in November of 1958, just two months after their son entered high school. Between them, they had a total of 43 years service at the Harriet-Henderson Mill.

Ernest's father, in poor health, was one of dozens of strikers arrested in a sweeping crackdown on picket line activities. He spent most of his term in the prison hospital—and has been bedridden much of the time since then. His mother, too, has had long periods of illness.

Understandably, the youngster's

normally good grades took a sharp dip, but an understanding history teacher—Harold House, himself the son of a Harriet-Henderson striker—provided the encouragement which helped the youngster shake the slump and get back on the academic track. He won a trip to the United Nations for a speech he wrote and delivered, and took a separate prize in an essay contest during his senior year.

TWUA strike relief plus his own part-time earnings enabled Ernest to continue in high school. College still seemed out of the question until he was chosen for the Davis scholarship—a \$700 a year grant plus a \$300 loan, named after the founder of a Henderson department store.

Additional help has come from what Ernest terms the "many wonderful union people" who have rejoiced in the youngster's success.

During the course of the lengthy strike, which ended in 1961, the SIU and many other unions provided cash and other assistance to the strikers on several occasions. The bitter dispute was heightened at times by a National Guard call-up, wholesale import of professional strikebreakers and rigged "conspiracy" charges that caused the jailing of key union officials. The last three textile union officials in prison on the "conspiracy" indictment were released on parole,

after serving the legal minimum sentence.

This followed disclosures that the star witness against them, a state undercover informer, was himself involved in a Virginia gun charge.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Yawning Also Has Its Function

Yawning is a form of behavior which has defied all attempts to explain it, according to Ashley Montagu, PH.D., writing in the "Journal" of the American Medical Association. His explanation may not be any more successful than others which have attempted to explain this very common condition, but he does give a comprehensive reason for this condition.

A yawn is a long deep inspiration with the mouth wide open, followed by a slow expiration.

It is known that certain species of mammals such as apes and monkeys and probably others yawn.

Whether the yawning of mammals is the sophisticated variety that man attains is not definite, as it may be based on a more functional basis and to serve some real organic need.

The conditions under which yawning occurs in man may give some clue to the cause. Yawning occurs in both sexes, and at all ages under the following conditions: sleepiness, weariness, on awakening from unrefreshed sleep and boredom.

All these conditions, according to Dr. Montagu, have in common a lowered state of critical consciousness. "Critical consciousness" here means the state of normal active awareness of and relatedness to the environment. Any significant lowering of critical consciousness may lead to yawning. This is often associated with the increase in CO₂ of the blood.

Yawning, by its massive inspiration of air through the wide open mouth and nostrils, tends to restore the depleted oxygen of the

blood. At the same time, the movements of the jaw stimulate the flow of blood in the adjacent arteries and veins to the brain. This movement of the jaw also probably stimulates the carotid bodies and probably other adjacent structures, all of which assist in the supplying of more blood, thus oxygen to the brain, thus stimulation of cerebral activity and contributes to the lightening of consciousness.

This, he suggests, constitutes the adoptive value and principal functioning of yawning. The stretching of the muscle of the jaw in yawning gives the same stimulating and revitalizing feeling as that of stretching the muscles of extremities and body when there is a lower body tone.

One has to be conscious to yawn; however, anything which tends to lower the normal conscious level may cause yawning. Thus, sitting in a close stuffy room may cause yawning which emphasizes both the lack of external stimuli and the reduction of oxygen.

Monotonous situations may lower the conscious level sufficiently to produce yawning. The monotony may lead to a decrease in the oxygen in the blood, due to decrease in the depth and slowing of respiration.

Everyone is familiar with the contagiousness of yawning. Here again, the yawning associate is under the same reduced critical consciousness. Perhaps this phenomena may be a biological urge to increase consciousness, thus increasing the sociability of the situation.

Yawning, then, which most people consider an embarrassing situation, is no doubt a beneficial physiological function. It warns one of the reduction in critical consciousness whether it be from weariness, sleeplessness or boredom. If from weariness, one should rest, if from sleeplessness, one should sleep, and if from boredom, then something should be done about that.

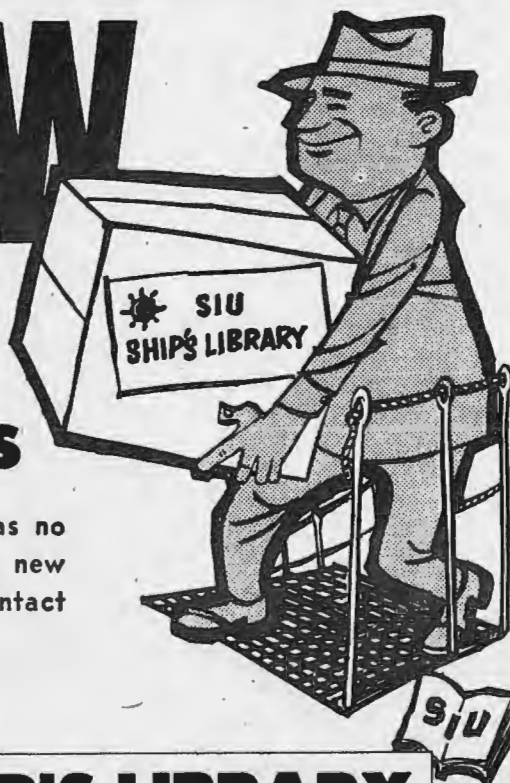
(Comments and suggestions are invited by this department and can be submitted to this column in care of the SEAFARERS LOG.)

NEW

EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY



Type Minutes When Possible

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



SIU MEMBER

STARS ON

"WHAT'S MY LINE?"



SIU of Canada member Pauline Letendre, with "What's My Line?" panel moderator John Daly.

A glamorous French-Canadian Seafarer stumped the experts on the TV show "What's My Line?" last month. Now a celebrity in her own right, Pauline Letendre, 32, is one of three women cooks in the SIU of Canada-crewed tug fleet operated by McAllister Towing of Montreal.

When the panel failed to guess her occupation after the usual series of questions, she walked off with the \$50 in prize money awarded to successful contestants. Miss Letendre cooks aboard the tug Felicia in Montreal harbor for a crew of six men, and has naturally received special attention because she is young, single and quite attractive.

She works eight months out of the year, seven days a week during the shipping season, and was invited to become a guest on the Sunday night CBS-TV show after a program researcher spotted a two-page, illustrated article featuring her unusual vocation in "Canadian Weekly". A member of the SIU of Canada since she joined the union during a 1953 organizing drive, she will be seen on TV again in the Canadian version of "What's My Line?" on January 28.

McAllister Towing's 900-horsepower tug Felicia is shown in Montreal harbor. Pauline Letendre is queen of the galley aboard the SIU of Canada-contracted vessel.



After the show, all hands posed for LOG photographer. Seated (l-r) are panelists Dorothy Kilgallen, columnist; Alan King, comedian; Arlene Francis, TV personality, and Bennett Cerf, publisher; standing, program moderator John Daly and Miss Letendre. Besides \$50 prize money for her TV stint, she enjoyed a whirlwind sightseeing tour of New York before returning home.

Wins \$150 Back Pay



Anna Hernandez (3rd from left) receives check for \$150 from Jay-Kay Metals, Long Island City, NY, after SIU United Industrial Workers went to bat and won back wages owed to her. Pictured (l-r) are Lydia Serrano, shop steward; Marie Dodson; Enoch Lloyd, chief shop steward, and Madeline Rodriguez, SIU-UIW representative who had the happy chore of presenting check.

Arabs Still Blacklist 33 American Ships

WASHINGTON—Over 30 American ships are included in the total of 300 vessels now blacklisted by the Arab League's Israel Boycott Office, according to a recent news agency report from the Middle East.

The list of ships blacklisted for dealing with Israel include 33 American vessels, 63 British, 26 Greek, 25 Italian, 25 Norwegian, and 16 Swedish ships.

At the same time, the agency announced that the Boycott Office in Alexandria had lifted the blacklisting of the Norwegian ship Tove Lillian and the Greek ship Verdin after the owners had promised to halt dealings with Israel.

Primarily directed at Israeli shipping, the boycott movement has affected ships of many nations which trade with Israel and has denied them access to the Suez Canal in violation of traditional maritime law.

Long opposed to the blacklist idea, the SIU's fight to protect the jobs and rights of American seamen in the Middle East area made big news in April, 1960, when Seafarers and members of the International Longshoremen's Association picketed the Egyptian-flag SS Cleopatra in New York Harbor. The unions protested mistreatment of seamen and loss of job opportunities due to the UAR blacklist.

An earlier blow for freedom of navigation was struck by an SIU ship in April, 1957, shortly after the Suez War, when the SIU-manned Kern Hills pulled into Elath, Israel, at the head of the Gulf of Aqaba. The tanker was the first ocean-going vessel to pass into the Gulf to deliver cargo to Israel.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.

MA Sets Up Special Office To Boost Domestic Shipping

WASHINGTON—The Maritime Administration has finally gotten around to creating a specialized office to promote domestic US shipping.

Although MA has had, under the Merchant Marine Act of 1936, the responsibility for seeing to it that the US has adequate merchant shipping of all types, there have been no domestic shipping promotional programs and the present disjointed regulation is split between the Federal Maritime Commission and the Interstate Commerce Commission.

ICC rulings in many instances paved the way for the decline in coastwise and intercoastal shipping to the advantage of the railroads, since many ICC aides and officials over the years came directly out of railroad management.

Now, a new MA specialist position has been established to deal with Great Lakes, intercoastal, coastwise and the non-contiguous domestic trades of Puerto Rico, the Virginia Islands, Alaska and Hawaii. The specialist who will fill the new post has not been named.

Giving with the one hand and taking away with the other, the MA, in an earlier development, also gave new stature to its ship transfer operations by elevating the official in charge to the post of an Assistant Secretary of the MA.

Ruth Holmes, chief of the Foreign Transfer Branch, Office of Ship Operation, has been designated an Assistant Secretary for purposes of executing and signing ship transfer orders and similar legal documents.

Miss Holmes, who handles the agency's work relative to the transfer of US-owned ships to foreign control or registry, has been with MA for 29 years. During most of

this period she has been engaged in matters relating to ship transfers.

Maritime's announcement of the new domestic shipping post reviewed the decline in the domestic fleet from 428 vessels in 1938 to 102 in 1962. In terms of deadweight ship tonnage, the drop has been from 2.8 million to 1.1 million tons, and the 102-ship figure for 1962 is largely made up of tankers in domestic service between the

Atlantic and Gulf coasts.

A recent report by the ICC's Bureau of Transport Economics, which surveyed domestic shipping traffic from 1951-1960, did not deal with figures on numbers of ships at all. It cited, however, a 20 percent loss in domestic dry cargo tonnage movements matched to a 16 percent gain in tanker cargo movements over the same period. Tanker traffic was almost eight times the dry cargo figure.

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

By SIDNEY MARGOLIUS

Teach Youngsters To Manage Money

One of our readers says he is worried that his soon-to-marry son and future daughter-in-law have little understanding or even much concern about how to manage money.

He's not the only one who's worried. Young couples are the backbone of our bankruptcy courts today. Again in 1962, wage-earner bankruptcies reached another new peak, and several bankruptcy referees have reported that young people comprise the majority of their cases.

The fact is, children today are more demanding and expect more than our own generation did.

Increasingly, parents are asking for guidance in teaching even younger children the value of money. For their part, teen-agers tend to complain that parents fail to tell them about money matters.

Here are methods family experts recommend for teaching children the value of money. Success is surer if you use all these tools rather than rely on just one:

- **Let children participate in budget talks.** This will help them understand why the family must pick its goals when funds are limited—and win their cooperation in achieving these goals. When a child sees his family making choices among a number of needs and goals, and discussing what is most important, he himself begins to develop a sense of values.

At least one survey found that teen-agers themselves want their parents to let them join in family money discussions, especially those concerned with planning furniture purchases and vacations. Ironically, many parents do not explain money matters to their children, a survey of ninth-graders by Cornell University home economists found.

The Cornell survey showed that at least this group of teen-agers did handle money quite wisely. Over 90 percent saved. None expected parents to hand over money whenever they needed it, but felt they should provide their share of their expenses. When asked which expenses they expected parents to pay, the youngsters listed clothes, haircuts, school expenses and lessons and, if more money is available, sports equipment in the case of the boys, and cosmetics and jewelry among the girls.

The boys were found to spend more than the girls—\$2 a week compared with less than \$1. But the boys also got larger allowances and did more outside work for pay.

- **Give regular allowances.** Even a small allowance gives children a sense of responsibility, family experts advise. For pre-teens the allowance may be from 50 cents to \$1 a week, not including lunch money, and for high school students, \$1 to \$2. By the mid-teens, a clothing allowance can be added (except for the more expensive items).

But you make little headway in teaching the value of money if you hand it out simply on request, or because a child complains that some of his friends receive larger allowances.

The recommended way to determine the amount of allowance is to work out with your child how much he actually needs for school and other expenses, and the amount he can spend as he chooses. For illustration, but not for imitating, a young teen-ager might be allowed 75 cents a week for school expenses such as stationery supplies, 50 cents for Scouts or other organizational expenses and 75 cents for personal spending money. A girl in her mid-teens might be allowed an additional \$1 for personal toiletries and small clothing purchases. Church contributions and other gifts also need to be provided for, depending on how the family handles these, and also any transportation expense to school.

- **Encourage them to earn money.** Psychologists feel that the money a child earns is the money he values most. Too, part-time work for others is a useful experience which gives a child an understanding of different kinds of jobs.

- **Show them how.** Children are genuinely interested in learning efficient ways to handle money, sometimes more so than grownups. Counselors advise teaching these actual methods: (1) how to plan a budget (how much they will spend for what, how much they will save out of their combined allowance and earnings); (2) how to keep a continuing record of their spending in a notebook so they know where their money goes. Such a record provides a factual basis for planning a budget, and also encourages controlling unplanned spending for the sake of more-important goals. Children are likely to save if they have definite goals in mind.

But avoid laying down the law on how the child is to use his money. Let him share in the decision.

- **Practice money planning yourself.** The way you handle money is a big factor in teaching children the value of money. Children of parents who have no plan for spending and for saving, and habitually buy on installment plans, tend to adopt this lackadaisical attitude themselves, consultants point out.

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



Have You Tried Making Soup Lately?

Soup is good at any time of the year. A tasty soup not only stimulates the appetite but is also high in nutritional content. In cold weather, its warming qualities give it a special value.

Soups are basically of two kinds: thin or clear, and thick or heavy soups. The clear variety is generally served with a heavy meal and during hot weather. Thick soups and chowders are served with lighter meals and in colder climates. During really hot weather, soups which are served cold, like borscht, should not be overlooked. Borscht is a beet soup, usually served cold with sour cream if it's available. A bowl of borscht is guaranteed to tempt the most jaded hot-weather appetites.

Any good soup requires a good stock, which is the liquid that remains after meat, bones and vegetables are simmered in water. The stock resulting from use of only one type of meat makes a broth. A very strong, clear stock of one or more meats or meat and vegetables combined is known as consommé.

To prepare your stock, start with fresh, cold water. Bones should be cut up into pieces that are as small as you can make them. If meat is used, it should also be cut small and added in with the bones. Bring the stock to the boiling point slowly, and then place it to one side of the range to simmer. Make sure during the simmering process that the meat, bones and vegetables are kept completely submerged in water and that you allow sufficient time for a good stock to develop. The entire simmering process should take about twelve hours. Scum and fat will form on top of your liquid and should be removed. The clearness and quality of the stock depends largely upon the thoroughness with which the skimming has been carried out.

Chicken stock is made by simmering poultry in water with vegetables and seasoning. For this purpose, a fat hen is best. The meat is tenderized during the long process of simmering and may be used later in such dishes as chicken a la king, chicken pie, fricassee, etc. Chicken broth is chicken stock after it has been well strained and clarified. It may be served clear or with rice, noodles or vermicelli.

Remember that stock is perishable. If it is not used immediately after being prepared, it should be allowed to cool, be strained, poured into a covered container and placed in the refrigerator. Before it is served again, the stock should first be brought to a boil for sterilizing purposes. It should then be allowed to simmer at a lower temperature until served.

Keep in mind that the flavor and nutritional value of soup can be increased by adding the juices of canned vegetables or the cooking water of fresh vegetables to meat or chicken stock, thus salvaging vitamins and minerals which would otherwise be lost. There are an infinite number of variations once you have a good stock to work with.

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

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

Frozen, ice-clogged Washington is heating up as the 88th Congress opens its first session with critical legislative issues at stake. Many of the issues, such as medical care and Federal aid to education, are retreads from the 87th Congress, victims of a coalition of conservatives. They will be reintroduced in slightly modified forms.

Whether the 88th Congress will see the same roadblocks scuttling high-priority domestic legislation this year will be determined by the outcome of the rules fights taking place in both the House and Senate. Especially in the House, if the Rules Committee continues in position to pigeon-hole bills which fail to meet right-wing approval, the Administration's program is in jeopardy.

The Senate rules fight largely involves civil rights, but the entire Kennedy domestic program is on the line in the House. The highest-priority item among his proposals will be a one-package tax cut, tax reform measure which it is hoped will bolster the economy and enable it to grow faster and open new jobs which will help reduce the high level of unemployment.

The total tax reduction is expected to be between \$8 and \$10 billion. It will be staggered to ease its impact on the budget with the first income tax reductions scheduled for July 1. Additional reductions are scheduled over later months. This is expected to be an across-the-board tax cut, possibly 10 percent, but the average reduction for a person earning \$5,000 or less annually, for example, would be only about \$27 a year. The AFL-CIO has stated emphatically that a tax reduction should be concentrated almost entirely in the lower income group.

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When the American Medical Association uses phony doctors—namely TV personalities such as Dr. Casey and Dr. Kildare—to build up its image even some newspapers find this hard to take. Both the "Baltimore Sun" and the "Wall Street Journal" note that the AMA is now advising both NBC-TV and ABC-TV not only on the medical techniques but also on the plots for the two television programs.

The "Journal" reported: "Through a little-known but powerful committee of 13 doctors, the AMA is 'reviewing' almost all the scripts for the growing number of medical shows on TV." Not stopping with assuring that the programs are using accepted medical techniques, the AMA committee has gone so far as to demand a change in script.

This was more than the "Baltimore Sun" could take. "People in other professions might like to have the same power," it editorialized. "But when it comes to deliberate distortion of the intent of a plot, to refusing to admit that any doctor can be badly motivated, by trying to use a form of entertainment for political purposes, the AMA must be regarded as treading near the skirts of propriety."

"Is it not, in any case, vain endeavor? Whatever they see on the screen, people are apt to judge real life by real life. They think well of doctors when they are well cared for by them, badly when they feel they have been treated badly. If the AMA confines itself to doctoring patients and leaves the doctoring of plots alone, it will more easily win friends for its point of view."

LABOR ROUND-UP

Three AFL-CIO unions are working jointly to recruit 5,000 Milwaukee clerical employees of the Gimbel-Schusters department store chain. Working together are organizers from the Retail Clerks, Building Service Employees and Office Employees, backed by shop committees of workers from the chain's seven local stores, preparing for an NLRB vote Jan. 31 and Feb. 1. . . . Utility Workers Local 1-2 in New York has won a pact providing about \$30 million in benefits for 21,000 employees of Consolidated Edison Company. The workers will get wage hikes of up to 35 cents an hour and pension increases averaging 25 to 28 percent.

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Racist propaganda released by Sewell Manufacturing Company at two Georgia plants just before a representation election has again caused the National Labor Relations Board to set aside the voting results since the company tactic "impeded a reasoned choice." The Amalgamated Clothing Workers had lost the vote. The NLRB called the firm's propaganda "the same type of appeal . . . upon which the board set aside the first elections" . . . American Bakery & Confectionery Workers have kept strike-bound Hart's Bakery from using the union label by obtaining a temporary court restraining order. Hart's Memphis and Greenville, Miss., plants have been operating since June 21 with strikebreakers.

The International Brotherhood of Bookbinders has made Sister Mary Oswaldine, who supervises a non-profit bindery at the Felician College in Chicago, an honorary life member. A nun for 40 years, Sister Oswaldine worked in the bindery before joining the Sisters of St. Felix and opened her present shop in 1954. . . . No slacks, no contract, 400 lady strikers of Oil, Chemical & Atomic Workers Local 6-717 told Smead Manufacturing Company of Hastings, Minn., which promptly agreed the workers should resume their jobs wearing slacks while the matter was studied. OCAW had just won seven- and six-cent hourly wage hikes this and next year, plus other benefits, following a 16-week strike.

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Machinists Lodge 830 won a union contract for 1,700 workers at the US Naval Ordnance plant in Louisville, Kentucky, despite the opposition of the Navy Bureau of Weapons. The contract includes strong grievance procedures, guarantee of a standard workweek with overtime for weekends, and improvements in working conditions. . . . Twenty-eight unions of the AFL-CIO Marion County Council chipped in and raised \$1,000 that enabled the Ben Davis High School Band of Indianapolis, Ind., to march in this year's Tournament of Roses parade at Pasadena. The labor gift topped off the \$22,000 needed to send the 168-piece band to the California spectacular.

Brass Knuckles



SEAFARERS LOG

One way to deal with a threat to one's security and freedom is to turn aside and make believe the threat does not exist. This kind of a head-in-the-sand attitude is almost a guarantee that enemies of democratic institutions will succeed in achieving their poisonous objectives.

Such cannot be the attitude of strong, militant trade unionists who are concerned about the preservation of personal liberties and the right to work under decent conditions for decent wages assured by a collective bargaining process in which the worker is protected against unscrupulous employers.

So it is that the AFL-CIO and its affiliated unions are girding for a stepped-up offensive against the dangers inherent in the insidious, so-called "right-to-work" movement.

The "right-to-work" movement is everything but what its name implies. It was conceived by industrialists and groups representing them, like the National Association of Manufacturers, and by right-wing groups of the lunatic fringe dedicated to the destruction of the democratic process.

A primary objective of such groups is to rob workers of the protection of trade unions and to create a slave labor force that would be at the mercy of management. The method is simple.

Under the guise of concern for every one's right to work, these groups are attempting to have legislation passed in the various states which would, in effect, outlaw the union shop, and thus seriously weaken the trade union movement and its ability to bargain effectively in behalf of these workers. Take the word of Prof. Russell Decker of

Bowling Green (Ohio) State University, an outspoken advocate of an open shop law. Says Prof. Decker: "It would weaken unions at the collective bargaining table. That is one of the purposes of the right-to-work proposal."

The roster of organizations which have poured time and money into the "right-to-work" effort reads like a dossier of "down-with-democracy" activists. They include everything from strong-arm strikebreaking organizations for hire anywhere to out-and-fascist associations so reminiscent of pre-war Italy and Germany, where the rights of working people and civil liberty were stamped out and millions of workers were herded into slave labor forces.

It is interesting to note that in those states that have "right-to-work" laws, wages and income are falling behind the national pace. According to a study conducted by Dr. Milton J. Nadworny, Professor of Commerce and Economics at the University of Vermont:

"A closer look at wages actually paid shows conclusively that hourly and weekly wage rates and per capita personal income in 'right-to-work' states have steadily decreased in relation to wages paid in states in which management and labor conduct their relationships under provisions of Federally-recognized free collective bargaining."

Let there be no mistake about it. So-called "right-to-work" is plain and simple union-busting.

Union-busting is democracy-busting. The "right-to-work" movement is the road to slave labor.

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 \$2,200 in maternity benefits and a maturity value of \$275 in bonds:

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

Deborah Perez, born August 16, 1962, to Seafarer and Mrs. Pedro Lopez, Puerta De Tierra, Puerto Rico.

Lori Ann Guarino, born August 22, 1962, to Seafarer and Mrs. Benie Guarino, Harahan, La.

James R. Davis, born September 9, 1962, to Seafarer and Mrs. Thomas H. Davis, Crestview, Fla.

Maria Velazquez, born August 20, 1962, to Seafarer and Mrs. William Velazquez, Lomas Verdes Bayamon, Puerto Rico.

Susan Ann Warden, born July 16, 1962, to Seafarer and Mrs. Richard M. Warden, South Portland, Maine.

John Cronan, born November 2, 1962, to Seafarer and Mrs. William P. Cronan, Philadelphia, Pa.

William Ortiz, born November 4, 1962, to Seafarer and Mrs. Guillermo Ortiz, Santa Rosa, Bayamon, Puerto Rico.

Barbara Lynn Todd, born September 22, 1962, to Seafarer and Mrs. Ralph K. Todd, Ovet, Miss.

Irene Waldrop, born November 6, 1962, to Seafarer and Mrs. Lambert Waldrop, Mobile, Ala.

Mark Anthony Broadus, born November 13, 1962, to Seafarer and Mrs. Johnnie Broadus, Mobile, Ala.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$20,500 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Alfredo O. Aaron, 46: A kidney ailment was fatal to Brother Aaron on November 23, 1962 at the USPHS hospital, San Francisco, Calif. He began shipping with the SIU during 1949 in the steward department. Surviving is his widow, Mrs. Alberta Aaron, of Mobile, Alabama. Burial was in Mobile. Total benefits: \$4,000.



Milton R. Reeves, 42: Brother Reeves died of cancer on November 28, 1962 at the USPHS hospital, San Francisco, Calif. He began shipping with the SIU in 1955 and sailed in the steward department. His wife, Jean Reeves, of San Francisco, survives. Burial was at Olivet Memorial Cemetery, San Francisco. Total benefits: \$4,000.



Louis Holliday, 40: Brother Holliday was lost at sea off Madras, India, on September 13, 1962 while aboard the SS Hudson. He began shipping with the SIU in 1947 and had sailed in the deck department. His father, Frank L. Holliday, Sr., of Raymond, Miss., survives. Total benefits: \$4,000.



Louis W. Boren, 38: Brother Boren died of injuries in an accident on November 18, 1962 in Iowa, La. He had been sailing with the deck department since joining the SIU in 1955. His wife, Henrietta F. Boren, of Lake Charles, La., survives. Burial was at Pawhuska City Cemetery, Pawhuska, Okla. Total benefits: \$4,000.



Samuel E. Joseph, 38: Heart failure was fatal to Brother Joseph on November 1, 1962 at the USPHS hospital, San Francisco, Calif. He started shipping in 1952 with the SIU in the deck department. His brother, Patrick Joseph, of New York City, survives. Burial was at Salem Memorial Cemetery, San Francisco. Total benefits: \$500.



Feeding Time On Transeastern

It's a busy time, with lots of good feeding ahead for Seafarers on the Transeastern (Transeastern), as (above, l-r) Young McMillan, baker; Albert Hendricks, BR, and Grant Marzett, chief cook, mix up a few pastry and culinary surprises. Back from a foreign voyage, the ship was docked in the Bronx at the time. At right, fresh coffee is on the way for a java-hungry crew, with Edward Singleton, pantry utility, doing the honors.



SEAFARERS in DRYDOCK

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

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| <p>USPHS HOSPITAL BALTIMORE, MARYLAND
 Harry Acosta
 George Baker
 Joseph Bartlett
 Alfred Bliksyar
 Gorham Bowdre
 Luther Bredell
 Marco Calgario
 Jar Chong
 Charles Crockett
 Jeff Davis</p> | <p>USPHS HOSPITAL BRIGHTON, MARYLAND
 John Steglefort</p> | <p>USPHS HOSPITAL NORFOLK, VIRGINIA
 Will Beasley
 Herman Carney
 Herbert Fentress
 William Howell</p> | <p>USPHS HOSPITAL SEATTLE, WASHINGTON
 John Cormier
 Richard Green
 Carl Hargroves
 Harvey Hill
 Pedro Jullo</p> | <p>USPHS HOSPITAL SAN FRANCISCO, CALIF.
 Paul Arthofer
 Chalmers Anderson
 Stokes Ayers
 Raymond Boston
 Charles Coburn
 Charles Hippard</p> | <p>USPHS HOSPITAL GALVESTON, TEXAS
 Isham Beard
 Edward Boyd
 John Brady
 Mike Chandoha
 Orville Collins
 Ray Coffey
 J. C. Clevenger
 Leslie Dean
 Lawrence Floyd
 Clayton Frost
 James Grant
 Allison Hebert
 George Hunter
 Earl Javins</p> | <p>USPHS HOSPITAL SAVANNAH, GEORGIA
 Martin Linskey
 S. Butler
 John Epperson
 Hanis Grizzard
 George Feinman
 Malcolm Foster
 Grover Maddox</p> | <p>USPHS HOSPITAL STATEN ISLAND, NEW YORK
 Conway Beard
 Arne Boekman
 Benny California
 John Campo
 James Case
 Evangelos Chalaris
 Thomas Cox
 Ian Cumming
 Fernando Dacanay</p> | <p>USPHS HOSPITAL NEW ORLEANS, LOUISIANA
 Joe Ainsworth
 Samuel Anderson
 F. Antonette
 Charles Baker
 Carlo Billo
 Joseph Boucher
 Weldon Casey
 Mallary Coffey
 William Coggins
 Paul Cook
 Thomas Deale
 William Doyle
 John Dunne
 Harry Emmett
 Natale Favalora
 Carl Feary
 Nolan Flowers
 Eugene Gallaspy
 Enoch Gaylor
 Jesse Green
 John Guidry
 Charles Hickox
 Daniel Hutto
 George Hudson
 Sidney Irby
 Ramon Irizany
 Verlon Jackson
 Frank James</p> | <p>USPHS HOSPITAL FORT WORTH, TEXAS
 Gerald Algernon
 Benjamin Delbler
 Abe Gordon
 Joseph Gross
 Thomas Leahy</p> | <p>USPHS HOSPITAL MEMPHIS, TENNESSEE
 Joseph Berger</p> | <p>VA HOSPITAL WEST ROXBURY, MASS.
 Raymond Arsenault</p> | <p>VA HOSPITAL TUSCALOOSA, ALABAMA
 Jacob Buckelew</p> | <p>VA HOSPITAL HOUSTON, TEXAS
 Thomas Manion</p> | <p>PINE CREST HAVEN COVINGTON, LOUISIANA
 Frank Martin</p> | <p>US SOLDIERS' HOME WASHINGTON, DC
 William Thomson</p> | <p>USPHS HOSPITAL NEW ORLEANS, LOUISIANA
 George Johnson
 Koa Lim
 Kenneth MacKenzie
 F. G. McQuagge
 William Mason
 G. Masterson
 Anthony Maxwell
 Mortimer Morris
 Joseph McPhee
 Terral McRainey
 Arnold Midgett
 Mitchell Mobley
 Rosinda Mora
 Clifford Nickerson
 John Pletryzak
 Tage Roslund
 Stanley Schnitzney
 E. Steinkeller
 Emil Stevens
 Harvey Lee Thomas
 Ruffin Thomas
 R. C. Tripp
 Joseph Vanacor
 Raymond Vaughan
 Leo Watts
 Johnny Young
 William York
 Anthony Zanca</p> | <p>SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
 Alberto Gutierrez
 Thomas Isaksen</p> | <p>USPHS HOSPITAL FORT WORTH, TEXAS
 Ernest Webb</p> | <p>USPHS HOSPITAL MEMPHIS, TENNESSEE
 Wm. E. Roberts</p> |
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Appreciates New Readiness Period

To the Editor: I would like to take this time to say thanks to all who had a hand in getting us the new half-hour readiness period in the contract. Men who have been on Waterman's C-2s know what it is getting up from a sound sleep, getting dressed and getting midships for a cup of coffee in 15 minutes time.

Some captains even have the habit of calling the deck department out just about the time the tugs are ordered. It was pretty rough on the North Europe run.

I have written letters concerning the readiness period and also the 40 gallons of fresh milk to be allowed on sailing day, but I was beginning to think that it was just a waste of time and paper. Now it looks like this might have done some good.

More members should write and express their beefs. The new canned milk put aboard ship through our Food Plan has solved the problem. Anyone with an agitated stomach like mine can certainly appreciate having fresh milk when he wants it. There are some who don't care for it, but I think that it is wonderful, especially

if the steward has plenty of chocolate syrup on hand.

I would like to point out another beef that has come up often, namely the cleaning of holds on cargo ships that have carried grain. The company pays us 50 cents an hour. Myself, I would rather "muck" the dirtiest tank on a tanker than clean a cargo hold, and forget about getting paid double time for "mucking."

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.

I also think that we should be paid straight time on watch and time and a half for the watch below. The companies probably would go along with this, as I have been a delegate many times and have talked with a lot of captains and mates who think the same as I do on this subject.

We have the best union afloat and the best conditions. I was practically born into the SIU

and began sailing when I was 5 years old. I have four brothers who sail, two topside and two in the foc'sle.

In closing I would like to say that our retirement plan is good but by the same token I think that a person who has the full 12 years of discharges should be able to collect then, instead of waiting until he has one foot in the grave.

Morris J. Danzey

SIU Cash Benefits Are Appreciated

To the Editor: I want to express my grateful appreciation for the nice letter and also the check I received from the SIU Welfare Plan on October 17th. As a widow for six years with a small income per month, you can imagine how much this means to me.

During the long illness of my son, Seafarer Charles Earl Ray, my expenses were more than I could ever have been able to meet. Thanks again to the wonderful, good people we have in this world who are willing to come to the rescue at a time such as this one.

Mrs. Alma Ray

(Ed. note: Brother Ray died on August 5, 1962).

Seafarer's Funeral Held In Kandla, India

Funeral services were held recently in Kandla, India, for Seafarer Arthur Swanton of the Elimir (Marine Carriers). Swanton was drowned on the morning of November 26 in the river at Kandla.

Swanton's body was pulled from the river by crewmen of the British ship Ganges, who took turns and applied artificial respiration for about three hours. They gave up their efforts to save his life only after the doctor arrived and pronounced Swanton dead.

Kenneth Collins, steward on the Elimir, arrived at the British vessel about five minutes after the recovery of the body and aided in the efforts to revive him.

The body was later positively identified by Collins and other members of the Elimir crew, according to ship's delegate Melvin Smith, who reported the mishap from Aden.

Swanton was buried in Kandla at the request of his wife, Mrs. Yvonne Swanton. In addition to the Elimir crew, the funeral at the Kharjrohar Christian Cemetery was attended by crewmembers of two other vessels in the port of Kandla at the time.

Swanton was 42 years old and a resident of New Orleans, La. He had shipped with the SIU for the past year and a half in the steward department.

SIU crewmembers from the Elimir (Marine Carriers) and two other ships in port attend late evening funeral services for Seafarer Arthur Swanton at Kandla, India.



Swanton



From the Ships at Sea

Appreciation for wonderful Thanksgiving Day dinners is being voiced by many SIU crews in communications to the LOG. Aboard the Barbara Frietchie (Winchester), the crew voted thanks to the entire steward department for an unselfish effort to put forth one of the best Thanksgivings any SIU crew could enjoy. The gang also wishes to express its thanks to the captain for favors and privileges during the voyage, according to C. Quinnt, ship's delegate.

A vote of thanks also went to the steward department of the Natalie (Maritime Overseas) for the excellent Thanksgiving dinner that was served under very adverse conditions due to an early sailing, writes ship's delegate Jerry R. L. Miller.

Procedures during lifeboat drills were a topic for discussion at a recent ship's safety meeting aboard the Ibrerville (Waterman). Deck delegate E. Anderson suggested that the turnbuckles attached to the forward end of the lifeboat keels to steady the boats in the davits should be arranged so that they do not drop down during drills and possibly hit someone on

the head. Lanyards can be made fast to the guard rails and used to secure the turnbuckles and prevent them from falling, Anderson said. It was decided to put this method into practice.

At the same meeting, electrician A. F. Nottage took exception to an article published by the US P & I

Agency. The article recommended that cargo light cables should be replaced when broken rather than spliced. Nottage gave the crew a demonstration of a method of joining broken cables which he feels is as strong as a new cable.

With a great many new men on board the Hurricane (Waterman), Seafarers on there feel it's their duty and also in line with SIU policy to hold their own safety meetings as often as possible. This would allow all crewmembers to have a say on safety matters and enable everyone to participate in the safety program along with the delegates and representatives.

Raymond R. Obidos, chief steward on the Losmar (Calmar), wants to steer Seafarers toward some good eating on their next Philippine run. Two particularly good eating places, he writes, are in Iloilo City, Philippines. They are the Haba Haba Inn and the 69 Pasuk. Ask anybody on the Isthmian

LOG-A-RHYTHM: Forgotten

By Henri Percikow

A toothless man,
A bundle of aching bones
Slumped on a chair
In a bric-a-brac room,
Sits waiting and waiting
For his bell to ring.

Years are tallied,
Memories are sifted—
A woman's embrace, a child's hand,
Workers and their songs.
Alone he waits
For his bell to ring.

Through the framed glass,
Slabs of cement, his stage,
The curtains rise and fall.
People hurry along;
He waits
For his bell to ring.

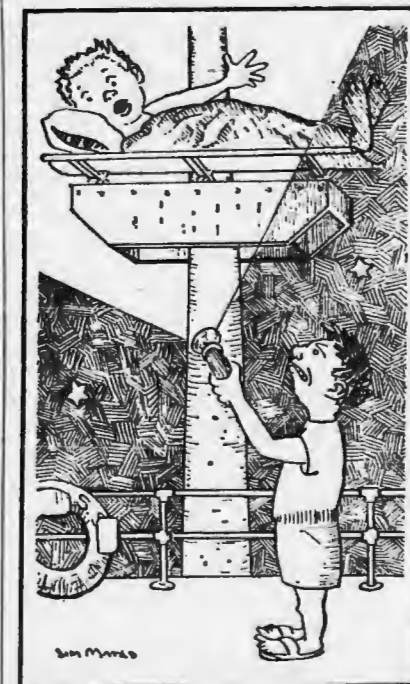
Trapped by age,
Lonely for companionship,
He shrivels, forgotten
In the city of millions.
Waiting, waiting.



Quinnt Obidos

Line ships, Obidos says, and they'll tell you the seafood is of the best quality at fair prices. He offered his choices in commenting on a LOG feature last summer.

'Sea Life' - By Jim Mates



"What do you mean I'm late for watch? I wasn't even called."

The Transglobe (Hudson Waterways) played host to the children from an orphanage at St. Nazaire, France, on a recent voyage. The kids were aboard the Transglobe for a visit and lunch, both of which they enjoyed mightily. Ship's delegate Anthony Palino writes that all concerned were very appreciative for the many wonderful services rendered by the SIU crew to make the day one the children will remember for a long time.

The Orion Clipper (Colonial) came in for its share of plaudits after a front-office inspection at Perth Amboy, NJ, recently, which drew this comment: "Structure, storerooms, etc.—General appearance and condition of the ship is considered 'EXCELLENT' . . . Quarters - Appearance, condition and neatness rated EXCELLENT, with special mention of crew living quarters." Don Bartlett, bosun, rates an assist, from all accounts, for helping to keep the vessel in top condition.

WILD RANGER (Waterman), Oct. 23—Chairman, M. C. Barton; Secretary, L. F. Lewis. Ship's delegate reported two men were left in hospital at Hong Kong. Four hours disputed OT for captain working on deck. No beefs reported in engine or steward departments. \$15.72 in ship's fund. Motion that the steward be allowed to purchase milk in countries that have standard homogenized milk. Complaint about the Bluff Hospital in Yokohama, Japan, giving inadequate medical treatment. Boat schedule has not been satisfactory to some crewmembers. Union and company should work out a schedule.

JACQUELINE SOMECK (Peninsular Navigation), June 23—Chairman, Roland Barnes; Secretary, David B. Sacker. No major beefs reported by delegates. Crew asked to take better care of cots and to help keep natives out of midship house. Aug. 8—Chairman, G. G. Glennon; Secretary, D. B. Sacker. Ship's delegate will see patrolman regarding shortage of US money in India. Suggestion made to see patrolman about company not forwarding mail.

OCEAN DINNY (Maritime Overseas), Aug. 5—Chairman, K. Winsley; Secretary, J. Meacox. \$7.00 left in ship's fund. No major beefs reported. Motion made to send letter to headquarters about new contract. C. Hughard elected ship's delegate. Motion to get Coast Guard to inspect lifeboats. Need better first-aid kit in engine room and better cooperation from the mate on medical treatment. Resolutions sent to headquarters regarding food plan.

MONARCH OF THE SEA (Waterman), Aug. 12—Chairman, R. N. Kelly; Secretary, C. Caruso. Ship's delegate reported that one wiper aboard ship refused to perform his duties. Referred to patrolman in Mobile. No beefs reported by department delegates.

HASTINGS (Waterman), Aug. 12—Chairman, Jeff Sawyer; Secretary, John Wells. Ship's delegate had nothing much to report as things are going along fairly smoothly. Crew asked to keep peddlers out of passageways. Mate told crew there would be no time off in port.

NEW ORLEANS (Sea-Land), Oct. 24—Chairman, none; Secretary, Fazil Ali. \$5.00 in ship's fund. No beefs by department delegates. Vote of confidence was unanimous for President Kennedy's action on Cuba. Vote of thanks to steward department and former ship's delegate.

STEEL WORKER (Isthmian), Oct.

21—Chairman, E. Tirelli; Secretary, Bill Stark. Ship's delegate reported that one galleyman missed ship in Djibouti. No major beefs reported. \$13.00 in ship's fund. Crew asked to leave rooms in good condition, to strip beds and turn in all linen.

NEW JERSEY (Stairline), Aug. 20—Chairman, Nick Mark; Secretary, J. Rielly. Ship's delegate reported that men that were on ship last month have two days' lodging coming. Water-tenders getting off are not being replaced. Coke machine and TV to be repaired.

EMILIA (Bull), Aug. 12—Chairman, I. Gelendez; Secretary, R. Wendell. Ship's delegate reported that the 2nd Cook was hospitalized in Suez Canal. Motion made not to have food plan representative check stores and store

DIGEST of SIU SHIP MEETINGS

list in first port. Company to be notified that no safety meetings are being held on this ship.

MARORE (Ore), Aug. 9—Chairman, Harold B. Thomas; Secretary, Frank Pleczyk. New ship's delegate elected is H. B. Thomas. No beefs reported by delegates. Motion to have headquarters send new amendments and clarifications on contract to ship's delegate. Request blackboard in crew's recreation room. Contact Union hall to get library for ship.

ROBIN HOOD (Robin Line), Aug. 12—Chairman, George Stanley; Secretary, Walter Fitch. Ship's delegate reported that all repairs are being done. Everything else running smoothly. \$36.00 in ship's fund. One man in engine department hospitalized in Manila. All members of steward department asked to carry garbage back aft to drums set up for same.

MORNING LIGHT (Waterman), July 12—Chairman, James Jones; Secretary, Michael Engelstein. Ship's delegate reported that sanitary conditions in the area of crew's passageways and below decks around refrigerator space is very poor. Painting needed in majority of crew's quarters. Ship's delegate believes that the re-

pair list of this ship is not being carried through. Many men leaving ship. Motion made that the freight-ship agreement be revised concerning port time for steward department so that it reads the same as the tanker agreement. Vote of thanks given to steward department, and to the ship's delegate, J. Jones, for a job well done. Ship needs to be fumigated.

KENMAR (Calmar), Aug. 12—Chairman, Elmer King; Secretary, Virgil T. Brown. Ship's delegate reported one wiper hospitalized in Emergency Hospital at Aberdeen, Wash. \$16.55 in ship's fund. No beefs reported by department delegates. Elmer King elected ship's delegate. Crew asked not to slam doors, to flush heads after use and to turn in linen each Monday.

BRADFORD ISLAND (Cities Service), Aug. 15—Chairman, R. E. Voss; Secretary, A. Capote. Request for patrolman at payoff. Thirty-minute call went into effect July 27 and all back time will be disputed. Some disputed OT to be taken up with patrolman. Motion to see patrolman about two new fans for messroom. Crew requests clarification on transportation to be paid when joining a vessel. Ship needs to be fumigated.

PENN TRANSPORTER (Penn), Aug. 19—Chairman, A. H. Schwartz; Secretary, W. J. Anderson. A. H. Schwartz elected ship's delegate. No beefs reported, except on draws, which will be given in travelers checks. Delegate to see patrolman about having the messhall chairs replaced or repaired before next sailing.

HUDSON (Victory Transport), Aug. 19—Chairman, G. T. Busciglio; Secretary, none. Ship's delegate reported smooth sailing. Boarding patrolman to check stowage before next voyage.

FRANCES (Bull), Aug. 24—Chairman, Don Nelson; Secretary, William Nestor. Everything running smoothly. \$8.40 in ship's fund. No major beefs reported by department delegates. Chief electrician reported that the rails on the topside deck are loose and some are missing. Ship should be fumigated. Vote of thanks to steward department for good job.

ROBIN SHERWOOD (Robin Line), Aug. 25—Chairman, John Palino; Secretary, Edward J. Wright. No money in ship's fund. No beefs reported. Request that old stores in storeroom be checked by steward. Crew asked to keep messhall clean at all times. Members asked to donate to ship's treasury as they see fit at the time of the first draw.

Editor,
SEAFARERS LOG,
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Veteran Officer Warns The Young Of Pitfalls

The following article was submitted by Capt. R. J. Peterson who has had many years of experience at sea, both in sail and steam.

The young and brassbound "Johnny-come-lately" masters and mates strutting on the bridge of some ships these days throw their weight around like the newly-rich. This is often the cast of young masters and mates riding the ships of the highly-subsidized lines.

Many a "Johnny" has come from Kings Point, schooled at the expense of the taxpayer to the tune of \$40,000 a head. They'd better go easy on the megaphone on shouting orders while shifting a ship in calm, and start to realize that the sailors in the bow and stern are not deaf and dumb.

I recall a mate of a lofty ship, who had a voice that carried to the main skysail yard in a gale. Tall, dark and handsome, he was young and ambitious. For his 24 years, he had climbed the ladder fast and high—already the mate of a fine big ship of double gallant sails, with royals and a main skysail of dizzying height.

In port, before sailing, he had gotten word that the "Old Man" would be quitting the sea in Frisco, and would give him the command. On that voyage 'round Cape Horn he happily visualized himself as master, with his word of command the law of the ship. So sure of himself he was.

Running through the trade winds, he drove the sailors hard. He worked them from sunrise to sunset sweating up on the halyards in the dogwatches, as he stood with chest out and arms akimbo to sing out in his forced basso, "Belay There!"

In this manner, running gear was overhauled, the standing rigging was tarred, masts and yards painted white, teakwood scrubbed, decks holystoned, and the brass handrails shined so they glittered like gold in the sunshine. Then the anchor chain was hauled up, and chipped and redlead under the foc'sle head by the watch on deck at night.

They began the work by the light of a hurricane lamp, but the mate did not finish that job. Out 120 days, the ship made a landfall.

In the rising sun, under full sail,

the lofty ship, all white and shining, looked like a phantom. On the foc'sle head stood the mate with chest out and arms akimbo, delighted at the thought that soon the "Old Man" would quit the sea. Then it would be he pacing the poop to and fro—master of all he surveyed—the master of a splendid ship.



Peterson

But a week later all the sailors were gone. They had run away, leaving three months' pay behind them. The mate smiled to himself, but this just made the "Old Man" angrier.

"Damn you, mister Mate!" he bellowed. "You overworked the men, drove them off the ship. Where am I now to get new men? Sailors are scarce, and their pay is high. And now I must pay the boarding-house master \$45 a man. Blood money, damn it!"

The mate opened his mouth, but not a word came, as though he had lost his voice. He went to the gangway where the stevedores were coming to unload the ship. This kept him too busy to think about his "command," which was so near, any time now, maybe tomorrow. He was in terrible suspense.

At the end of a week, the "Old Man" called the mate into his cabin and told him the ship was being sold, that she would be dismantled and become a coal hulk. Then and there the mate let out a groan. It sounded like the anchor chain grinding in the hawsepipe of a coal hulk swinging to the tide.

That night, with seabag on his shoulder and sextant in hand, he stole ashore, hugging himself forlornly like an outcast. It was a sad and bitter time for such a young hearty.

LOG-A-RHYTHM:

A Toast

By Mary E. Tippins

Here's to my pop,
The world's greatest guy.
He's good at the bop,
Or baking a pie.

And to prove what I think,
I'm writing this verse.
For I know that this drink
Will not be your first.

Have a big blow-out,
And when you are through,
Give a great big shout;
Have one hullabaloo!

And while you are blasting,
Think 'happily?' of me.
I too, will be casting
My life to the sea.

A seaman is my sweetheart.
That makes him twice as great.
For a seaman was my start;
So—a seaman for a mate.

So there. I know you're proud;
Just as I am proud of you.
Hey! Climb down off that cloud
And I'll blow a kiss to you.

I'll see you in my dreams.

He Remembers The Old Days

To the Editor:

My daughter was in the hospital with a serious operation and, between running from the hospital and her apartment, as her husband was out of town, I just got the chance to write.

First I want to say I am terribly sorry to hear about Brother Claude Simmons. He was such a young fellow, too, and may his soul rest in peace.

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.

I also do want to congratulate Brother McKay on the fine article he put in the LOG (October, 1962) about our great Union. Believe me. I heartily and I mean heartily agree with him in every respect. The dues we paid when I was in the SIU I agreed with 100%, and I always believed in paying my share; that was money well spent.

You show me or anyone show me where you get so much for so little. Some of the ones who did squawk spent more money over a bar. When it was gone, the joint they spent it in sure as hell didn't pay up the dues for them. All they ever got from the owner was, "Boy! He sure is a swell guy."

Yes, I am retired, but certainly didn't want to be. The doctors made me drop anchor for keeps and believe you me I was in a hell of a way for a long time. I sure hated to quit.

I started to sea in 1912 and wages and conditions were pretty bad in those days. You can imagine if Brother McKay even started before me. I often wondered if some of the young fellows of today would of stuck it out in those days.

Of one thing I am proud to boast. I never turned down any beef our great Union called me to serve on, whether it was New York, Baltimore, Philly or any place they sent me because I know it was for a great cause: Our Union.

I say not a million votes, but a hundred million and 10 votes, for all our officials from the president on down. And now once again I must heartily add holiday greetings and salutation to all.

George H. Seeberger

Suggests Union Movie Library

To the Editor:

I would like to mention a

subject that would be of benefit to all hands. It would be ideal if the Union could work out some arrangement to have movies shown aboard ship on a regular basis, especially on the offshore vessels.

I believe it would be possible to have some kind of rotary film library maintained in all the SIU branches so that the ship's delegate could exchange the films each trip when a vessel hits port. In other words, the delegate could bring back one film and exchange it for another right there at the Union hall.

A discussion on a plan of this type to make it generally known to the membership might be started at an SIU headquarters membership meeting. This plan would be just the thing for long voyages at sea, especially in the Tropics. It would be very useful for exchanging safety and educational films also.

Gus Lopez

Sees No Need For Dues Hike

To the Editor:

In answer to the letter by William J. McKay in the October LOG, I believe higher dues would not be suitable at this time unless the amount paid per quarter were all-inclusive. This would do away with the nuisance of assessments which pop up from time to time, though I know we can't figure in advance how some beefs will go.

Our rich welfare plan is not the result of present dues anyway. It was wise investments in the form of US bonds and such which keep paying dividends like a snowball rolling down hill.

If anything, our quarters aboard ship should be made more functional, comfortable and sanitary due to the fact that active Seafarers spend a large chunk of their lives aboard ship (all shipbuilders please note). Also, all attempts should be made to tailor our dues set-up to be as reasonable for each individual member as possible, even if we have to copy the best features of other competitive unions to bring the greatest general good to all individual members in non-partisan form.

Most of all, we should be ever-vigilant to keep our Union honest, so as not to be involved in the nasty publicity which has been the lot of other labor unions that are in effect just professional fund-raisers or worse.

Morally, the past is a thief which robs you of the future. So let's quit looking back and look ahead to better conditions to come.

C. L. Cousins

LOG Poem Is A Song

A poem which appeared in the December, 1961 issue of the SEAFARERS LOG became a popular song this year after being published under the title "Give Me An Old-Fashioned Christmas."

The poem, written by Roy Fleischer, was printed in the LOG a year ago as a "Log-A-Rhythm" under the heading "Old-Fashioned Christmas". Fleischer is a regular contributor to the LOG, where many of his poems have appeared.

The song which follows the original poem closely, goes in part:

Give me an old-fashioned Christmas,
With holly and mistletoe,

Santa down the chimney
And reindeer in the snow;
Also tinsel in silver,
And some in shiny gold,
No pastel shades or modern art,
Just colors bright and bold.

Anyone interested in getting the sheet music can contact Song-Hit Music Publishing Co., 1650 Broadway, New York, NY. And remember, if you hear it on the air someday—you saw it first in the LOG.

Seafarer Hails Locksley Crew Helping Hand

It's no fun to be stranded in a strange country, far from home and



Cruz

friends with no money. But Seafarer Bartolo Cruz, in just such a situation, found that a Seafarer is seldom far from friends who will help out willingly in time of need.

Cruz, 32, suffered an attack of appendicitis while aboard the Robin Goodfellow in July and was taken off the Robin Line ship in Capetown, South Africa, for the necessary medical attention. After spending two weeks in the Monastery Nursing Home in Capetown plus another two weeks recuperating, he was well enough to go home but in poor condition financially.

It wasn't long until the Robin Locksley hit port, however, bound for New York, and Cruz found that he was no longer alone. Arrangements were quickly made to take him aboard for the trip home. On learning of the pair's financial plight, the Locksley's SIU crew took up a collection and raised over \$40 for the two men.

Brother Cruz, who lives in New York with his wife and two children, wants to give his unrestrained thanks to the Robin Locksley men who were so kind and generous to him when he needed it most.



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:

Detroit	January 11	Philadelphia	February 5
Houston	January 14	Baltimore	February 6
New Orleans	January 15	Detroit	February 8
Mobile	January 16	Houston	February 11
New York	February 4	New Orleans	February 12
Mobile	February 13		

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through June, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows.

Wilmington	San Francisco	Seattle
January 21	January 23	January 25
February 18	February 20	*February 21
March 18	March 20	March 22
April 22	April 24	April 26
May 20	May 22	May 24
June 17	June 19	June 21

*Scheduled early due to Washington's Birthday.

PERSONALS and NOTICES

Leslie J. Brillhart
Your mother asks that you write her at San Antonio, Texas, regarding Robert. Urgent.

↓ ↓ ↓
Bob Schaefer
You are asked to return the \$50 to Sgt. J. Hand.

↓ ↓ ↓
William M. Drew
Get in touch with Bernard Rolnick, attorney, 320 Broadway, New York 7, New York.

↓ ↓ ↓
Jerry King
Barbara King asks you to contact her on a legal matter c/o Mrs.

J. Von Losberg, 3 Willowbrook Ave., Bayshore, Long Island, NY.

↓ ↓ ↓
Walter C. Losiewski
Contact Mrs. D. McVicker or Mrs. Walter C. Losiewski at 2925 Delaware Ave., Baltimore, Md.

↓ ↓ ↓
Howard R. Hilse
Contact W. C. Lightcap, insurance manager, Self-Drive-It Corp., 20 South 23rd St., Philadelphia 3, Pa.

↓ ↓ ↓
Joseph A. Braden
Your mother urges you to get in touch with her on an urgent matter at 182 West 8th St., South Boston 27, Mass.

↓ ↓ ↓
Alex W. Weir
Mother moved to New Jersey. Aunt Kath and Ellen moved to 129 North Avenue, NE., Atlanta 8, Ga. Write as soon as possible.

↓ ↓ ↓
Manuel Aguas
Contact Dr. Robert F. Moore, Commonwealth of Massachusetts, Department of Mental Health, 15 Ashburton Place, Boston, Mass., regarding Mary Aguas.

↓ ↓ ↓
Jack Gervais
Contact the office of Schwartz & Lapin, attorneys, 817 Main at Walker, Houston, Texas. They have a settlement check for you.

↓ ↓ ↓
Harry Shaw
Contact Mrs. Jane B. Hurt or Mrs. Margaret C. Boze at Department of Public Welfare, Social Service Bureau, Municipal Building, Portsmouth, Va.

↓ ↓ ↓
George Flynn
The above-named, also known as "Michael (Mike) Flynn," or anyone knowing his whereabouts, is asked to contact Dickson & Creighton, attorneys, 51 Newark St., Hoboken, NJ. This is regarding the disposition of his wife's estate. Mr. Flynn is said to have been 56 years of age and a resident of Union-City, NJ, in 1931.

↓ ↓ ↓
Viktor Svendsen
The above-named or anyone knowing his whereabouts is asked to contact his daughter, Harriet Svendsen, at 1207 Urban Way, Baltimore 24, Md., or call ME 3-6596.

↓ ↓ ↓
Jacob Hixon
You are asked to contact Robert F. Ferguson, Relocation Site Manager, Baltimore Urban Renewal &

SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

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

KNOW YOUR RIGHTS

Housing Agency, 1313 Druid Hill Avenue, Baltimore 17, Md., about reimbursement due you for your moving expenses.

↓ ↓ ↓
Joseph R. Tellis
Your brother, Ken L. Tellis, would like to hear from you. He is aboard MV Ganges, c/o Mackin-

non Mackenzie & Co., PO Box 122, 4 Ballard Rd., Ballard Estate, Bombay, India.

↓ ↓ ↓
Samuel Kenneth Ford
Mr. and Mrs. Clarence Hodge of 2832 Magnolia St., New Orleans 15, La., are anxious to hear from you.

Charlie Brinton
Get in touch with Rosalie Goudwin, PO Box 1455, Norfolk, Va. Important.

↓ ↓ ↓
Douglas K. McLeod
Contact your wife, Beverly McLeod, at 524 W. 15th St., Houston, Texas.

SIU HALL DIRECTORY

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Charters Another Cuban Trader

Agriculture Dept. Snubs US Shipping

WASHINGTON—Openly flouting American foreign policy as well as US shipping interests, the Department of Agriculture last month approved a charter for a second foreign ship that had engaged in Cuban trade and enabled the vessel to sail just before the start of the longshore strike on December 23.

The ship was the Pearl Haven, a Greek-flag vessel which had been to Cuba twice last year and was cited as such in a report made public by the Maritime Administration on October 2. The Pearl Haven sailed from Norfolk with a Government-financed grain cargo for the United Arab Republic.

Agriculture Department approval of the charter came about while a protest was pending with the agency over an authorization that allowed the Norwegian-flag Nora to carry a cargo of tallow to the UAR. The Nora, whose charter was okayed by Agriculture on December 17, had also been engaged in the Cuban trade.

A strong protest has been sent to President Kennedy by the American Maritime Association, representing SIU-contracted shipowners, over the manner in which Agriculture is handling its charter policies.

The AMA reiterated its position that formal regulations should be issued to prevent foreign-flag vessels from carrying US aid cargoes if they have engaged in Cuban trade. It said the regulations should also cover vessels which have carried cargo for Communist China and the Soviet Union.

Citing other US foreign policy abuses by the Department, in the midst of the recent Indian-Chinese border war, AMA noted approval of a charter for the Greek-flag Profitis Elias so that it could carry US Government cargo from the US Gulf to India. The same vessel had previously carried cargo for Communist China.

Another ship, the Norwegian-flag Sneland I, which made a trip to Communist China last September, has also been approved by the Department to carry aid cargo to India between January 10 and January 31, 1963.

On another issue, Sen. Warren G. Magnuson, Senate Commerce Committee chairman, has sharply criticized the Department for its failure to require that at least half of a \$17 million US grain cargo to Japan should move on US-flag

vessels. The Department granted a credit to the Japanese to purchase 300,000 tons of grain sorghums here with no 50-50 requirement at all.

Agriculture spokesmen, in answer to union and shipowner protests of this abuse of the 50-50 law, said the cargo movement was really a private commercial transaction. However, it was evident that all the arrangements were made possible by discussions on an intergovernmental level between the US and Japan.

The transaction was announced December 5 in a summary of trade talks held by Secretary of Agriculture Orville L. Freeman with

the Japanese Minister of Agriculture and Forestry.

Agriculture Department policies were the basis for separate protests by the SIU and the Marine Engineers Beneficial Association just one year ago, when the unions hit out at charter practices favoring foreign vessels against the interests of US seamen. The union protests helped spearhead a Senate committee investigation of procedures by Government departments and specialized agencies in moving US-financed cargoes.

A report by the Senate Commerce Committee on its findings, issued a few weeks ago, listed a long string of abuses by the De-

fense and Agriculture Departments and cited use of "subterfuge" to bypass 50-50 and other US shipping laws and policies.

The study developed out of the 23-day SIU-MEBA picketing of the British-flag freighter Salvada at Lake Charles, La., in December, 1961, protesting the award of a cargo which should have been moved on an American ship.

PHS Clinic Asks Advance Notice

Seafarers seeking other than emergency care at the US Public Health Service outpatient clinic in New York have been asked to telephone, wire or write in advance for an appointment to assure better care and avoid long periods of waiting. The USPHS facility, at Hudson & Jay Streets, NYC, says it is being swamped by "walk-in" patients who have ample time to make advance appointments. Unless they require emergency care, Seafarers are asked to write the clinic at 67 Hudson St., New York 13, or call Barclay 7-6150 before they come in.

Latin Maritime Unionists' Visit SIU



Visiting SIU in NY, three South American maritime union officials attending AFL-CIO American Institute for Free Labor Development discuss training with SIU rep. Jose Perez (right). The trio (l-r) includes A. Franco, Seamen's Union, Ecuador; A. Mari-duena, Checkers, Ecuador, and P. Arredondo of Chilean Longshoremen.

SIUNA Cannery Worker Stars In Rose Parade

LOS ANGELES—The leading personality on the rose-bedecked float promoting this port in last week's Rose Bowl parade was a member of the SIU-affiliated Cannery Workers Union of the Pacific, Isabel Ramirez, 28.

Awarded a Carnegie Hero Medal last month for her rescue of a fellow union member a year ago, Miss Ramirez is a cannery worker on Terminal Island. During her appearance in the Rose Parade festivities, she was in costume representing Latin America, one of the major trade regions of the world served by the port area.

She received a Carnegie Medal and \$1,000 for saving the life of Ausencio Vigil in December, 1961, while driving to work at the Star-Kist tuna plant.

Miss Ramirez was heading over the bridge from the mainland to Terminal Island when she saw Vigil's car plunge off the bridge. Stopping her own car, she stepped out of her shoes and dove into the harbor's Cerritos Channel. Grabbing Vigil, she held his head above water until help arrived.

He is an employee at Van Camp Sea Food and is also a member of the Cannery Workers Union.

Los Angeles' Rose Bowl float was a 55-foot-long affair boosting the port's shipping and waterfront facilities.

Six More Seafarers Retire

83 SIU Men Pensioned In '62

A total of 83 SIU oldtimers joined the ranks of Union pensioners last year, with the addition of six more veteran Seafarers to the pension list last month. The active list of SIU pensioners now includes almost 300 men retired on lifetime \$150 monthly benefits.

The last group approved in 1962 includes Percy J. Batson, 62; Ralph Dickens, 67; Samuel G. Howard, 65; Thomas H. McLees, 65; Jesus F. Otero, 65, and Manuel R. Traba, 66. Four of them were oldtimers in the steward department and two shipped on deck.

Brother Batson began shipping with the SIU in 1945 and sailed in the steward department. A native of Minnesota, he paid off his last ship, the Steel Seafarer (Isthmian), last April. He now resides in New York City.

A native of Louisiana, Brother Dickens joined the SIU twenty-four years ago and also shipped in the steward department. His last



McLees



Otero

ship was the Jean (Bull), which he paid off in September. Now living in Hollis, New York, his sailing career spanned a period of 35 years.

Born in Mississippi, Brother Howard started sailing in the steward department on SIU ships in 1938. He paid off his last ship, the San Juan (Sea-Land), in November and resides with his wife, Bertha, in Brooklyn, New York.

Brother McLees joined the SIU at Tampa in 1949 and is also a veteran out of the steward department. He last sailed aboard the Del Sol (Delta) in October. Born in

South Carolina, he now makes his home in Hamilton, Georgia.

Born in Spain, Brother Otero joined the SIU at Miami in 1939 and sailed in the deck department before paying off his last vessel, the Raphael Semmes (Sea-Land), in November. Now residing in Miami, he completed a total of 35 years aboard ship.

Brother Traba, another native of Spain, began his career at sea 29 years ago. He joined the SIU at New Orleans in 1945 and sailed on deck. His last ship was the Del Mar (Delta) in October, and he now lives with a niece in New Orleans.



Batson



Dickens



Howard



Traba

Soviet Seeks More Tonnage

TOKYO — Russia's merchant shipping build-up showed further signs of expansion, as Japan's leading shipbuilders and trading companies received an inquiry from the Soviet Union involving the building of ships worth approximately \$100 million.

If the Soviet Union places the order, this would be the second big contract between Japan and Russia in less than a year. A deal was concluded by the Japanese Economic Mission in Moscow in August for \$96 million worth of shipping.

Although the Soviets were believed to have sent similar inquiries to shipbuilders in the Netherlands, Sweden and other West European nations, Japan feels the chances are good that its builders will get the orders.

Labor Racket Sheet Nailed

WASHINGTON — The Federal Trade Commission has issued a complaint charging the publishers of a bi-monthly tabloid calling itself "United Labor Management Press" with falsely representing itself as having connections with labor in its advertising solicitations.

The complaint grew out of an FTC investigation which followed up information supplied by the International Labor Press Association, the organization composed of publications of the AFL-CIO and its affiliates. The FTC scheduled a hearing Feb. 5 at its offices here in Washington.

Boundbrooke Publishers, Inc., of New York City, and officers of the firm are named in the FTC complaint. They are accused of selling advertising by representing that the paper is "endorsed by, affiliated with or an official publication of a labor union," claims which the complaint says are "false, misleading and deceptive."

Unauthorized Ads

The complaint further charges the paper with publishing unauthorized ads from various industrial and business concerns and then seeking to exact payment from the companies for the advertisements.

One of the officers of the paper named in the present complaint was reported to be a former staff member of the "Trade Union Courier," a similar publishing venture fined \$60,000 in 1960 for continuing to misrepresent itself as an official labor paper in violation of a "cease and desist" order.