

Seafarers To Get Expanded Facilities

NEW SEAFARERS HALL UNDER WAY IN HOUSTON

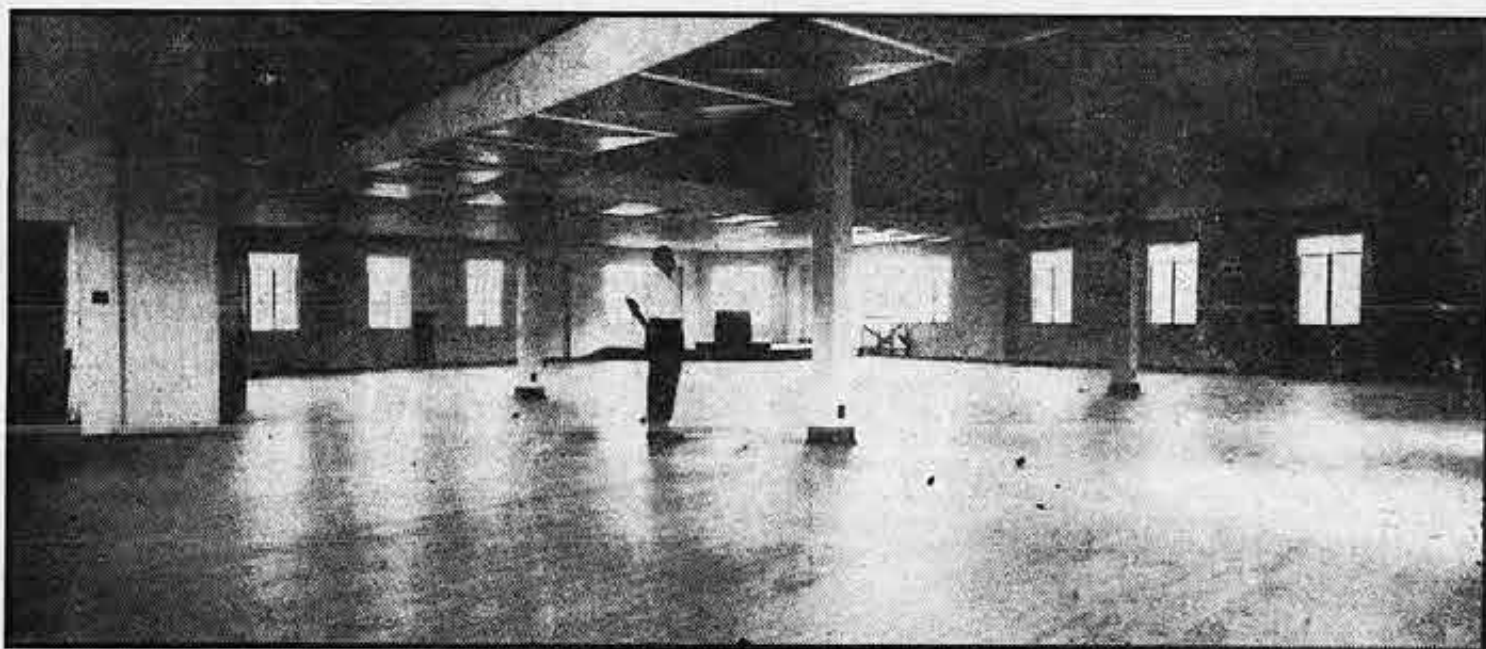
Story On Page 8

SIU Wins 3rd Runaway Victory

Story On Page 2



Bigger, Better. Photo above, shows exterior of building purchased in Houston from pipe fitters union to be converted into new hall for Seafarers. At right, Bob Matthews, Director of SIU Inland Boatmen's Union, inspects roomy interior of the building which will offer far more space for Seafarers' needs than the present quarters. New property is closer to main Houston piers and will include facilities of Houston clinic, which is at present some distance from the existing hall. Remodeling of the property for Seafarers' use is to begin shortly. (Story on Page 3.)



MTD Action. Carrying out program of Great Lakes region of Maritime Trades Department to fight all runaway shipping on the Lakes, pickets from member unions of MTD are shown at tied up Northern Venture in Duluth. Ship, which is registered under Bermuda flag to escape Canadian SIU contract, was hung up for a month. It got out last week only after supervisors loaded the vessel following unsuccessful attempts to enjoin the picketing. (Story on Page 9.)



NLRB Upholds Union

SIU Wins Third Runaway Victory

WASHINGTON—The SIU won its third straight major victory in the runaway ship field when the National Labor Relations Board agreed that the Union had the right to organize the crewmembers of the SS Yarmouth. In doing so, the Board vastly expanded the potential scope of SIU organizing in the runaway-flag field.

The August 11 NLRB ruling, ordering an election on the Yarmouth, held that under certain conditions US maritime unions could organize a foreign-flag ship, even if its ownership was clearly not American.

Up until now, the Board's previous decisions had limited US union jurisdiction to American-owned foreign-flag ships. It expanded the scope of potential union activity in this field by basing its decision on the vessel's participation in American trade, rather than on ownership. (See extracts from decision on this page.)

The Board called for an election to be held within 30 days of the date of publication of its findings. However, the Board did not deal with the question of the reinstatement of 136 Yarmouth crewmembers who were fired in September, 1958, for picketing the ship in their demand for SIU union representation. Some of these crewmembers later regained their jobs, but most of the men now on the vessel are those who had been hired as strike replacements.

Suwanee Buys Ships

A new element was interjected into the Yarmouth picture by the sale of the vessel, its sister ship, the Evangeline and two other runaway-flag ships to the owners of the SIU-contracted Suwanee Steamship Corp. Suwanee, which operates a fleet of missile-tracking ships on the South Atlantic, also has a number of ships under the Liberian flag.

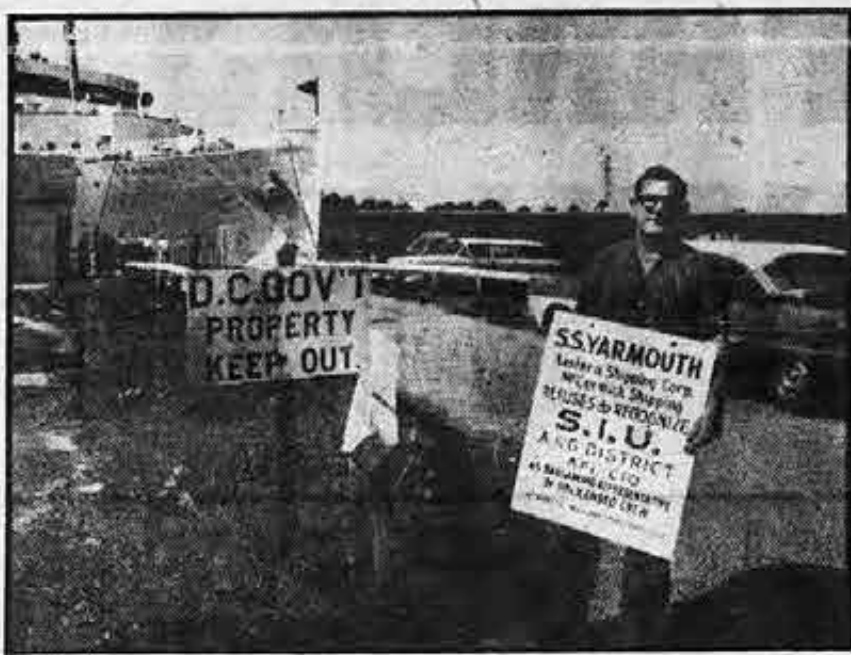
In its first finding this year in favor of the SIU, the NLRB held in February that the Union had the right to represent crewmembers of the Liberian-flag Sea Level, which was owned and operated by an American corporation, the West India Fruit and Steamship Company. The Sea Level, the former SS Seatrán, ran between Miami and Havana, with a largely Cuban crew.

Then, last month, the NLRB reaffirmed its 1958 findings in the case of the Liberian-flag cruise ship, the SS Florida. The Board specifically noted that in this case, there were two Liberian corporations interposed between the American owners and the vessel—in other words, there was American ownership, but Liberian operation. This, the Board said, did not essentially change the circumstances.

Foreign-Owned Ship

In the latest ruling, the Board carried the area of US labor jurisdiction one step further. It recognized that the Yarmouth was 95 percent foreign-owned, with a British citizen being the largest stockholder. However, it noted that the vessel met all of the other guidelines which the Board had set up for determining union jurisdictional rights, namely, operation out of an American port as the home port; the carriage of American cargo and passengers almost exclusively; the failure of the vessel to service the nation whose flag it flew (in this case, Panama) and the servicing and maintenance of the vessel in an American port.

The Board declared that "we



Seen in background is the SS Yarmouth (McCormick) shown in 1958 when she was being picketed by the SIU after crew walked off in demand for SIU Union agreement.

find that the maritime operation of the companies involving the Yarmouth possesses those substantial United States contacts which, under our decision in the West India case, brings it within the jurisdictional coverage of the Act, despite the foreign registry of the vessel and the non-resident alien status of much of its crew. The fact that here, unlike the situation in West India, the shipowner and employer of the crew—McCormick—is a foreign corporation does not require a different conclusion. It is not necessary, as we pointed out in West India, that all the significant contacts be American to warrant the application of a domestic law. . . .

'Essentially Domestic'

"In any event, as we have found that McCormick . . . is engaged in an essentially domestic United States enterprise, having a continuing and substantial impact on the domestic and foreign commerce of this nation, we can perceive no reason why the foreign incorporation and ownership of McCormick should be held to bar the jurisdiction of the Act over that company. . . ."

The SIU originally organized the crew of the Yarmouth in September, 1958. When the owners refused to deal with the Union on behalf of the crew, the men walked off the ship in Washington, DC, and picketed it. The SIU then presented contract demands calling for Union recognition and improvements in wages and other conditions. Two days later, when the crew returned for her scheduled sailing, the owners locked them out. The ship then set sail with the crewmembers' personal gear and payroll still aboard, only to run into another picketline in Miami.

The crewmembers were subsequently paid off and discharged. The SIU then filed unfair labor practice charges with the Labor Board.

Wage scales on the ship, which usually operates out of Miami to the Caribbean, ranged between \$45 and \$90 a month. The crew was recruited in various Caribbean countries, including the Bahamas, Cuba, the Dominican Republic, Jamaica, Trinidad, Nicaragua, Honduras and Venezuela.

Berlin Crisis Impact

Gov't Ship Breakout Limited To Navy; Scrappings Halted

WASHINGTON—As a result of the present Berlin crisis, President Kennedy has taken several steps to "firm up" the defense posture of the US.

One of these steps is the appropriation of \$77 million dollars to break out ships now in the nation's reserve fleet.

However this reactivation of retired ships is not expected to affect the total employment of American ships and seamen at the present time.

The Government hopes to be able to work within the active fleet, which numbers 990 ships totaling 14,001,392 deadweight tons. This is opposed to the 1,923 ships laid up in reserve.

There are also another 112 privately-owned merchant ships in temporary lay-up which could be quickly readied for service.

If the present crisis reaches the point where additional ships are needed, the first vessels to be pressed back into service would be C types, over the slower Victories and Liberties. There are

now 232 C types in lay-up, most of them trade-ins from subsidized operators.

The Federal Maritime Board has adopted a "wait and see" attitude towards the President's call for an "increase in our sea and air lift." Secretary of Defense Robert S. McNamara, testifying before the Senate Committee on Appropriations stated: "I want to make it perfectly clear that no decision has yet been made to deploy additional divisions, nevertheless, we want to get ourselves in a position to implement promptly such a decision if it should be made."

This "getting into position" includes the suspension of the Liberty ship scrapping program. Nearly 1,000 Liberties were scheduled

to be scrapped because of their slow speed. But, should the Berlin crisis blow up, they might be useful as in the Korean conflict.

Jim Sheehan Dies At 56

BOSTON — Veteran Seafarer James Sheehan, widely-known to thousands of SIU men as a shipmate, port agent and Union organizer, passed away suddenly on August 15 from a blood clot on the brain. He was 56 years old.

An active union man since he first went to sea in 1924, Sheehan was one of the group who participated as an organizer during the founding of the SIU in 1938 and 1939.

In 1944, he came ashore as a patrolman and held various Union posts in the years that followed in the ports of New York, Boston and Philadelphia. He was Philadelphia agent in 1949, but then returned to sea in 1950 with the outbreak of the Korean War. In July, 1951, he was named acting Boston agent and was subsequently elected to that position several times.

In 1958 at the expiration of his term as port agent, Sheehan went back to shipping. Sailing in the deck department as bosun or AB, Sheehan was last aboard the Overseas Eva before his final illness.



Sheehan

INDEX To Departments

The SIU Inland Boatman —Page 4

SIU Social Security Dep't —Page 14

The Pacific Coast Seafarer —Page 7

The Great Lakes Seafarer —Page 5

The Fisherman and Cannery Worker —Page 8

The Canadian Seafarer —Page 9

The SIU Industrial Worker —Page 10

SIU Safety Department —Page 10

SIU Medical Department —Page 17

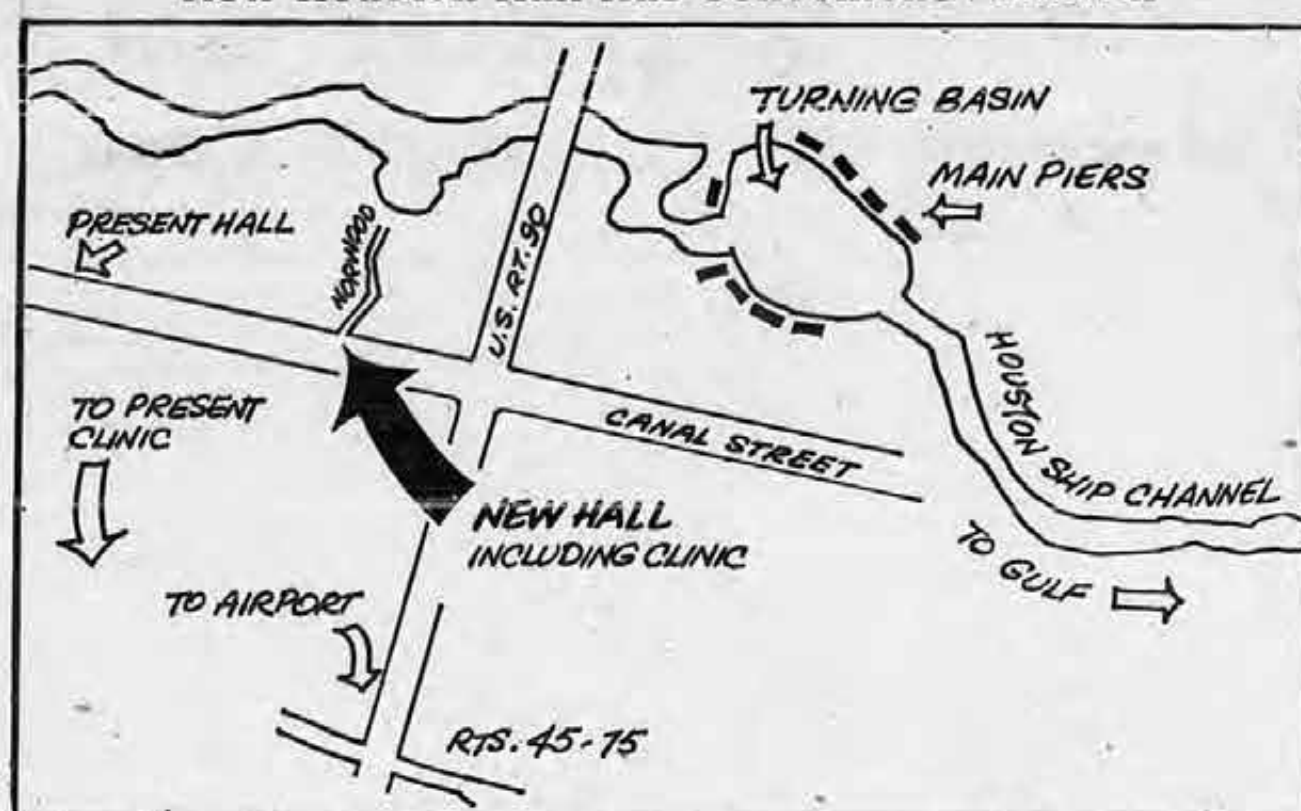
SIU Food, Ship Sanitation Dep't —Page 15

Editorial Cartoon —Page 11

A&G Deep Sea Shipping Report —Page 6

Shipboard News —Pages 19, 20, 21, 22

New Houston Hall Has Convenient Location



Drawing shows location of new property purchased in Houston to be converted into hall for Seafarers. The new hall is closer to the main piers and airport than the present hall and will also include the facilities of the SIU clinic.

AMMI Front Crumbles As End Of Strike Ban Nears

NEW YORK—The American Merchant Marine Institute's effort to block collective bargaining on the foreign flag issue has collapsed. Fourteen dry cargo companies, including such major operators as US Lines, Moore McCormack, Farrell, Lykes Brothers, Grace and others have signed with the Marine Engineers Beneficial Association on the basis of the contract program put forth by the National Committee for Maritime Bargaining.

This is the same program which was signed by operators of several hundred ships before the Taft-Hartley injunction was issued.

Jesse Calhoun, secretary-treasurer of the MEBA and chairman of the NCMB, in announcing the settlements, hailed the outcome as representing achievement of the major objectives for which the NCMB was founded, the revitalizing of the American merchant marine and the preservation and expansion of job opportunities for American seamen.

Breaking away from the AMMI's refusal to bargain on key issues, the companies involved bargained individually and signed individual contracts outside the AMMI. The companies reached agreement on the two basic issues—that of the runaway flags and of the formation of a joint union-industry committee to revitalize the industry—which the AMMI had refused to recognize as appropriate collective bargaining items.

In addition, the MEBA also signed agreements with 15 tanker operators, representing a majority of union-contracted tanker companies, in which the latter also recognized the validity of the foreign-flag issue as a subject for collective bargaining. Because of the complex interrelationships in the tanker field as far as foreign-flag operations are concerned, it was agreed that a committee would be formed to continue discussions on the issue. If the issue is not resolved, the union has the right to resume strike action against the companies involved.

The dramatic breakthrough in the negotiations came when Moore McCormack, the third largest American-flag operator with 44 ships, and a top policy-maker in the Institute, broke away from the AMMI position and signed with the engineers union. Within 24 hours, all of the other dry cargo operators involved had followed suit. Only one of the com-

panies, which operates two ships, signed through the AMMI bargaining unit, with the rest signing individually.

The break came as the September 21 expiration date of the Taft-Hartley injunction was drawing near. It was clear that the engineers would resume strike action against the holdouts if they persisted in clinging to the AMMI's position of refusing to bargain on the key issues.

The absolute refusal of the AMMI to negotiate on the two points of the NCMB program reflects the fear of a handful of privileged companies that other segments of the industry might thereby get Government assistance in an effort to establish a balanced and healthy US merchant marine. In addition, the AMMI's fierce objections to recognizing US union rights on runaways reflects the role of major international oil companies at the Institute's top policy level.

The National Maritime Union and the Masters, Mates & Pilots had yielded on the runaway issue and dropped that demand.

The collective bargaining picture in maritime had been clouded by the issuance of an 80-day Taft-Hartley injunction on July 3, putting an end to the strike which started on June 16. At the time the injunction was issued, virtually all SIU-contracted operators had accepted the NCMB program, but the AMMI was clinging fast to its opposition.

The NCMB had put forth its program in June, calling for action on the runaway ship issue and on the joint committee as essential to the revival of a healthy merchant marine and to the job security of thousands of American seamen. The engineer's successes mean that the operators have now accepted the NCMB program as a basis for acting upon the industry's problems.

The MEBA agreement, like those signed before the strike, provided for improvements in vacations, with the other companies, provides pensions and other fringe benefits, for improvements in vacations. Previously, the MEBA had

signed with the Pacific Maritime Association, representing the bulk of the West Coast shipping industry.

SIU Pacific District unions, whose contracts run out on September 30, have notified their contracted companies that they would like to begin negotiations on a new agreement.

Two Liberian-Flag Vessels Now SIU

NEW YORK—Two Liberian-flag bulk carriers have transferred back to the US flag and have called SIU crews aboard as a direct result of the new SIU contract terms covering runaway-flag ships. The two vessels, both "jumboized" T-2 tankers, are the Trans Warren (Transeastern) and the Trans York (Bulk Trans).

The return of the bulk carriers to the American flag followed the signing of agreements with the SIU and the Marine Engineers Beneficial Association giving the American unions the right to board runaway-flag vessels owned by contracted companies for the purposes of organizing the crews. The owners agreed it would be simpler for all concerned if the ships were put back under the American flag and crewed accord-

New, Larger Hall Slated For Houston

HOUSTON—Seafarers shipping out of this fast-growing port will be assured of comfortable, modern facilities as a result of the Union's action in purchasing

a two-story building for a new hall here. The building will open within a few months after it is remodeled to include the SIU hiring hall, the Houston clinic of the Seafarers Welfare Plan and other shore facilities for Seafarers.

In other moves to provide improved services for Seafarers as well as to facilitate Union organizing activities, the SIU has obtained a site for a hall in Port Arthur, Texas, and has opened a Union hall in Tampa. The Port Arthur facility, which will be in charge of Arthur Bendheim, will be used to organize non-union tugboatmen in the Texas-Louisiana area. Jeff Gillette has been assigned as agent to Tampa, which is taking over the shipping list and union activity from Miami. The latter port will continue to operate for organizing purposes.

Former Union Hall

The new Houston property is located on a 100 by 75-foot plot at the corner of Canal and Norwood Streets. It is a two-story building which was formerly owned by Pipe Fitters Local 211 and was used as a union office and meeting hall.

The building proper is 66½ feet

wide and 62 feet deep. It was last remodeled in 1953 when it was fully air-conditioned. Fluorescent lighting had been installed throughout as were asphalt tile floors on a concrete base.

Superior Site

The location of the new property is superior to that of the present Houston hall in that it is 16 blocks closer to the turning basin and the main city piers, including the Longreach docks and the grain elevator. It is also closer to the city's airport.

The inclusion of the clinic in the new hall will eliminate traveling now done by Seafarers. The present clinic is near the University of Houston, some distance south of the existing hall.

The need for a new hall in Houston has long been recognized, since the port has been booming as a center of SIU shipping for some time. Heavy export movements of grain and cotton, much of them under the farm surplus program, have contributed to the growth in ship activity. In recent months, Houston has been second only to New York in the number of jobs shipped.

Long Range Plan

Aside from Government cargoes, the Port has become a center for industrial cargo movements as a result of an industry buildup on the ship channel.

The acquisition of the Houston property follows upon completion of a new hall for Seafarers in New Orleans as part of a long-range building program. Other modern halls have been established in New York, Mobile, Baltimore and Philadelphia, while on the West Coast, Seafarers have the use of the modern facilities offered by the Sailors Union of the Pacific.

At present, the ground floor of the building is partitioned off for office space while the second floor is open. Remodeling plans have been drafted and work should start shortly to convert the building for use by Seafarers.

New SIU Hall In Tampa



New hall for Seafarers in port of Tampa is at left, in building at 312 Harrison Street. Jeff Gillette is acting agent for the port.

SEAFARERS LOG

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PAUL HALL, President

HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, AL MASKIN, CHARLES BEAUMET, ALBERT AMATEAU, ARTHUR MARKOWITZ, SYLVIE LICHTENSTEIN, Staff Writers.

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US Okays Bull C-4 Bid; Plan Containership Runs

WASHINGTON—After considerable delay, Bull Line has finally won approval of its proposal to trade in two Libertys for two C-4s in the Government reserve fleet. The new vessels are to be converted into containerships in an attempt by the company to stay alive in the Puerto Rico trade.

The company indicated that it would proceed immediately with plans to convert the vessels. The additional ships will mean more employment for Seafarers on the Puerto Rico run, as well as helping to preserve the company's operations on that run and the existing jobs of SIU men.

Bull had expected to obtain swift permission from the Government to trade in some of its Liberty tonnage for larger C-4 type vessels which could be converted for containership service on the Puerto Rico run. The company has been losing an estimated \$2½ million a year in Puerto Rico service and the containership operation is seen as the only way to keep the company solvent and to continue the Puerto Rico run. The company claims that without the C-4s, it would have to end its service.

Bull had planned to modify the

C-4s to enable them to carry between 48 and 178 containers of 35-foot length. In addition to the containers, the newer ships would be able to carry as much break-bulk cargo as the present C-2s when fully loaded. They had hoped to make the exchange under the provisions of the Vessels Exchange Act, which was passed to enable unsubsidized operators to upgrade their fleets.

The Vessel Exchange Act had been passed last year to enable independent operators, as well as operators in the domestic trades, to upgrade their fleets. Because of new construction under the subsidy program, the Government is now receiving a large number of C-type ships as trade ins, as well as maintaining a number of C-4s in the reserve. These operators who have smaller, slower vessels can exchange them for the C-type ships under the Exchange Act and

improve their competitive position accordingly.

Bull was one of the companies supporting the legislation, as was Alcoa, which indicated it would like to trade for larger ships. The legislation had also been supported by the SIU and other maritime unions.

West India Laying Up Last Ship

The final chapter has been written in the case of the West India Fruit and Steamship Company. The line has announced the shutdown of the Florida-to-Cuba car ferry system, its last operating run.

The line had been hard hit by the dwindling of trade between the United States and Cuba. The once multimillion-dollar business is now little more than a trickle.

Another factor in the company's decision to close up shop was the ruling of the Supreme Court which required West India to deal with the SIU for its unlicensed personnel, and start paying its seamen American wages instead of the bargain basement Liberian-flag wage scale.

An executive of the firm, R. J. Widman, said that the company would go ahead with plans to sell its ships. The vessels, the largest of which could carry 65 railroad cars, have been making the Florida-Havana run for 40 years.

The company's statement on suspending operations was simply: "We are not operating and we don't know when and if we will operate again. We do know we have no freight for Cuba."

Since the United States severed relations with Fidel Castro's Cuba, the monthly port income from the West India ships dropped from \$15,000 in 1958 to \$700 this year.

One of the ships involved in the sale is the SS Sea Level, which figured in the SIU's landmark victory establishing the union's right to organize American-owned ships sailing under runaway flags.

As a final word Mr. Widman explained that the company had anticipated the shutdown, and for a year had been "retrenching," but the suspension of operations couldn't be stalled any longer.

List Details In Cables To Union

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

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

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

THE SIU INLAND BOATMAN

IBU Philly Derrick Crew Visited



Joe Trainor, IBU Philly rep. (far right) chats with crewmen of Derrick Commerce during servicing visit. From left: F. Saudrag, R. Wazalis, J. Aros and R. J. Christensen.

IBU Wins At Capitol; Signs 2nd Tug Outfit

NORFOLK — The SIU's Inland Boatmen's Union scored another significant victory earlier this month when it won an NLRB election at Capitol Transportation Co., Norfolk, by a 7-5 vote. Capitol is an oil-

transporting firm in this port. The narrow margin by which the IBU won was explained by Gordon Spencer, IBU representative, who said the victory is "significant" because Capitol is one of the few non-union outfits in the area which pays union scale wages.

At the same time, the NLRB certified the IBU as bargaining agent for the employees of the Curtis Bay, McAllister and Gatco fleets, following the Board's dismissal of charges filed against the IBU by the catch-all District 50, United Mine Workers, which was soundly beaten in recent elections in these fleets.

It was also reported that Marine Oil Service, Inc., of Norfolk, has recognized the IBU as bargaining

agent on the basis of pledge cards the Union obtained from the company's 10 employees. Gordon Spencer, IBU representative here, said that negotiations with the firm will get underway very shortly.

Another recent organizational advance made by the IBU came last June when the employees of Cartaret Towing Co., Morehead City, NC, voted 6-0 for the Union. Cartaret, though a small firm, handled most of the ships entering this port during the current year. Plans are being made to expand the port facilities and consequently, Cartaret expects to add new equipment as needed.

IBU Meetings

BALTIMORE — September 15, 8 P.M., 1216 E. Baltimore St. (licensed and unlicensed).
HOUSTON — September 11, 2:30 P.M., 74202 Canal St.
MOBILE — September 13, 3:30 P.M., 121 Lawrence St.
NEW ORLEANS — September 12, 5:30 P.M., 630 Jackson Ave.
NORFOLK — September 13, 8 P.M., 416 Colley Ave.
PHILADELPHIA — September 11, 7 P.M., 2604 S. 4th St. (licensed); September 19, 7 P.M., 2604 S. 4th St. (unlicensed).
WILMINGTON, NC — September 20, 8 P.M., Marion Motel, Rt. 17.

GREAT LAKES TUG & DREDGE REGION
ASHTABULA, O. — September 16, 8 P.M., Ashtabula Hotel.

BUFFALO — September 27, 8 P.M., 735 Washington St.

CHICAGO — September 21, 2 P.M., 9383 Ewing Ave., South Chicago.

CLEVELAND — September 16, 8 P.M., 15614 Detroit Ave., Lakewood, O.

DETROIT-TOLEDO — September 11, 8 P.M., 10225 W. Jefferson, River Rouge.

DULUTH — September 20, 8 P.M., 312 W. Second St.

MILWAUKEE — September 15, 8 P.M., 2722 A. South Shore Drive.

SANDUSKY, O. — September 16, 8 P.M., 118 E. Parish St.

SAULT STE. MARIE — September 12, 8 P.M., Labor Temple.

RAILWAY MARINE REGION
BALTIMORE — September 13, 8 P.M., 1216 E. Baltimore St.

JERSEY CITY — September 11, 8 P.M., 99 Montgomery St.

NORFOLK — September 14, 8 P.M., Labor Temple, Newport News.

PHILADELPHIA — September 12, 8 P.M., 2604 S. 4th St.

Maritime Roundup

Emergency aid to a damaged ship may have led to the discovery of a new means to improve water travel. An ore carrier with a full load of 29,000 tons of iron ore hit an uncharted reef off the Chile coast, tearing a gash of 28 feet long in her bottom near the bow. Divers chopped off part of the hanging hull and fuel oil was removed from her forward deep tank. Water was then partially blown from five other damaged tanks and all were partially filled with compressed air. The ship then sailed to the Panama Canal on this mattress of air.

A leading Japanese shipping company will inaugurate high-

speed freighter service to New York this fall with a ship that cruises at 18.3 knots and can hit 20.5. The ship will be followed by three more by 1964, by which time all Japanese shipping concerns expect to have a total of about 50 such cargo ships on the run.

The Esso Research and Development Company has announced it had designed a mechanical painter. The device resembles a small tank with a pressurized roller at the end. The robot moves on caterpillar-type treads with magnets which hold it to the deck. A mechanical chipping device prepares the surface for paint. The company estimated the robot could paint a medium-sized tanker in 16 man-days compared with 200 manual man-days, and undoubtedly would be used by Esso to reduce employment.

The Navy has announced it is studying ways of adapting jet engines for marine propulsion. Its Bureau of Ships and an aircraft company are carrying out a program with the J-57 jet engine, which powers intercontinental jetliners and military planes. The engine will be modified and combined with other equipment to power hydrofoil craft and to provide extra power for naval vessels.

Grants totaling \$150,000 have been awarded to three universities by the Maritime Administration to study the effects of sea slamming on ship structures, seakeeping qualities of ships and ship controllability. The grants for long-range research projects to decrease the damage done by sea slamming to the hull and bottoms and for improved structural design.

A new type of whistle light is being installed on a passenger liner now under construction at the Bethlehem Steel Company, Sparrows Point, Md., yard. Based on a recommendation made at the 1960 International Convention for Safety of Life at Sea, the new whistle lights flash a white light whenever the ship's whistle is sounded. The light shines all around the horizon during the entire period the whistle is sounded, with beams projected both inward and outward.

for SIU MEMBERS!



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SEA GEAR & SHORE WEAR
IN THE NEW YORK & BALTIMORE HALLS

THE GREAT LAKES SEAFARER

SIU Wins Detroit Fight; Hospital Stays Open

DETROIT—The Great Lakes District SIU has won its fight to keep the USPHS hospital open despite earlier Government plans to close it. Other MTD unions also opposed the Government's plan.

In a letter from the Surgeon General's office to secretary-treasurer Fred J. Farnen, it was disclosed that the hospital would have funds for operation, as well as "improvements" next year.

The Union began its fight to keep the hospital operating when a Government survey indicated the number of patients had fallen below the minimum and that closing was planned.

SIU Appealed

In an appeal to the Department of Health, Education and Welfare, the SIU pointed out that the slow shipping season was responsible for the decline in patients, but that recent traffic from the St. Lawrence Seaway plus the new

trade routes through the Great Lakes would result in more, rather than less, seamen's injuries.

Also, the SIU said many seamen who needed medical attention but were not eligible because of not having worked to qualify for admission, were now working and still requiring medical care.

The brief filed by the SIU urged the Surgeon-General to re-examine "the cold figures of a statistical report" in the light of the vital service offered by the hospital in the high-accident maritime industry.

Great Lakes SIU members wrote letters to their representatives in Washington, urging them to support the Union's attempt to keep the hospital open.

Over the past nine years there have been repeated attempts to shut down USPHS facilities in various ports, some of which have been successful. At one time it was proposed that the entire system be shut down with the exception of two or three specialized hospitals. This would have thrown seamen on the resources of local hospitals in the various ports. The proposal was vigorously opposed by the SIUNA and its affiliates. It was finally dropped after the late Harry Lundberg, president of the SIUNA, made a personal appeal to President Eisenhower at the White House.

SIU Great Lakes Union Halls

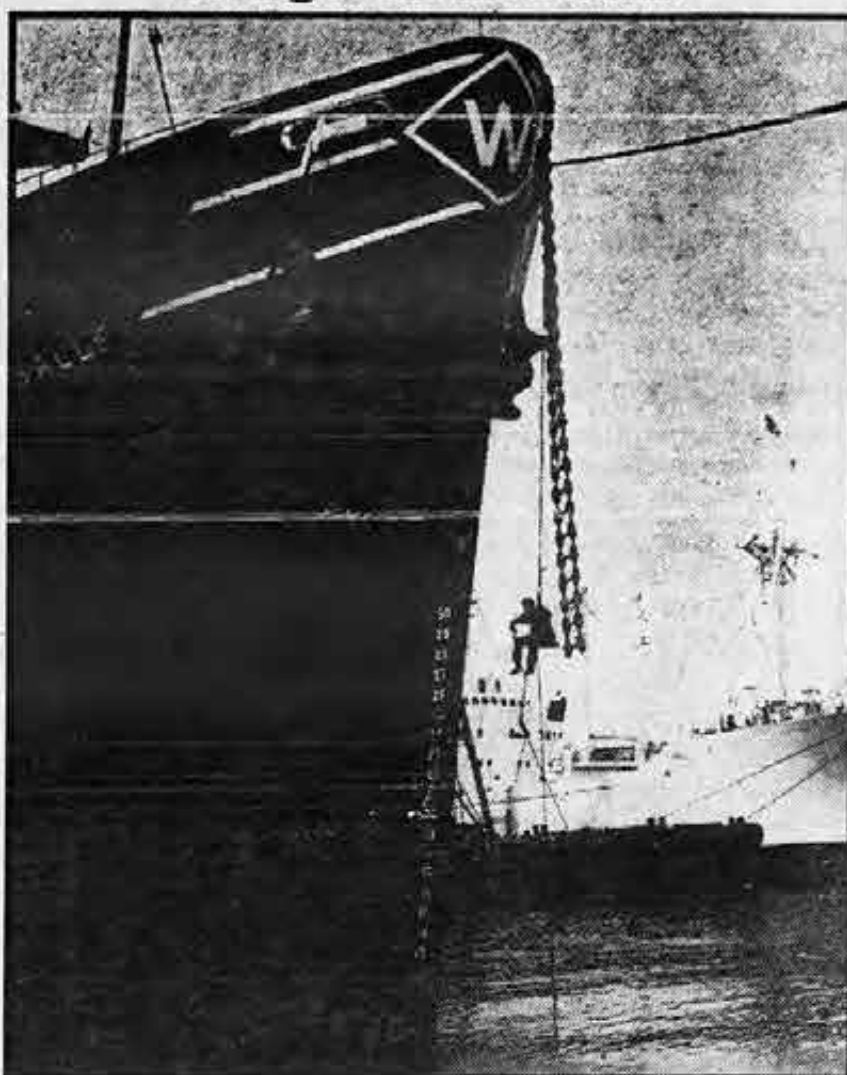
HEADQUARTERS
10225 W. Jefferson, River Rouge 28, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley P. Thompson, Asst. Sec.-Treas.
ALPENA..... 127 River St.
Norman Jolicoeur, Agent. Elmwood 4-3616
BUFFALO, NY..... 735 Washington St.
Roy J. Boudreau, Agent. TL 3-9259
CHICAGO..... 9393 Ewing Ave.
Ernest Aubusson, Agent.
South Chicago, Ill.
Saginaw 1-0733
CLEVELAND..... 15614 Detroit Ave.
(Lakewood)
Stanley Wares, Agent. MAIN 1-0147
DULUTH..... 312 W. 2nd St.
Gerald Westphal, Agent. RANDOLPH 2-4110
FRANKFORT, Mich..... 415 Main St.
Address Mail to: P.O. Box 287
Floyd Hammer, Agent. ELGIN 7-2441
TOLEDO..... 120 Summit St.
Neil Mahaney, Agent. CHERRY 8-2431

Great Lakes Shipping

July 16, 1961 Through August 11, 1961

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	42	26	13	81
Buffalo	38	38	16	92
Chicago	34	21	11	66
Cleveland	13	12	5	30
Detroit	106	84	37	227
Duluth	29	23	5	57
Frankfort	24	33	28	85
Toledo	45	39	9	93
TOTAL	331	276	124	731

Riding A Bosun's Chair



Seafarer Jim Lee, AB, is dwarfed by the bow of the LaSalle (Waterman) as he applies a fresh coat of black paint.

Machinist Union In MTD Tie

WASHINGTON—The Maritime Trade Department's position as spokesman for all unions involved in the maritime and related trades has been strengthened by announcement of affiliation of the giant International Association of Machinists.

The machinists, one of the nation's largest unions, have an important membership in the shipbuilding and ship repair industry, as well as in other maritime functions, although the bulk of its membership is employed in shore-side plants such as aircraft factories.

With the addition of the Machinists, the Department now represents 30 seagoing and shoreside international unions in maritime, with a total membership of well over 300,000 workers in the maritime field. It is one of the largest of several such specialized departments in the AFL-CIO.

Other major unions in the MTD, aside from the seamen's and long-shoremen's unions, include the Carpenters, Operating Engineers, Boilermakers, State, County and Municipal Workers and others.

SIU's Puerto Rico Division Wins Six NLRB Elections

SAN JUAN—The campaign of the SIU's Puerto Rico Division among workers on the island has racked up six National Labor Relations Board election victories in the past two months adding some 300 workers to SIU ranks. These latest victories follow on the heels of SIU election triumphs earlier this year among workers employed by major oil companies on the island.

Meanwhile, in still another election, the Puerto Rico Division turned back a challenge by the local Teamsters Union to its representation of Puerto Rico truck drivers. The local Teamsters have repeatedly attempted to win over the truckers by a variety of means but have been uniformly unsuccessful.

The half-dozen successes are attributed in part to the fact that the SIU is the only union on the island which operates a clinic and provides medical services for members and their families, along with other welfare benefits. The Puerto Rico clinic, which opened earlier this year, also serves Seafarers passing through the port of San Juan.

In addition, the Puerto Rico Division has won considerable prestige on the island because of its successes in the oil refining industry, formerly dominated by so-called "independent" organizations. Workers at Esso, Socony, Texaco and Shell are now represented by the SIU.

The Union has recently won an agreement from Esso of Puerto Rico providing for substantial wage increases and other benefits. The agreement follows the election success at Esso in which the SIU displaced a long-standing Esso employees' "association."

Among the contract improvements are standardization of wage scales involving average increases of \$19 monthly for drivers and \$15 to \$28 increases for inside men, establishment of a \$6.32 monthly bonus, meal allowances, uniform and laundry allowances.

The cash gains establish a \$1.93

hourly base wage for drivers compared to a \$1.05 average on the island.

Other gains include a step-by-step seniority and grievance procedure in which the Union participates at all levels, three-week to four-week vacations, sick leave, a joint Union-company safety committee and hospital and medical coverage for which the company pays half.

In the most recent elections the SIU won the following contests:

- At Martinez and Sands, a San-turce refrigeration company, the SIU won by a vote of 20 to one.

- Workers of Royal Bed & Spring Co., Hato Ray, voted SIU by 28 to 8.

- At the Aluminum Extrusion Corp. the SIU swept the election by 47 to five.

- The SIU scored by a 19 to 2 count at Anvil Metal Products Inc., in Barranquitas.

- A lopsided 107 to nine victory was won at the Customs Moulders of Puerto Rico in Caguas. There were 51 "no union" votes.

In addition, the Union defeated a raid against the Puerto Rican International Paper Company where 256 workers are employed.

India Shows Low Wages Don't Profit Shipowners

Despite the complaints of some shipowners to the contrary, low wages are no guarantee of shipping prosperity. There have to be cargoes available and modern port facilities as well.

That has been shown by the experience of the Indian shipping industry. Although India-flag ships pay what are close to the lowest seamen's wages in the world, the Indian-flag fleet has been having a tough time making ends meet.

A report on Indian-owned shipping shows that the biggest slump has taken place in the coastwise

trade—just like in the U.S. Lack of cargoes for the ships available and poor port facilities which delay loading and unloading are blamed.

On the deep sea side, India-flag ships carry less than ten percent of the nation's foreign trade, even though competing vessels have higher wage costs.

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.



SEAFARERS ROTARY SHIPPING BOARD



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

From July 1 Through July 31, 1961

It was to be expected that shipping would increase with the end of the maritime strike on July 3, but the rebound exceeded anything foreseen. The total of 3,594 jobs shipped during the month obviously indicated boom shipping over and above the recall of idle crews.

For comparison's sake, in December, 1960, the Union shipped just under 2,900 men and December is always the biggest shipping month of the year because of holiday season turnover. Similarly, the averaging out of June and July shipping totals works out to 2,800, which is far higher than usual. In fact, the 3,594 figure is the highest reported since the job totals went on a monthly basis.

Ship activity was also way up. The 472 ship calls were an increase of 123 over June and the 79 sign ons, reflecting

the reactivation of struck ships, was way up from the 30 vessels signed on last month.

All seniority classes benefited, across the board, from the red hot shipping, but the biggest gainers were class A men. Almost twice as many shipped in July as in the previous month.

The "on the beach" figures for class A—2,619 men—are well under the month's shipping totals, indicating that class A Seafarers should have no trouble spotting themselves a berth.

The class 1-S shipping group, covering chief stewards exclusively, enjoyed its best shipping since this separate registration category was set up, with 65 men shipping as against 52 registering during the month.

Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston	2	0	8	10
New York	37	11	43	91
Philadelphia ..	7	6	22	35
Baltimore	14	7	17	38
Norfolk	4	1	26	31
Jacksonville ...	4	4	24	32
Miami	1	0	6	7
Mobile	11	11	11	33
New Orleans ...	15	22	43	80
Houston	9	6	60	75
Wilmington ...	1	0	11	12
San Francisco ...	3	7	5	15
Seattle	2	4	7	13
TOTALS	110	79	283	472

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	6	15	2	23	0	1	2	3	10	18	4	32	1	0	7	8	0	1	2	3	32	8	3	43	9	21	7	37	0	2	3	5
New York	37	89	30	156	6	23	22	51	52	98	32	182	2	19	18	39	0	8	31	39	182	39	39	260	79	168	43	290	5	26	58	89
Philadelphia ..	11	21	4	36	0	2	4	6	11	27	7	45	2	5	6	13	0	0	1	1	45	13	1	59	16	19	10	45	0	3	7	10
Baltimore	17	34	8	59	3	11	11	25	23	53	19	95	7	13	15	35	0	2	0	2	95	35	2	132	35	71	14	120	2	21	33	56
Norfolk	9	11	1	21	1	3	4	8	5	14	7	26	2	4	6	12	0	0	2	2	26	12	2	40	4	5	1	10	0	0	5	5
Jacksonville ...	8	10	4	22	2	6	10	18	9	11	10	30	2	7	4	13	5	7	2	14	30	13	14	57	10	19	1	30	0	4	8	12
Miami	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
Mobile	17	27	5	49	1	2	4	7	26	43	12	81	0	6	18	24	0	9	4	13	81	24	13	118	29	27	6	62	0	1	6	7
New Orleans ...	48	78	20	146	4	22	20	46	51	84	27	162	3	26	22	51	0	8	16	24	162	51	24	237	55	75	1	142	1	15	23	39
Houston	30	80	21	131	1	22	25	48	55	94	32	181	3	10	17	30	0	2	2	4	181	30	4	215	61	96	26	183	28	40	27	95
Wilmington ...	11	11	3	25	0	4	5	9	5	11	3	19	1	3	4	8	0	1	5	6	19	8	6	33	14	11	5	30	0	8	5	13
San Francisco ...	14	10	6	30	0	4	3	7	12	19	6	37	2	5	5	12	2	4	6	12	37	12	12	61	24	16	8	48	0	9	7	16
Seattle	7	10	3	20	2	16	5	23	10	16	7	33	2	9	1	12	0	0	1	1	33	12	1	46	22	22	3	47	5	23	12	40
TOTALS	215	398	107	720	20	116	115	251	269	488	166	923	27	107	123	257	7	42	72	121	723	257	121	1301	358	553	136	1047	41	152	194	387

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	7	1	10	1	2	5	8	6	10	2	18	3	0	5	8	0	11	2	13	18	8	13	39	1	15	1	17	1	3	6	10
New York	27	77	16	120	0	24	16	48	20	90	17	139	5	29	19	53	3	16	29	48	139	53	48	240	50	151	22	223	8	33	43	84
Philadelphia ..	6	19	5	30	0	4	5	9	5	31	7	43	1	5	4	10	0	0	4	4	43	10	4	57	2	27	3	32	0	4	6	10
Baltimore	4	51	6	61	0	24	13	37	8	53	12	73	4	29	15	48	2	7	9	18	73	48	18	139	11	68	7	86	2	22	21	45
Norfolk	6	6	2	14	0	5	3	8	6	12	3	21	0	4	4	8	0	2	1	3	21	8	3	32	2	11	0	13	3	3	3	9
Jacksonville ...	5	9	2	16	0	6	4	10	4	9	3	16	0	5	4	9	0	5	2	7	16	9	7	32	3	9	2	14	1	3	4	8
Miami	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	1	1	0	2	1	1	0	2	0	1	1	2
Mobile	4	22	3	29	1	9	7	17	11	53	11	75	1	11	12	24	0	8	6	14	75	24	14	113	9	33	4	46	0	6	5	11
New Orleans ...	26	73	17	116	4	36	19	59	29	85	15	129	5	45	19	69	1	15	14	30	129	69	30	228	26	48	8	82	3	17	19	39
Houston	16	73	13	102	8	29	19	56	28	166	19	213	6	28	21	55	1	16	0	17	213	55	17	285	28	80	12	120	26	53	15	94
Wilmington ...	1	14	2	17	0	2	2	4	0	6	3	9	1	6	0	7	1	1	6	8	9	7	8	24	5	14	2	21	1	3	2	6
San Francisco ...	5	30	5	40	0	2	1	3	4	22	11	37	2	4	6	12	2	4	1	7	37	12	7	56	10	41	4	55	0	7	6	13
Seattle	4	17	5	26	2	4	4	10	5	25	4	34	1	5	7	13	0	0	2	2	34	13	2	49	7	25	4	36	2	14	12	28
TOTALS	107	398	77	582	24	148	98	270	132	569	107	808	29	171	117	317	10	85	76	171	808	317	171	1296	155	523	69	747	47	169	143	359

STEWARD DEPARTMENT

Port	Registered CLASS A					Registered CLASS B					Shipped CLASS A					Shipped CLASS B					Shipped CLASS C					TOTAL SHIPPED					Registered On The Beach CLASS A					CLASS B				
	GROUP					GROUP					GROUP					GROUP					GROUP					CLASS					GROUP					GROUP				
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL					
Bos.	0	2	0	6	8	0	1	2	3	3	8	3	11	25	0	0	3	3	0	1	6	7	25	3	7	35	2	6	0	5	13	1	1	2	4					
N. Y.	11	19	23	65	118	1	8	28	37	14	37	21	83	155	2	2	29	33	1	1	21	23	155	33	23	211	31	59	36	136	262	4	6	56	66					
Phil.	3	8	1	12	24	0	0	9	9	4	7	5	13	29	0	0	9	9	0	0	5	5	29	9	5	43	5	6	2	13	26	1	0	9	10					
Bal.	7	15	9	21	49	1	1	15	17	8	16	11	29	64	1	3	20	24	1	0	16	17	64	24	17	105	9	32	18	42	101	2	2	3	7					
Nor.	0	1	4	5	10	2	0	4	6	0	6	1	6	13	1	2	11	14	1	0	2	3	13	14	3	30	2	1	1	2	6	1	3	8	7					
Jac.	4	6	4	5	19	1	2	5	8	5	7	3	5	20	0	2	5	7	1	0	11	12	20	7	12	39	5	5	5	3	18	2	3	3	8					
Mia.	1	0	0	3	4	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	1	2	1	1	0	3	5	2	0	0	2					
Mob.	6	14	7	22	49	0	1	18	19	7	18	11	37	73	1	0	29	30	0	0	0	0	73	30	0	103	11	18	10	32	71	0	0	15	15					
No.	11	26	10	67	114	0	2	42	44	9	27	13	75	124	0	3	28	31	0	4	34	38	124	31	38	193	15	35	12	61	123	2	0	35	37					
Hou.	8	39	21	31	99	1	5	27	33	7	25	8	42	82	2	4	42	48	0	0	3	3	82	48	3	133	21	45	27	29	122	27	14	17	58					
Wil.*.	0	0	2	1	3	1	0	2	3	1	3	1	3	8	1	0	4	5	0	1	2	3	8	5	3	16	4	5	4	3	16	2	1	0	3					
S. F.	1	13	3	12	29	0	0	8	9	2	8	1	17	28	0	0	15	15	0	0	5	5	28	15	5	48	4	12	4	19	39	0	0	4	4					
Sea.	3	5	1	3	12	0	2	8	10	4	6	3	10	23	2	2	7	11	0	0	5	5	23	11	5	39	7	5	2	9	23	2	2	19	23					
TOTALS	52	148	85	253	538	9	22	169	200	65	168	81	331	645	10	18	202	230	4	7	111	122	645	230	122	997	117	230	121	357	825	46	32	166	244					

THE PACIFIC COAST SEAFARER



West Coast Pact Talks Scheduled

SAN FRANCISCO—Contract negotiations between the SIU Pacific District Unions and West Coast shipping companies opened here earlier this month when the three unions sent notification of their "desire to terminate September 30, 1961, the agreement entered into effective October 1, 1958."

All Companies Affected

All West Coast companies, including those represented by the Pacific Maritime Association, are affected. Wages, hours and working

conditions, runaways and joint labor-management committees for the maritime industry are contract topics.

As the Pacific District contract talks get underway, the West Coast companies have already reached agreement with the Marine Engineers Beneficial Association, a member union of the National Committee for Maritime Bargaining as are the three SIU unions.

Two Unions Unsigned

The Masters, Mates and Pilots and the American Radio Association have not yet signed agreements with all their companies and their strike has been temporarily halted by an 80-day Taft-Hartley injunction scheduled to end September 21. If the two unions have not reached any agreements by the time the 80-day cooling off period is over, they are then expected to resume their strike.

MA Gives Ok For Coastwise Containership

SEATTLE—Attempts of Olympic-Griffiths Lines Inc., to revive the West Coast coastwise trade came a step closer to reality when the Maritime Administration approved "in principal" a company application for a ship construction loan and mortgage insurance for two roll-on, roll-off containerships.

Concurrently, another company, Seattle-Alaska Ferry Line, announced plans for resumption of passenger service between here and the 49th state using a converted C-2 type freighter to carry 225 passengers and 150 vehicles.

Union Companies Negotiate

Both companies and the SIU Pacific District unions have been negotiating over the manning scale of the ships plus other pertinent sections of the union agreements. Barring unforeseen difficulties, Olympic-Griffiths plans to begin twice weekly service by each ship between Los Angeles, San Francisco and here late in 1962. The ships would be 3,600 gross tons, 430-feet long with a speed of 18 knots, each able to carry 200 8x8x20 containers plus 75 vehicles.

Seattle-Alaska plans call for weekly service between here and Haines, Alaska, via Prince Rupert, British Columbia, starting next spring for eight months with a winter lay-up. Service would be different from the type previously offered. All accommodations would be tourist class while feeding would be cafeteria style. Passenger rates would be \$56 one way or \$100 round trip. Auto costs would be \$135 one way.

Pacific District Shipping

Port	SUP 6/12 to 7/10	MFOV 7/1 to 7/31	MC&S 6/29 to 7/27	Total
San Fran.	580	212	1,090	1,882
Seattle	147	117	62	326
Portland	109	87	36	232
Wilmington	323	(no hall)	116	439
New York	95	81	34	210
New Orleans	52	(no hall)	7	59
Honolulu	21	45	0	66
San Pedro	(no hall)	234	(no hall)	234
Total	1,327	776	1,345	3,445

Runaways Run Lakes Shipping; US Ships Virtually Shut Out

DULUTH—The complete domination of the Great Lakes by runaway shipping at the expense of American-flag offshore ships has been shown in figures compiled by the Duluth Port Authority.

The figures show that during 1960, the second shipping season since the Seaway opened, only one American-flag ship was among 243 offshore vessels calling here.

Further, the largest number of runaway vessels calling at the port, 54, were Liberian-flag carriers. Next to Liberia, the largest users of the Seaway into Duluth were Norway, 47 vessels; Great Britain, 46, and Greece 26.

Ships Of 20 Flags

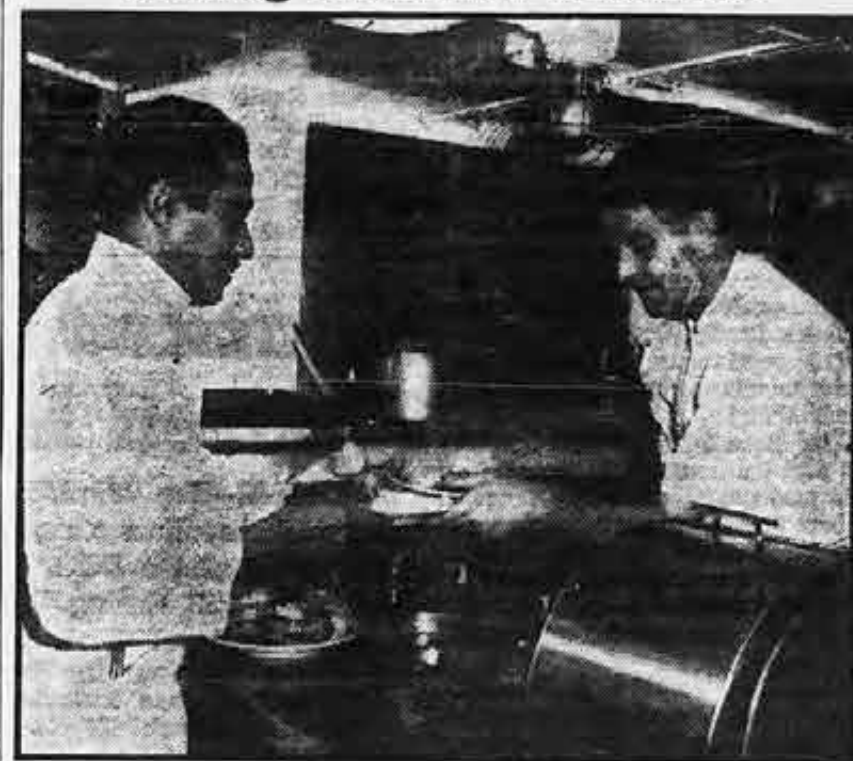
All told, deep-sea ships of 20 nations called during the 1960 season, which ran from April 18 to December 2. Among the 20 flags was one call by a Chinese Nationalist vessel. West German and Swedish vessels were active in the area as well.

In addition to the domination of the area by Liberian-registered vessels, the report shows that US-flag carriers are neglecting possi-

bilities of passenger ship service out of this port on an intra-Lake basis as well as offshore. The Authority reported heavy interest in passenger facilities with not enough berths available for this purpose. Numerous requests have been reported for passenger service to other American-flag ports which would be restricted to American-flag vessels if such service was offered.

One foreign-flag line operating between Duluth and the North Sea ports of Hamburg, Bremen, Antwerp and Rotterdam reported so much passenger interest that strong consideration is being given to opening a regular Great Lakes-North Europe passenger operation. None of the regular transatlantic American-flag passenger ship operators has indicated any interest in this trade.

Dishing It Out For Seafarers



Seafarer Arthur Mariani, MM, gets plate of chicken 'n rice from chief cook Ernie Sims on the Robin Locksley (Robin).

Ship Prices On Upgrade; T-2s Sought

The present Berlin crisis and all it represents has resulted in a withdrawal of second hand ships from the sales market and the indications are that the prices for ships will rise sharply if the situation fails to change for the better.

An unconfirmed report from London states that a war-built Liberty was sold for almost \$300,000. If this is true it would be the highest price paid for a Liberty since the Suez crisis of 1957.

Liberty Prices Up

From the beginning of the Berlin crisis, brokers have noted a small price increase for Liberty tonnage. But, they have stated, that vessels which owners have offered for sale have been withdrawn.

The hottest buy on the used ship market is in the tanker field, where the price for T-2s has climbed from \$310,000 to \$375,000 depending on the condition of the vessel.

The explanation given for this sharp rise was the increased demand for dry cargo ships of around 21,000 tons. These are the ships which are sent abroad and rebuilt by having a new midsection inserted.

Urge Early Health Exam Renewal

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

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

ICC Again Nixes Railroad Raid On Domestic Cargo

WASHINGTON—The Interstate Commerce Commission has issued another ruling in favor of the coastwise shipping industry and shows signs of following a consistent policy of encouraging a balanced national transportation system.

The latest ruling refuses to grant railroads equal coastwise rates with water lines. A major party in the case was Sea-Land Service Inc., an SIU-contracted company.

The railroads were trying to put in rates on trailer-on-flatcar service equal to rates of domestic water lines on coastwise transportation of alcoholic liquors, activated carbon and floor coverings, paints, plastic materials, cumin seeds and titanium dioxide.

The ICC relied on a decision it handed down in December, 1960, in which rail rates equal to water were barred, and a rail differential of six percent above water rates was recommended to keep coastwise lines in operation.

Reversing its previously held bias in favor of railroads, the ICC in the latest ruling held that in many cases, the proposed rail rates are below cost even if six percent higher than water rates.

This spring, the Commission ruled against cut-rate rail rates on coastwise transportation of varnish or paint dryers when the railroads were making an obvious bid to drive shipping companies out of the business.

That ruling noted that the proposed rail rates would make it virtually impossible for water carriers to attract any business. Pro-

testing companies were again Sea-Land and also Seatrain, another SIU-contracted company.

The spring ruling held that the slashed rail rates would work against a balanced national transportation system. As in the latest ICC ruling, the spring decision referred to the December ruling which established the six percent rate differential. Water carriers were given the right to establish themselves as the "low-cost" transport medium.

Until late last year, the ICC had consistently issued rulings detrimental to water transportation and in favor of the railroads. Senate and House investigations last year turned up the ICC's pro-rail bias.

Paul Hall, SIUNA president, testified before Congress hearings and laid the decline of the US domestic shipping trade to the ICC's policies. He pointed out that before World War II there were 139 vessels and 19 companies in the domestic water trade whereas now there are only two: Sea-Land and Seatrain, with a handful of ships.

A report by President Kennedy's special assistant James M. Landis strongly criticized ICC practices.

However, the newer rulings in favor of all forms of transportation may set the stage for a revival of coastwise and intercoastal shipping.

Medicine-Makers Target Of Price-Rig Indictments

Further evidence of the need for action to reduce drug prices to workers' families came with the indictment of three of the nation's top drug manufacturers on criminal anti-trust charges involving price-fixing on three widely-used wonder drugs.

The three firms involved, Charles Pfizer & Co., American Cyanamid and Bristol-Myers were accused of conspiracy to fix high prices and monopolize patents on aureomycin, terramycin and tetracycline in violation of the Sherman Antitrust Act.

Last year, after the Kefauver committee investigations into pricing policies in the drug industry, the SIU and 13 other unions drafted plans to operate their own drug-store chain in New York's five boroughs in order to reduce the costs of prescriptions and other medicines to their memberships.

At that time SIUNA President Paul Hall stated that, "about two-thirds of the drug bill is for expensive drugs, the cost of which has become prohibitive for the average worker's family. Unions have been under continuous pressure from their members to do something about this."

The recent indictments point out that there was solid ground for this statement. Attorney General Robert F. Kennedy announced that the three firms involved handle about 70 percent of the business in the three "wonder-drugs." This business amounted to \$250 million in 1959 alone.

According to the indictment, Pfizer and American Cyanamid conspired to fix the price of aureomycin and terramycin in 1953. Later that year they made a deal with Bristol to control patents on the new drug, tetracycline.

Kennedy stated that because of these arrangements, patients, druggists, wholesalers, hospitals and government agencies have been forced to pay high prices whenever these drugs were needed.

The Medstore project, in which the SIU is actively participating,

will eventually serve an estimated 350,000 union men and their families in the metropolitan area.

With President Paul Hall acting as chairman of the Plan's board of directors, the Medstore plan hopes to set up a yardstick to determine the cost of drug insurance. The experience of the Medstore operation will enable the unions involved to negotiate such insurance in future welfare plan modifications.

The importance of such a drug insurance plan was realized as early as last year by the SIU. The situation was finally brought into a stronger light by the exposure of price-fixing techniques used by the major drug companies to keep their products selling at budget-breaking levels.

Hq Visitors



Seafarer Teodoro Diangson poses at headquarters with his daughter after signing up for SIU lifeboat school.

Hijacked Cuban Ship Figured In '58 Beef

NORFOLK—The hijacking of a Cuban merchant ship, which made headlines recently brought a familiar name back to the pages of the LOG. The Bahia de Nipe, which was

picketed in 1958, during the Canadian National beef, is once again figuring in the news. Eleven crewmen including the captain overpowered 23 other men, turned the vessel from its intended run, and sailed it into Chesapeake Bay. The 11 then requested political asylum from the United States Government.

Asylum Awaited

The Coast Guard landed the defectors from Fidel Castro's regime at the Norfolk Naval Base. The State Department stated that they would probably be granted asylum. The vessel shipped out of Havana

August 8, for a Soviet Baltic port, with a cargo of sugar and tobacco. On August 14, the 11 would-be defectors rounded up the other members of the crew.

Castroites Locked Up

They locked up the pro-Castro crewmen in different parts of the ship, while the captain radioed the Coast Guard that he was heading for Chesapeake Bay and that he and several members of the crew wanted to defect.

The Bahia de Nipe was one of the ships tied up in 1958, when Cuban-flag vessels were picketed in reaction to former Premier Batista's scabbing on striking Canadian SIU seamen. The Cuban government attempted, at that time to man the struck Canadian vessels.

Ship's Future

The future of the ship is still uncertain. The United States Government informed Cuba, through Swiss diplomatic channels, that it could have the ship back. But, at least five liens have been placed against the 5,805-ton vessel and the US marshal in Norfolk was authorized by the District Court to seize it.

Pick Up 'Shot' Card At Payoff

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

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

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

THE FISHERMAN and CANNERY WORKER

AFU, Boston Boatowners Agree On Contract Terms

BOSTON—The first thoroughly-revamped and written contract negotiated in 15 years has been agreed to by representatives of the Atlantic Fishermen's Union and Boston boatowners. The new contract

is another step forward in revitalizing the union, which affiliated with the SIUNA last year.

Copies of the proposed contract have been distributed to all boats and union members ashore for study before union-wide voting on its terms begins. It will go into effect if it is approved at three out of four membership meetings.

Increased Fund Payments

Contract gains include increases in contributions to the fishermen's fund, payments into the fund for lumpers to provide them with eligibility and same pay rates for fishermen who discharge cargo as for lumpers on "broker" trips.

The contract also clarifies sailing provisions permitting more regular trips. It thereby affording fishermen opportunities for greater annual earnings. It has other clauses delineating working practices.

Gloucester Organizing Activity

Meanwhile, in Gloucester, the union has organized the porgy fleet and has secured a contract with the boatowners. Organizational activities among the whiting fleet have reached the half way mark with 19 boats signed up and working under a union agreement.

The contract also provides for payments to boatowner for electronic devices for fishing.

Modify Fish Subsidy Law

WASHINGTON—The Federal Government has liberalized its application of the fishing boat construction subsidy law to encourage more boatowners to apply for such aid.

So far, only three applications have been received by the Bureau of Commercial Fisheries, which administers the year-old measure.

The present interpretation of the act has limited applicants to New England groundfish fishermen. The liberalization of the law would enable more boats to be covered by the act, and may make it possible for West Coast fishermen to get Government aid.

Festival Preview



Members of the New Bedford Fishermen's Union help unload the vittles used at the fourth annual New Bedford Sea Scallop Festival. NBFU Secretary-Treasurer Howard Nickerson is at right.

NBFU Signs Contract In Scallop Fete

NEW BEDFORD—Members of the New Bedford Fishermen's Union took part in two important events here last month.

The first was the fourth annual New Bedford Sea Scallop Festival in which members helped purchase and deliver more than five tons of scallops and, more important, cooked them to perfection.

Approve New Contract

The second was the ratification after a 15-day referendum of the union's new three-year contract which gives members greater job security, welfare benefits and establishes a union hiring hall.

The festival, which publicizes scallops, the major catch of the union, received national attention this year and drew a record crowd of over 20,000 people including union, industry and government leaders.

Newspaper and television stations in New England gave the festival extensive coverage and aided the festival in "reaching people in the fishing industry and making them aware that New Bedford is the scallop capital of the world and the second largest fishing port in the nation," a festival official said.

Search For More Jobs

The key part that the city plays in the fishing industry will be highlighted in attempting to get companies to establish plants in the area and provide more job opportunities for seamen and shore-side workers.

Boatowners and union members donated the scallops and together with their wives helped cook and serve the seafood. Preparing and serving the scallops required the use of 379 gallons of cooking oil, 150 dozen jars of tartar sauce, 22,000 lemon wedges and about five tons of potatoes for French fries.

The new contract runs until March, 1964, and besides setting up a fishermen's registry which will operate as a hiring hall, includes these gains for members:

- Increases owner contributions to the Welfare Fund to 1½ percent and to the New Bedford Seafood Council to one percent.
- Requires annual physical examinations of all members to insure maintenance of minimum health standards.
- Increases maintenance and cure benefits to seven dollars per day after March 31, 1962.
- Provides greater time off for members—eight days fishing, five days off or six days fishing, four days off.
- Establishes a rate of deduction for electronic equipment from the vessel's earnings and provides for such deductions on a dock-to-dock basis.

Runaway Tax Bill Buried; Congress Won't Act Now

WASHINGTON—President Kennedy's tax-reform bill, which would have given Uncle Sam his share of runaway earnings and closed loopholes on entertainment "business expenses," has gone down for the third time in this session of Congress.

Congressional observers feel, in fact, that the Administration tax measure will not be revived in the next session of Congress.

Among the items considered by the abandoned tax bill were limitations on tax deductible business expense accounts, including tightening up entertainment expenses, tax withholding on dividend and interest payments, and provisions of a special credit to companies to encourage them to invest more heavily in new plant and equipment. Also in the tax bill, which was dropped late in August, was a provision to tax the earnings of mutual and reciprocal fire and casualty insurance companies.

Another item originally suggested by the Kennedy Adminis-

tration was immediate taxation of overseas earnings of American firms. The proposal to tax these runaway earnings was dropped earlier during the consideration of the bill.

American runaway businesses consider the tax advantage a most important factor in running ships under foreign flags and operating overseas plants.

Earnings by runaway companies are not taxed by the US until they are brought to these shores either in the form of dividends or returned as profits of the company. However, ship and shore runaway operators evade these taxes by leaving earnings of their foreign flag ships overseas, or by "borrowing" the profits from their foreign operations.

The Administration tax measure, which would have taxed the earnings of runaway companies immediately, might have helped to discourage American businessmen from running overseas to escape US taxes and payment of wages consistent with an American standard of living.



THE CANADIAN SEAFARER



MTD Pickets Delay Canadian Runaway

DULUTH—The Bermuda-flag Northern Venture set sail from here with a cargo of taconite ore after being tied up for almost a month by AFL-CIO Maritime Trades Department pickets protesting the runaway's undercutting of union standards in the Great Lakes trade.

The picketing had blocked loading of the vessel although the ship was free to sail at any time. Loading was finally done August 18 at night by supervisory personnel.

Injunction Denied

Previously, an injunction to stop the picketing was denied by the Duluth District Court which ruled that MTD union members were within their rights in protesting the runaway's attempts to undermine Great Lakes wages and conditions.

The picketing was part of the Great Lakes Council MTD program to combat low-wage, cut-rate competition by foreign-flag ships in American and Canadian waters. The SIU of Canada is a member of the council.

Runaway Owner Is Canadian

The ship, which is actually owned by Upper Lakes Shipping, Ltd., a Canadian concern, through a complicated subsidiary set-up, had faced pickets ever since it was crewed by scabs in Port Weller, Ont., on July 15 under the direction of a former official of the defunct Communist-dominated Canadian Seamen's Union.

Because American law prevented the runaway owners from filing an injunction motion, the crew and the Canadian Brotherhood of Railway Trainmen, which is now man-

ning the ship, took this action. The CBRT has been engaged in raiding Canadian shipping for a number of years.

Original Crew Fired

Scabs manned the vessel when the original crew was fired for attempting to contact the SIU of Canada to discuss their wages and conditions.

A sister ship, the Wheat King, is being picketed by the SIU of Canada after it too was crewed by scabs when union members walked off in protest against sub-standard working conditions.

Canada SIU Opens Clinic In Montreal

MONTREAL—A medical center—the first of its kind for Canadian seamen—was opened here by the SIU of Canada Welfare Plan.

Located on the second floor of SIU of Canada headquarters, the center contains the most modern medical equipment and enables the union to provide unexcelled preventative medical service for its members.

A nurse is on duty five days a week from 9 a.m. to 5 p.m., while on Monday and Friday afternoons the services of a doctor are available. As the need arises, the days the doctor is in attendance will be increased. The plan also provides for specialists' services and hospitalization for surgery upon the doctor's diagnosis.

In the first three weeks more than 200 members and dependents have made use of the center.

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

SIU Canadian District Halls

FORT WILLIAM.....408 Simpson St. Ontario Phone: 3-3221
HALIFAX, N.S.....126 1/2 Hollis St. Phone: 3-8911
MONTREAL.....634 St. James St. West Victor 2-6181
QUEBEC.....44 Saulx-Matlot Quebec Lafontaine 3-1569
THOROLD, Ontario.....52 St. David St. Canal 7-3212
TORONTO, Ontario.....872 King St. E. Empire 4-3719
VANCOUVER, B.C.....298 Main St. ST. JOHN, N.B.....177 Prince William St. OX 3-431

New Ship, New Sailing Board



It wouldn't be nice to have a plain-looking blackboard doing sailing-board duty on a brand new ship like the Del Sol (Delta). Consequently bosun Joe Cat rigged up this elaborate sailing board to match the shiny decor on the vessel.

Cut Tourist Duty-Free Allowance

WASHINGTON—The gap between what tourists can bring home duty-free and what the regulations allow seamen has been considerably narrowed as a result of legislation signed by President Kennedy on August 10.

The new act cuts the duty-free limit for tourists from \$500 to \$100. An additional \$100 is allowed tourists who stop at the Virgin Islands. The purpose of the legislation is to halt the drain of American currency overseas and lessen the unfavorable balance of payments.

Seamen have long complained about the discriminatory treatment given tourists on purchases abroad while they have to pay full duty. The reduction of the tourist allowance to \$100 limits the extent of such discrimination considerably.

On various occasions, legislation has been introduced which would have given seamen the right to bring home some merchandise duty-free, but such legislation has never made much headway in Congress.

Congress Approves Maritime Overhaul, Subsidy Rule Shift

WASHINGTON—As a result of Congressional approval of President Kennedy's reorganization plans, supervision over the nation's ship subsidy program has been transferred from the old Federal Maritime Board to Secretary of Commerce Luther Hodges.

The reorganization did away with the Federal Maritime Board and revamps the structure of the Maritime Administration. The FMB formerly handled the subsidy program and other maritime regulation.

Under the new set-up a five-man Maritime Commission is established to handle regulatory problems. The Maritime Administration will take over subsidy functions and continue to handle promotional activities, with final authority over subsidies vested in the Secretary of Commerce.

The Secretary of Commerce promptly announced the appointment of a three-man subsidy board within the Maritime Administration, consisting of Thomas E. Stakem, Elmer Metz and Leonard F. Nicholas.

AMMI Has Jitters

In remarks obviously intended to reassure the American Merchant Marine Institute group, which is suffering from a case of jitters over the future of the subsidy program, Secretary Hodges said there would be no drastic changes in the administration of the program.

However, the Secretary also said that his agency would have no favorites within the ranks of the maritime industry and that there would be speedier handling of pending subsidy cases than in the past.

Several independent operators have had subsidy applications pending for years but have been unable to get final clearance. Among them are such operators as Waterman, Isthmian, Isbrandtsen, States Marine and T. J. McCarthy.

The Secretary's statement holds forth the hope that their long-stymied applications will get final action.

The AMMI had led the opposi-

tion to the abolition of the Federal Maritime Board and the shift of the subsidy operation to the jurisdiction of the Secretary of Commerce. (See editorial, page 11).

LABOR

'ROUND THE WORLD

TWO RELATIVELY-NEW BUT RAPIDLY GROWING TRADE UNION movements have emerged in formerly backward areas, Okinawa and Turkey. In the former case, the major military base south of Japan has not had much of a labor movement up until now because of the lack of any industry of consequence other than the job of servicing the military, and the fact that American military rule imposed restrictions on trade union activity. However, the Japanese Trade Union Congress now reports that there has been considerable union growth on the island and much interest in forming unions. So far, only 18,000 out of the 135,000 wage earners on the island have been organized. The JTUC also notes that there are too many tiny, splinter unions.

In Turkey, the overthrow of the regime of Premier Menderes by the Turkish armed forces has strengthened the union movement. The new constitution adopted by the Turks permits strikes for the first time. The Turkish Confederation of Trade Unions has been permitted to affiliate with the International Confederation of Free Trade Unions, and Turkish union leaders have been in touch with American unions as well as others in the free world. Turkish unions have enrolled 300,000 members, but the potential is limited because up until now the country has been mainly agricultural. Dues in most unions average ten to 20 cents a month, with compulsory arbitration being the usual way of settling contract terms.

AFRICAN WAGES ARE NOT OVER-GENEROUS as the action of the Southern Rhodesian industrial board shows. The minimum wage for unskilled labor in the transport industry has now been raised to \$5.60 per week. Truck drivers' minimums will be \$6.58 after six months' service. These are considerable improvements over previous minimums which were as low as \$4.20 per week.

THE MARITIME UNION OF INDIA, representing deck officers, engineers, radio officers and electricians on Indian-flag ships, has recently completed a new agreement with the Great Eastern Shipping Company of Bombay. Starting wage rates for skippers on the company's ships have been raised to approximately \$250 a month, going up to \$400 a month after 14 years' service. Electricians' starting pay is now \$64 per month. After 20 years' service an electrician on the company's ships will be earning approximately \$130 per month. There is an additional allowance of 7 1/2 percent of base wages when seamen are in off-shore service.



In Canada Ports

MONTREAL — Parliament has appropriated \$350,000 for a channel study project. It seems the water level of the St. Lawrence east of here has been dropping, endangering the effective operation of the port. July was best shipping month of year with over 500 jobs on the board for new or reactivated ships.

THOROLD—Shipping was open on all fronts. But port received bad news that overseas grain demand will be lowest since opening of Seaway. Drought in midwest and low level of stocks will also hurt future prospects.

HALIFAX—Picketing of runaway finally had ship sail back half-loaded to Seven Islands where union will take up beef of SIU crew that originally worked ship. Shipping continues good with shortage of men to fill jobs.

FORT WILLIAM—Fair shipping due to fall off in grain trade. Ore trade has picked up somewhat. Foreign-flag shipping is down from last year and with new lag governing domestic shipping it may remain at low levels.

VANCOUVER—Welfare Plan has selected a centralized drug store and SIU members get a 25 percent discount on all drugs and prescriptions. British-flag Canberra, largest liner ever built for Pacific service, docked here on maiden voyage. One reporter did a different interview—he spoke to crew, most of whom said the British National Union of Seamen was "a necessary evil." Crew preferred something like SIU "because they give you more protection."

Sea Land Buys Six Vessels For Intercoastal Operations

The SIU-contracted Sea Land company has purchased six additional vessels in its drive to develop the intercoastal trade. Two of the ships have already gone into service out of the West Coast, with a third due to sail shortly. The remaining three vessels are being converted into full-fledged containerships at the Alabama Drydocks in Mobile.

Sea Land entered the intercoastal service when the Luckenbach

Steamship Company, last remaining operator in the trade, discontinued the run because of railroad rate competition. Luckenbach had suffered heavy losses in the trade with conventional cargo ships.

The SIU-contracted containership operator also expects to take some losses in the trade until it gets containerships on the run. The latter vessels, being more economical to operate, would have a better chance of competing successfully with the railroads.

C-2s To Be Used

The ships purchased and manned by Seafarers include three C-2s, the Short Hills, the Chatham and the Fanwood. These are the ones currently being used in the service. The remaining three vessels are T-2 tankers formerly owned by Gulf. They have been named the Summit, the Westfield and the Ridgewood.

The conversion work will consist of rebuilding the midbody of the ship to handle container boxes and the installation of a traveling crane for loading and discharging the

boxes. The T-2s will have a capacity of 196 trailer bodies as compared to the 226 carried by Sea Land's present trallerships. They will also operate with one traveling crane as compared to the two fore and aft traveling cranes on the converted C-2s. The split design of a T-2 tanker, with the house up forward and the engine room back aft makes it possible to concentrate all the loading and unloading in the center area of the vessel.

The conversion should be completed some time early in 1962, when the ships will enter the intercoastal trade.

'Switch' Ships Facing '50-50' Cargo Curbs

WASHINGTON — Owners who are switching ships formerly under runaway flags to American-flag registry, or who are building, or rebuilding ships abroad to grab off Government-financed "50-50" cargoes will have their way blocked by a new Federal bill (S. 1808) is passed at the end of the month.

The measure, now getting quick Congressional action, will bar ships that have been built or rebuilt abroad, or ships re-registered under the American flag, from hauling government cargoes, for a period of three years after US documentation.

Some Ships Exempted

The bill doesn't apply to shipowners who have contracted to have their ships rebuilt abroad if the ship was originally constructed in the United States, and if they have notified the Maritime Administration. Vessels that have been documented under US registry on their first visit to a US port are also free of the three-year ban.

The "50-50" statute was adopted by the Government to encourage the development of an American-owned and American-built merchant marine, manned by American seamen. It states that at least 50 percent of Government-financed cargoes must be carried in US flag vessels.

Today there are more US flag vessels than there are "50-50" cargoes to be shipped. This hurts the shipping market and the seaman, and cuts construction of new unsubsidized ships for US flag registry.

Recently many shipowners operating under foreign flags have transferred to the US flag for the purpose of qualifying for Government-financed cargoes.

Foreign shipping markets have been quiet, and so the reasoning has been that the ships could be run at a greater profit under US registry because of the "50-50" cargoes.

These foreign ships, or the rebuilt ones, usually have a larger bulk freight capacity than the older American-built Libertys, Victories and C-types. They can therefore under bid and cause the lay-up of American built unsubsidized ships.

The bill was submitted by Senator Bartlett (Dem-Alaska). It will probably be passed by the end of the month.

Mail Crew Lists To Union Office

In order to keep Union records up to date and to fully protect Seafarer's rights to welfare and other benefits, it is important that all ship's delegates mail a complete SIU crew list in to headquarters after the sign on. The crew lists are particularly valuable in an emergency when it's necessary to establish seafaring eligibility for benefits on the part of a Seafarer, or a member of his family, particularly if he should be away at sea at the time.

Crew list forms are being mailed to all ships with this issue of the LOG and can be obtained from Union patrolmen in any port.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Another Labor Day: Make It Safe!

Organized labor in the AFL-CIO helped to make the celebration of Labor Day last year one of the safest in the past ten years. The goal this time is to make the 1961 Labor Day weekend the safest and most enjoyable one we can. Every Seafarer and every union member has an important part in achieving this goal.

This is the theme of the third annual Labor Day Safety Campaign. Labor's national holiday was never intended to be celebrated by smashing up cars on the streets and highways and killing and maiming hundreds of Americans. It was never intended to result in sorrow and grief for hundreds of families from carelessness on the beaches... at picnics... or in small boats. Each Seafarer is urged to make this national effort his personal campaign—to see that neither he nor his wife and children get hurt during the coming Labor Day holiday.

If you're ashore and maybe planning on doing some odd jobs around the house, take it easy. Working around the house sounds safe enough, if you exercise the same caution you should use on the job. It's a fact, however, that more people are killed by home accidents than at work.

Almost one-half of all deaths in homes results from falls. When you're around the house, do a little checking. Are there any pails, toys, loose carpets on the stairways? What about your ladder? Is it in a safe condition? Have you got a rubber bath mat in your bath tub? Are there any dangerous medicines, tablets or chemicals lying around the house within easy reach of small children?

If you're driving, whether on a long or short trip, remember you're on a long weekend, a holiday weekend. Everybody wants to get where he's going; try to get there with everybody in one piece. Most fatal accidents involving automobiles occur within 25 miles of home. That's something to think about when you start out on the road. Start out early too—and take your time. Don't violate ordinary safe driving rules that you wouldn't think of breaking on any other day.

Above all, play it safe. Seafarers will be aboard ship for the holiday—and have the same responsibilities for their own safety and the safety of their shipments. Try to avoid accidents and carelessness on the holiday the same as you would ashore.

Another safety training institute sponsored by the AFL-CIO's Standing Committee on Safety and Occupational Health was completed in Washington recently. Students from eight international unions and representatives from other labor groups, including the undersigned, attended these sessions. They are jointly planned by the AFL-CIO Committee with the Department of Labor's Bureau of Labor Standards, and are very useful in mapping out an overall safety program.

These training courses were pioneered in large part by George Brown, secretary of the AFL-CIO safety committee until recently and now deputy director of the Bureau of Labor Standards. They are a practical demonstration of what labor is trying to do in the field of safety. After many years of cooperating in strictly management or Government programs, labor is moving out on its own by sponsoring training and safety programs for its members.

We've mentioned before some of the problems regarding the transportation of radioactive materials aboard ship and the need to insure adequate protection and emergency provisions for the vessel and crew. Proper information and training can help us handle radiation hazards just as well as any other hazard related to seafaring. We are now preparing material for distribution to all SIU vessels which will give some basic information on how to handle radiation hazards.

THE SIU INDUSTRIAL WORKER



Highway, UIW To Negotiate Pact



Frank Zawtski (left) and Rocco Longo work on trailer axle at Highway Trailer Industries, Newark, N.J. Contract talks at plant will follow recent UIW election victory.

Philly Area Reports Organizing Activity

PHILADELPHIA—Two area plants—with a total potential of some 300 jobs—are prime targets for United Industrial Workers organizers, who are in the midst of an intensive campaign, reports Steve Cardullo, UIW national director.

The two firms are Seico Boat Building, Toms River, N.J., and Airoil Burner Co., Inc., Philadelphia. Seico currently employs around 100 men but expects to add at least another 150 to its payroll due to peak orders for its primary products—pleasure boats. Airoil, which manufactures oil burners, gas burners and furnace equipment for commercial plants and homes, currently employs 34 production workers.

Union's Goal

Cardullo also emphasized the fact that the UIW's present organizational goal is about 5,000 new members. This, he noted, should be attained by next December.

The UIW also has extremely heavy organizing activity underway in the Trenton, N.J., area, where there are a great number of non-union industrial outfits. For this reason, a UIW branch office will be established in that city so that the growing ranks of UIW members will receive speedier servicing from the Union. At present, the contracted shops in the area are being serviced out of Philadelphia, which is some 40 miles away.

The energetic UIW organizing activity in the Philadelphia area, as well as elsewhere in the Union's jurisdiction, reflects the decision of the UIW's convention earlier this year. The convention

called for a stepped-up organizing drive in the ranks of industrial workers who are presently without union representation, or who are not represented by a legitimate AFL-CIO union.

Aug. Benefit At \$8,521

NEW YORK—During the first half of August, the United Industrial Workers Plan paid 74 claims to UIW members or their families for a total of \$8,521.99. In the previous full month, 93 claims amounting to \$9,273.15 were paid out.

According to the Welfare Plan office, the fact that so many claims were handled during the first half of the month indicates that UIW members are becoming more aware of the benefits to which they are entitled under the Welfare Plan. The Plan office said that it was contacted by numerous shop stewards during the month who were making inquiries or processing claims for members.

In addition, the Union's successes in the organizing arena have added to the numbers of workers receiving UIW Welfare Plan coverage.

The highest benefit during August went to Roger McCaslin, of Wilson Marine Lines. Brother McCaslin received a total of \$1,141 for disability benefits and hospital care.

Other benefits totaling \$200 or better went to: Catherine Lane, V. J. Spellman Co., \$698.98; Robert Stamm, Mallard Mfg. Corp., \$437.25; Joseph Kleinwicks, Schaeffert Engineering, \$274, and Willie Nash, Airmaster Corp., \$222.30.

UIW Meetings

BALTIMORE — Wednesday, September 6, at 7:30 P.M., 1216 E. Baltimore St.

NEW YORK — Tuesday, September 5, at 6 P.M., UIW Hall, 675 Fourth Ave., B'klyn.

PHILADELPHIA — Tuesday, September 5, at 7:30 P.M., UIW Hall, 2004 S. 4th Street.

'Maybe Now They'll Let Us In...'

THE
SUBSIDY
CLUB

The reorganization of the maritime agencies, which had been requested by President Kennedy and approved by Congress, is now underway. The details of the administrative changes involved are not of great concern to seamen, but what is of importance to them is the fact that new management is taking charge of the subsidy program.

The American Merchant Marine Institute had strongly opposed the maritime reorganization for one obvious reason: The companies which control the Institute, the major subsidized operators, wanted no change in the status quo. They knew what they had—a cozy arrangement in which all of the Government's financial aid was channeled to a few selected operators. Naturally, they weren't interested in upsetting this arrangement.

Now, these companies will have to contend with a new structure and new people. The basic change involved gives the Secretary of Commerce authority over the subsidy program, taking it out of the hands of the relatively autonomous Federal Maritime Board. Clearly this means that the Administration is going to play a much more direct and significant policy role in the subsidy program than has been the practice in the past.

The new management—the Secretary of Commerce—is undoubtedly going to take a close look at the operations of the program with a view toward making it more effective. It has been the position of the unions in the National Committee for Maritime Bargaining that the subsidy program to date has not been effective in maintaining a strong American merchant marine. The NCMB has also maintained that the ineffectiveness of the subsidy program has been due, in large part,

to the fact that the benefits have been limited to a narrow area of the industry, while other segments of the industry, including the bulk trades, have been left to wither away. Seamen's employment has suffered accordingly.

Obviously, the kind of decisions that would involve fundamental alteration in the subsidy program and overhauling of Government aid generally, would have to be made at the top level and would have to be concurred in by Congress. At least now, American seamen, who depend on the industry for their livelihood, and the American ship operator, will have assurance that their problems will be dealt with at the Cabinet level by a Cabinet officer responsible directly to the President. Changes are in the offing and the maritime unions of the NCMB are determined to fight for changes which will be for the betterment of the entire industry and the seamen in its employ.

Houston Next

The program to provide Seafarers with modern halls in all major ports has taken another step forward with the purchase of property in the port of Houston. The need for new facilities in Houston has been recognized for some time.

Anybody looking at the registration and shipping figures for the port can see that activity out of the North Texas Gulf area has been steadily increasing. More and more men have been passing through the port, straining the facilities of the present hall to the bursting point.

A good part of the rise in Houston activity involves the shipment of wheat and cotton overseas under the farm surplus program, which looks like it will continue for some time. The new facilities at Houston will assure that Seafarers using the port will have a building available to them which will be ample to meet their needs.

SIU
Legislative
Department

Ray Murdock, Director



JAPANESE MARITIME EXPANSION—A recent shipping white paper by the Transportation Ministry of Japan expressed the hope that Japan would enlarge her fleet in a bid for a larger share of revenue. The Ministry indicated that this move was necessary to curtail the outflow of foreign currencies. In 1960, Japan's 683 seagoing vessels hauled 52,540,000 tons of goods to earn \$530 million in both domestic and foreign currencies. The Japanese, however, spent \$300 million paying foreign vessels to carry a sharply-increasing amount of trade. The Ministry of Transportation feels that these payments could have been averted had Japan possessed a larger merchant fleet. A week following the Ministry of Transportation's announcement, the Mitsubishi Shipping Company, one of Japan's leading maritime transport companies, announced that it will launch the first of four high-speed freighters this fall that will serve the New York run. The HAMPTON MARU, the first of the high-speed cargo vessels, will be completed October 18. The three sister vessels, all constructed by the Mitsubishi Shipbuilding Company, will be launched between 1962 and 1964. The HAMPTON MARU has a maximum speed of 20.5 knots, and an average cruising speed of 18.3 knots. It is estimated that Japanese shipping concerns will have about 50 high-speed cargo vessels on the New York run by 1964.

FREE PORT—Tangier will again become a free port starting January 1, 1962. King Hassan, the Moroccan monarch, announced recently that Tangier will inaugurate a construction program to extend port facilities at a cost of 10 million francs, or about \$2 million. Since losing its status as an international free zone on April 19 of last year, Tangier has suffered economically. The plan proposed by the Moroccan monarch is expected to bring new life to the port city. Under the plan, monetary exchanges inside the free port will be free from restriction, modern shipyards will be built, and new plans to industrialize the area will be carried out.

TITLE XI INSURANCE CONTRACTS—MA has announced that under Title XI of the Merchant Marine Act, 1936, as amended, approximately \$468 million in Government mortgage insurance and commitments to insure mortgages is now in effect. An additional \$127 million in mortgage loan insurance on 29 deep and 72 shallow-draft vessels is also pending before the Administration. This makes a total of approximately \$595 million in effect or pending on projects involving 164 vessels. Under Title XI, MA is authorized to insure mortgages up to 87.5 percent of the actual cost of the construction or reconstruction of a ship that is designed to be not less than 3,500 gross tons measurement and capable of a sustained speed of 14 knots. On smaller vessels, and on vessels constructed or reconstructed with construction subsidy, MA is authorized to insure loans and mortgages to the extent of 75 percent of actual cost of construction or reconstruction.

LEGISLATIVE ROUNDUP—The Senate has confirmed the nomination of Rear Admiral John Harllee to be a member of the FMB. Admiral Harllee will be appointed to a four-year term which will expire June 30, 1965. . . . The House Merchant Marine Committee has ordered S. 881 to be reported favorably to the House. The bill permits documentation of vessels sold or transferred abroad. . . . The Senate Commerce Committee has ordered S. 1808 favorably reported. The measure seeks to encourage the construction and maintenance of American-flag vessels built in American shipyards. It provides for exclusion from participation in the Cargo Preference Act (50-50) of all vessels which after enactment of the bill are built, or documented abroad until such vessels have been documented under US laws for three years. . . . S. 2187, a bill to implement the provisions of the International Convention for the ably reported to the Senate by the SCC. A similar bill, H.R. 8152, has been ordered favorably reported to the House by HMM. . . . Hearings are currently being held before the SCC on H.R. 6775, the dual-rate bill. The objections of American-flag and foreign-flag steamship lines to the proposed legislation have been formalized in the nature of amendments following the recommendation of Senator Engle (Dem.), California.

Two bills, S. 2313 and S. 2314, the first seeking to unify apportionment of liability in cases of collision between vessels, and related casualties, and the second designed to limit the liability of shipowners, were introduced in the Senate by Senator Magnuson (Dem.), Washington. . . . Spokesmen for the American Steamship Industry have asked Congress to approve HR 6971. The purpose of the measure is to permit the owners from whom vessels were acquired under Section 802 of the Merchant Marine Act, 1936, to reacquire the same or substitute vessels from the Government upon release from Government service at substantially the same basis as the ships were taken by the United States, plus an additional allowance for war service depreciation computed at the rate of three percent per annum.

Representative Sibal (Rep.), Connecticut, has introduced a bill which would direct the Secretary of Commerce to initiate steps leading to a redefinition of a national transportation policy. The measure, HR 8364, was referred to the House Committee on Interstate and Foreign Commerce. . . . Under the terms of S. 1983, the proposed Foreign Assistance Act of 1961, the transportation between foreign countries of goods purchased with foreign currencies acquired under the bill and under Public Law 480, is exempt from the 50-50 shipping requirement. Section 603 of the bill, entitled Shipping on United States Vessels, provides that: "Ocean transportation between foreign countries of commodities and defense articles purchased with foreign currencies made available or derived from funds made available under this Act or the Agricultural Trade Development and Assistance Act of 1954, as amended, and transfers of fresh fruit and products thereof under this Act, shall not be governed by the provisions of Section 901 (b) of the Merchant Marine Act of 1936, as amended, or any other law relating to the ocean transportation of commodities on United States flag vessels."

Men at Work

Seafarers On The Job Aboard SIU Vessels



Aboard *Raphael Semmes* (Waterman), James Balecon, FWT, stands watch.



Charles Boyle, DM, on *Beatrice* (Bull) stands by at the port guy.



Ray Griffith, carpenter, lubricates a shroud on the *Beatrice*.



Checking stores list for the *Robin Gray* (Robin) is SIU Food Plan representative Leon Hall (left) and Tex Goodman, chief steward.



Menu-planning is on the mind of Ray Sedowski, chief steward on *Robin Hood* (Robin), shown working up day's meal listing.



Basilio Estrella, FWT on the *Frances*, Bull Line C-2, was working on an air injector valve when photog came along.



It's a hot pot of soup, so chief cook Newt Williams aboard the *Robin Hood* keeps his distance as he gives it a stir.



Sam Grande, wiper on the *Hood*, talks with engine room via ship's phone from main deck. Bunkers were being pumped aboard at the time.



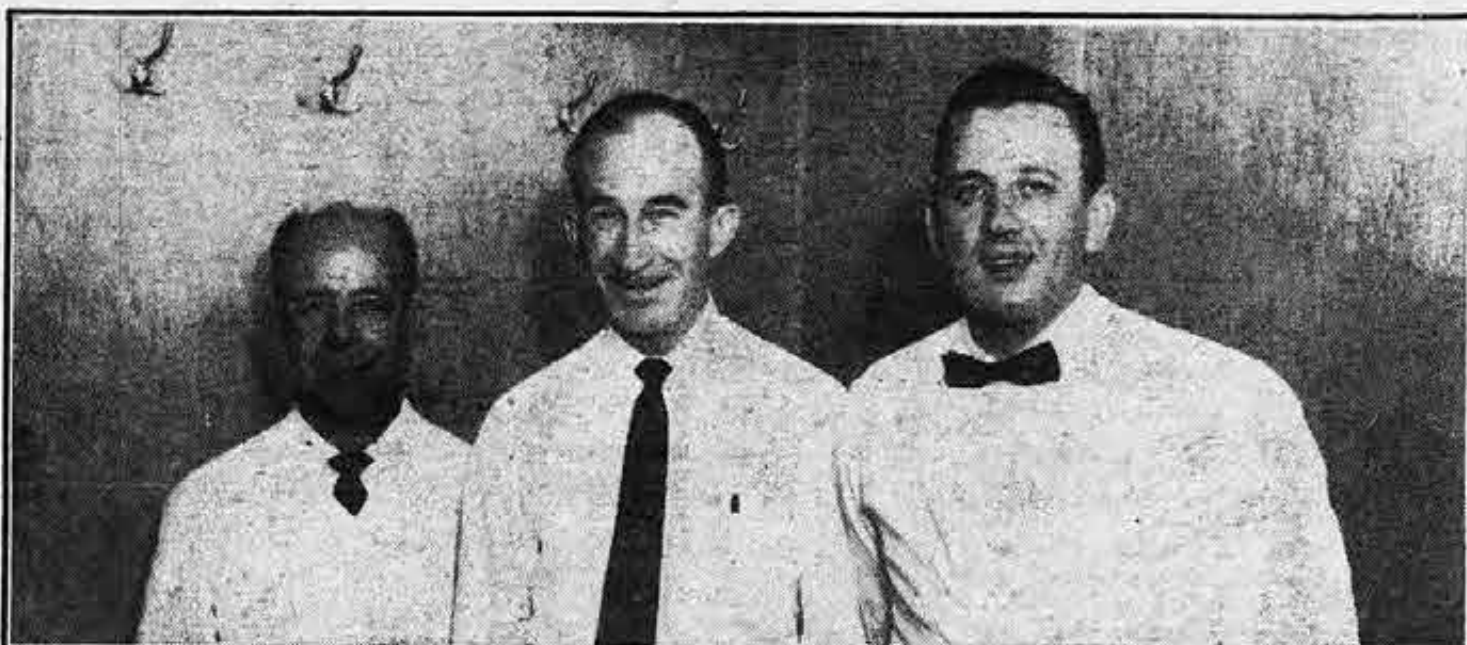
How many boxes of cereal, cans of peas, pounds of bacon does it take to feed a crew? **Frances'** steward **Carlos Diaz** is figuring it out.



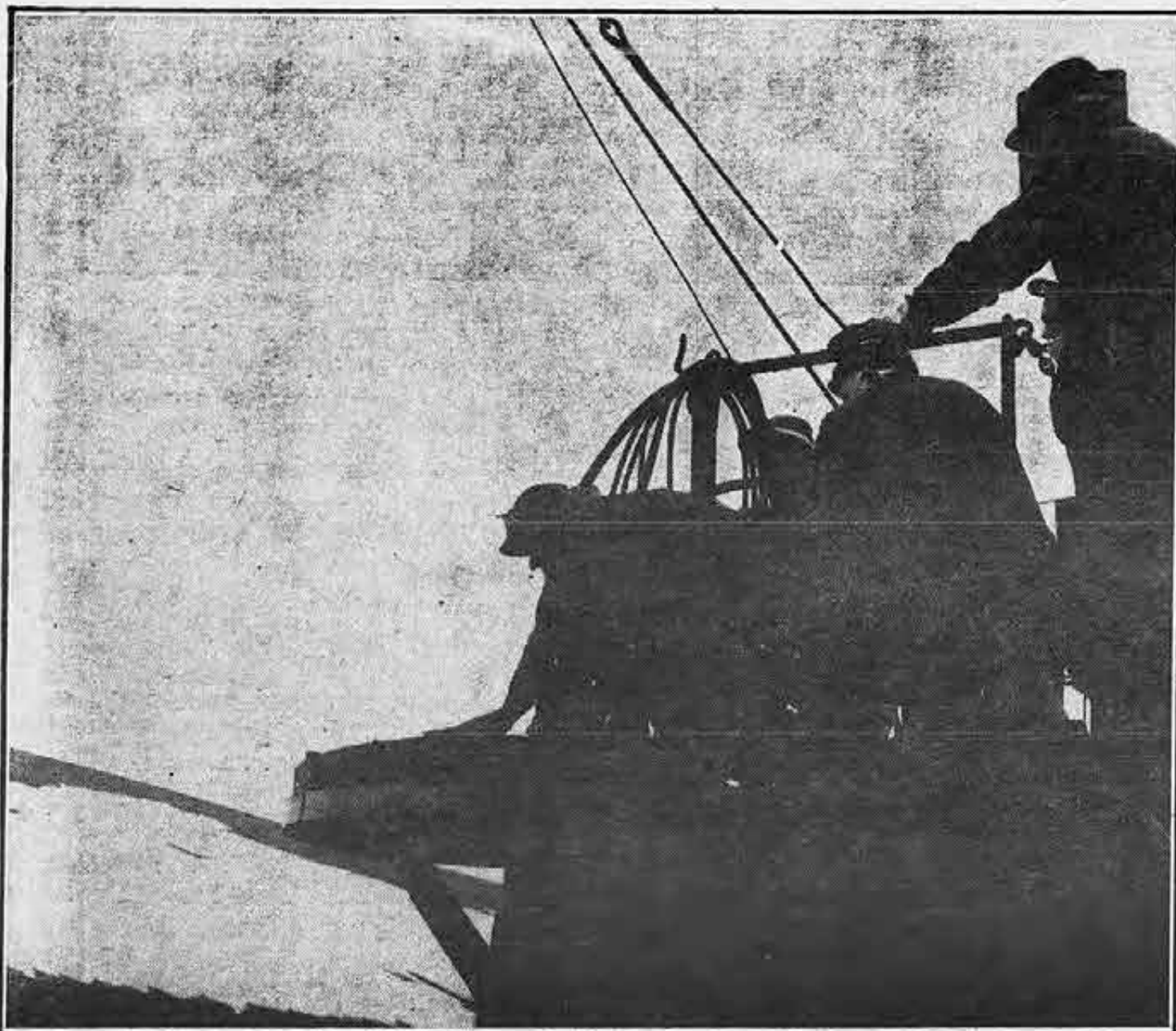
It was lunchtime aboard the **Frances** and chief cook **Frank Antonetti** as well as crew messman **Jose Ross** are busy in the galley getting the orders out to unlicensed crewmembers. Good appetites were keeping **Steward Diaz** (photo left) busy on stores lists.



Ship's delegates get a crack at coffeetime too. This one is **Richard Vaughan**, OS, who handles **Robin Hood** crew beefs.



Happy to be aboard a brand new ship, steward department members aboard the **Del Rio** (Mississippi) were all spruced up for the maiden voyage. They are (left to right) **Pat Garza**, chief steward **Woody Perkins** and **J. A. Werselowich**.



Remember the snows of last winter? Unidentified deck gang crewmembers aboard the **Robin Gray** are shown in process of securing the gangway after the vessel docked at its Brooklyn pier. Photo was taken before sunshine melted huge accumulation of snow from winter storms.



Crew pantryman **Julio Napoleonis** performs a daily chore as he scrubs a load of dishes aboard the **Robin Hood**.

SIU SOCIAL SECURITY DEPARTMENT

Seafarers' Cash Hospital Benefits Top \$2 Million

NEW YORK—Launched modestly 11 years ago, the in-hospital benefit for Seafarers has now topped the \$2-million mark in cash payments. This represents one dollar of every five paid in cash benefits by the Welfare Plan to date.

Now pegged at \$3 daily, on October 1, 1961, the regular benefit rate will jump to \$56 weekly to cover the first 39 weeks of hospitalization. The increased amount for hospitalized Seafarers is part of the new accident and sickness benefit program just negotiated by the Union. The benefit amount will revert to \$3 per day in the event hospitalization exceeds 39 weeks.

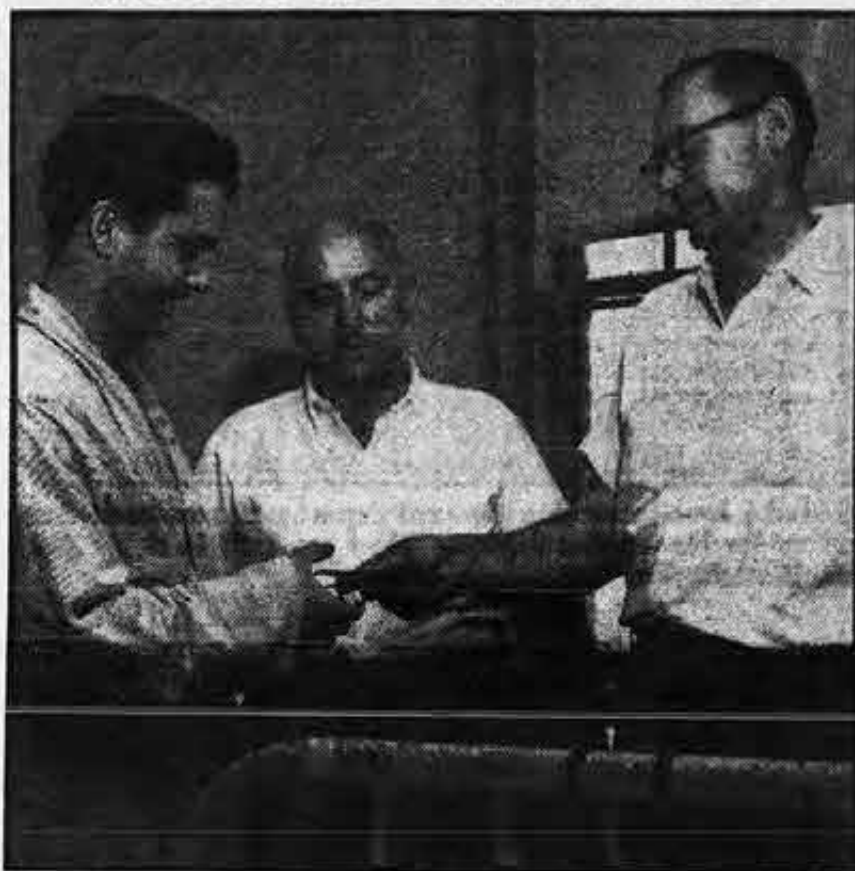
Still retained is the unique feature of the SIU Welfare Plan which assures Seafarers hospital benefits for an unlimited time, a key provision in cases of serious, chronic illness.

Started as one of the two basic benefits of the Plan back in July, 1950, the in-hospital benefit program originally provided \$7 weekly. (The death benefit, now \$4,000, was \$500.) This became \$10 weekly in May, 1951, and \$15 a week that November. The \$21 weekly figure was instituted May, 1955, when the family benefit program began. The rate was changed

to \$3 per day last year to avoid losses in benefits due to split weeks.

Under the sickness and accident program beginning this October, eligible Seafarers will qualify for \$56 weekly whether they require hospitalization or outpatient treatment for an illness or injury. Outpatient benefits will be limited to 39 weeks and will not apply to men on maintenance and cure.

Receives SIU Hospital Benefit



M. H. Trulock, oiler, receives weekly hospital benefit from welfare reps Tom Gould (at right) and John Dwyer, at Staten Island USPHS Hospital.

Bring Discharges For PHS Service

Seafarers seeking medical care at the USPHS facilities at Staten Island or Hudson and Jay Streets, Manhattan, can insure better service by presenting properly completed Masters' Certificates or discharges showing 60 days of seetime. An appointment system has also been instituted to help avoid long waiting periods and to assure the chances of being seen on a particular day. Call, write, wire or radio ahead for an appointment and, when necessary to cancel, do so in advance. The phones are: Hudson & Jay Outpatient Clinic, Barclay 7-6150; Staten Island Hospital, Gibraltar 7-3010, ext. 415 or 416.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



New Benefits: Frosting On The Cake

There is considerable interest among Seafarers these days in the new Welfare and Vacation Plan benefits set to go into effect on October 1. They all represent significant gains from the recent contract negotiations, and will round out the well-charted program of benefits for Seafarers and their families which began so modestly in 1950. It is no secret, of course, that improvements in so-called "fringe benefits", apart from direct wages, continues to be the trend throughout the labor movement.

The most welcome gain, from all accounts, appears to be the establishment of a funded pension plan for Seafarers which guarantees benefits of \$150 upon retirement at age 65. This has been a long-sought goal under the overall SIU Welfare program, as the Union and the general membership has advanced in age over the years. Now, with the accumulation of 15 years of seetime (5,475 days), a \$150 monthly pension becomes a matter of routine at the age of 65.

At the same time, the special disability benefit program will continue, to assure the same \$150 monthly payment upon proof of permanent disability at any age. The seetime requirement in this instance is unchanged at 12 years (4,380 days). With US Social Security Benefits, as they apply in each case, SIU pensioners today have a fairly comfortable cushion for their future security. US benefits apply at age 50, in the case of disability, and now start (at reduced rates) beginning at age 62 for regular retirement.

Together, these pension features can be expected to cover the expanding needs of SIU oldtimers for years to come.

No small achievement either is the start of a sickness and accident benefit program providing \$56 weekly for a period of up to 39 weeks. This improvement means a considerable rise in the basic in-hospital benefit for Seafarers besides plugging a long-standing gap in the welfare program. Now, Seafarers who become ill or injured while not employed on a vessel and who previously would not have been eligible for any type of cash benefit during a period of outpatient treatment, qualify for the \$56 a week for up to 39 weeks.

After October 1, those who go into the hospital have the \$56 to fall back on for 39 weeks and then, if longer hospitalization is necessary, qualify for the existing \$3 daily hospital benefit for as long as they may be laid up.

Improvements in SIU vacation pay also provide for major change in setting up a continuous service benefit amounting to better than two months base wages for most ratings. Those who take advantage of this new benefit by accumulating at least a full year's time on one vessel can collect \$800 if they pay off and do not ship again for 60 days. Any time over a year will be pro-rated at the \$800 rate also.

In addition, a Seafarer can remain on a vessel for more than a year, as long as he likes, merely by waiving the extra \$400. Those who do not wish to stay on one ship for a full year also still qualify for vacation benefits of \$400 annually just as before. There's ample choice here of jobs as well as vacation benefits for every man.

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

Vacation \$\$ Rise Is 6th Since 1952

NEW YORK—The SIU vacation pay increase for continuous service, effective this coming October 1, will mark the sixth major cash boost in Seafarers' Vacation Plan benefits since 1952. The original rate of vacation benefits was \$140 per year.

Liberalization of the vacation program will enable a Seafarer who spends a full year on the same vessel to collect benefits of \$800 a year if he pays off the ship. Any time in addition to the year's service will be pro-rated at the \$800 rate.

The new continuous service benefit will not affect the existing \$400 annual vacation schedule covering service on several vessels or with more than one company. This amount remains the same.

Seafarers who receive the continuous service benefits of \$800 cannot ship out again for 60 days from the date of payoff, except in cases where a vessel may otherwise sail short-handed. However, they may register immediately after the payoff.

SIU men who prefer to remain aboard the same vessel longer than a year have the option of waiving the extra \$400 and will collect the regular \$400 benefit. Under rules being set up for the continuous service benefit, temporary layoffs of ten days or less, in accord with the shipping rules provided by the SIU contract, will not constitute a break in continuous service.

10 More SIU Pensioners Approved

NEW YORK—The third lady Seafarer to qualify, plus nine other veteran SIU seamen are now receiving weekly SIU disability-pensions following trustee approval of their benefit applications. The number of applicants approved so far this year totals 31, boosting the roster of active pensioners to a record high of 215.

Sister Trilby G. Safford, 61, former stewardess on the Alcoa Corsair, joins M. Laurence Chopin and Edna T. Johanson, who have been on the disabled list since 1958 and 1959, respectively. Others just approved for the \$35 weekly benefit are:

James E. Curry, 73; Fred A. Delapenha, 68, a veteran of the American Coal beef; Ricardo Garcia 62; August Jensen, 61; Mal

A steward department veteran shipping with the SIU since 1951, Brother Curry last sailed on the Robin Kirk in 1960. He sailed with Ore Line for many years out of his home port of Baltimore and currently resides there with his wife, Carrie. Heart disease has beached him for good.

Sailing US ships since 1918, Brother Delapenha readily earned a berth on the Liberty ship Thomas Paine during the 1957 American Coal beef. His SIU time goes back to 1942 in the steward department. He had to call it quits in Novem-



McAlister



Mondesiro



Safford



Whittaker

ber, after a voyage on the Steel Designer, due to generalized arteriosclerosis and diabetes. He and his wife, Ella, live in New York City.



Garcia



Jensen



Palume



Polpello



Curry



Delapenha

McAlister, 71; Favras J. Mondesiro, 67; Falemino Palume, 65; Mariano B. Polpello, 65, and Donald D. Whittaker, 69.

The only black gang representative in the group, Brother Garcia has been sidelined by a heart condition after shipping SIU since 1939. He last sailed on the Massmar in May. He and his wife, Juana, are residents of Newark, NJ.

With 25 years of foreign-flag sailing plus SIU seetime since 1943 behind him, Brother Jensen is now permanently unfit for duty due to a bronchopneumonia condition. He and his wife, Marie, live in Huntington, NY. Jensen's last ship was

(Continued on page 16)

LET 'EM KNOW!
Write TO THE LOG

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Food Poisoning Is Year-Round Hazard

There are certain ailments which are associated with summertime. One of them is food poisoning. While outbreaks are more prevalent during the summer, this can be a year-round problem aboard merchant ships which may be in and out of sub-tropical or tropical waters any time of the year. Nor is moderate weather a guarantee against such outbreaks.

Food poisoning can take many forms. At its mildest, it is an unpleasant and unnecessary nuisance. More severe cases can lead to prolonged hospitalization or can even be fatal.

Careless Food Handling At Fault

It's been clearly established by the medical men that most instances of food poisoning are the product of careless, unsanitary food handling. (We're not talking about special circumstances such as poisonous mushrooms, or botulism which is the result of improper canning or preserving of food.) The difference made by warm weather is simply that the warmer the surroundings, the faster the bacteria multiply.

Refrigeration is one important weapon which can help prevent food poisoning. Refrigeration won't kill the disease-bearing germs but it will keep them inactive. Consequently, it is most important to refrigerate certain foods when they are not actually being served.

Salads Very Susceptible

Particular care should be taken with respect to any food containing milk, cream, mayonnaise or other dressings, or any salads using cold eggs or cold meats, or desserts and pastries, especially with a custard or cream filling. The bacteria will breed very rapidly in these foods if they are left standing in a warm messroom or galley. Mayonnaise seems to be especially susceptible. If you ever read news stories about food poisoning, in most instances they seem to be traced to such items as chicken salad, tuna salad or potato salad prepared with mayonnaise. These foods should not be put out on the table until meal service begins.

Heated foods can also be carriers of food poisoning, especially if they have just been warmed up and the heat has not been high enough to destroy the bacteria. Warm gravies, for instance, can do the damage if they have not been brought to a boil. The SIU Food Plan's program of cooking and serving to order does much to minimize this kind of problem. Under the old system, where a roast was cut up in advance of a meal and left standing out in a gravy, the possibility of food poisoning was far greater.

Even if the foods have been properly refrigerated, and not left standing around, they can still become carriers of food poisoning if the cook or messman who handles them has not been careful to keep his hands clean, or if he has a cold or skin infection. Once the food has been removed from the refrigerator and exposed to dirt or cold germs, the bacteria which cause food infection receive large-scale reinforcements. They can multiply to the point of causing serious illness.

The dangers of food poisoning aboard ship are multiplied by the close and crowded confines of ships' galleys and messrooms, by the relative lack of ventilation as compared to shoreside facilities and by the greater exposure to heat. Consequently, steward department men aboard ship should exercise great care as to prompt refrigeration of food, personal cleanliness and cleanliness in the galley to avoid outbreaks.

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

Prize-Winner Samples Roamer's Cookery



Winner of a 16-day cruise to the Caribbean, Miss Rosalva Rosas of Brownsville, Texas (left) samples the fare being offered by Seafarer E. J. Lynch, saloon MM. Looking on is Miss Rosas' traveling companion, Miss Gloria Perez. Miss Rosas won the free trip in an essay contest on the US merchant marine, and sailed on the Alcoa Roamer.

Congress Votes 3 More Years Of Farm Surplus Shipments

WASHINGTON—American ships and seamen were assured three years' additional employment in the bulk cargo trades as the result of the renewal of farm surplus legislation by Congress. This is the first time the surplus shipments have been authorized for a long-term period.

The act, which cleared both Houses of Congress on August 3 and was subsequently signed by President Kennedy, authorizes the shipment of 4.5 billion in surplus commodities to needy nations such as India, South Vietnam, Pakistan, Korea, Turkey, and Egypt.

Since the shipment of farm surplus cargoes which are actually gifts of the US taxpayer to the nations involved—are covered by the "50-50" cargo preference act, it means that US ships will be assured of sizable cargo offerings for the three year period.

In some instances, depending on the individual circumstances and regulations involved, US ships will carry 100 percent of specific cargo allotments.

The farm surplus program, which is designed to reduce US farm surplus stockpiles, and to assist food-short nations, was originally scheduled on the basis of \$750 million worth of cargo annually. The act has been renewed several years running, and the amount of surplus donated to foreign nations has been doubled to \$1.5 billion annually without mak-

ing a serious dent in the US food stockpile.

The three-year extension, while setting a \$4.5 billion ceiling would authorize as much as \$2½ billion worth of shipments in a single year.

The US has recently been concluding long-term agreements with such countries as India and Pakistan for shipment of essential foodstuffs. Consequently, the prior year-to-year renewal of the act was modified to cover these long-term commitments.

Since ship operators now have assurance of such cargo shipments for the next three years, they are expected to accelerate conversion of vessels into bulk carriers for the surplus trade.

LABOR ROUND-UP

The last three Textile Workers Union of America officials jailed for "conspiracy" to blow up a struck mill in North Carolina were paroled earlier this month. The three, Boyd E. Payton, Lawrence Gore and Charles Auslander, had served the legal minimum sentence and Gov. Terry Sanford (Dem.) ordered a three-year reduction in their term, making them eligible for parole. Requests for executive clemency had come from business, labor, Government and civic leaders after the star witness against the union officials, a state undercover informer, was involved in a Virginia gun charge.

An unusual picketline was used by the American Guild of Variety Artists in an attempt to organize Bourbon Street strip joints in New Orleans' famous French Quarter. The pickets were led by two impressively-shaped strippers and the lines will continue until all strip clubs are unionized. Public (male) sympathy is on the side of the pickets.

The International Association of Theatrical Stage Employees has laid down a policy which safeguards against strikes by union members at US missile-launching sites. The

union's executive board has forbidden members, who work as film cameramen, laboratory technicians, editors or in other related crafts from striking or assisting another union's strike without expressed permission from the international president who, in turn, must have prior approval of the executive board.

The National Labor Relations Board has struck down the effectiveness of "super-seniority" promises made to strikebreakers. The Board, in a case between the International Union of Electrical Workers and an Erie, Pa., company ruled that it was an unfair labor practice to arbitrarily award 20-years "seniority" to strikebreakers, or strikers who return during the strike and then to apply this "seniority" in determining labor layoffs. "Super-seniority effectively divides the strikers against themselves," the Board said and sets up two groups, "those who stayed with the union to the end and lost their seniority and those who returned before the end of the strike and thereby gained extra seniority."

In spite of previous decisions against its anti-labor policy, Sears Roebuck & Co. has continued its anti-union activities with the result that Department Store Local 1207 of the Retail Clerks Union has filed charges against Sears for unfair labor practices with the National Labor Relations Board. The company, according to the charges, agreed to union security verbally but refused to put it in writing, failed to put agreements on sales commissions in writing, attempted to bypass normal grievance procedures and refused to meet with union representatives. The company's previous actions have resulted in a union-sponsored "Don't Buy Sears" campaign which it is continuing.

Employees illegally discharged or laid off received back pay of \$1.7 million in fiscal 1961, the National Labor Relations Board reported on reviewing the unfair labor practices cases it handled during June, 1960, to June, 1961. This sum was up 20 percent over fiscal 1960. The board also reported the following in its review: The number of workers offered reinstatement after illegal discharge was nearly double, and of this total 67 percent accepted reinstatement. The total number of cases handled increased slightly, but was below the all time record set in fiscal 1959. The agency cut down the time of litigation, enabling it to handle more cases.

Movie Union's Pact Would Expand Jobs

NEW YORK—Member unions of the International Association of Theatrical Trades Employees have agreed to new contract terms which will increase job opportunities for motion picture technicians.

The agreement, which is designed to expand the motion picture industry here, bypassed wage increases and made other changes in contract terms which would encourage producers to make more films in New York.

In addition to the increased job opportunities involved, the motion picture unions won a contract provision giving them a 16 2/3 percent share in the producer's gross profit on each of the films involved.

An immediate result of the new agreement will be the production of five low-budget films in the metropolitan area, with consequent employment for directors, photographers, wardrobe attendants, film editors and other crafts.

A major reason for the contract agreement was the competition being offered by low-cost European film makers.

SCHEDULE OF SIU MEETINGS

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

New York	Sept. 5
Philadelphia	Sept. 5
Baltimore	Sept. 6
Detroit	Sept. 8
Houston	Sept. 11
New Orleans	Sept. 12
Mobile	Sept. 13

Labor Book Cites LOG Runaway, Clinic Stories

Four selections from the SEAFARERS LOG are included in an anthology of articles taken from labor publications entitled "Labor's Story," a new book published recently.

Compiled by the editors of three union newspapers, the book tells "labor's story as reported by the American Labor Press."

The anthology gives prominent treatment to the runaway problem facing unions when ships or companies start runaway operations in foreign countries or relocate in non-union southern areas.

An article from the July 1, 1960, LOG highlights the problem of runaway ship operators. In the article—entitled "We Treat The Natives Well!"—the LOG said that a "glossy, expensive booklet" put out by a public relations front for runaway ship operators tries to convey a picture "of a benevolent, smiling shipowner dispensing the benefits of food, clothing and shelter to the 'starving natives out of the bush'."

But these operators, the LOG points out, "will go to any extreme to keep their seamen from being contracted by US unions," because "if these seamen got the idea they were entitled to American wages, 'morale' would take a nose-dive—particularly in cases where ships are manned by Asian seamen who 'sign articles of agreement' prescribed by their government."

Other articles excerpted from the LOG include the Digest of Ship Meetings, July 1, 1960, in the section on Trade Unions in Action; the October 23, 1959 article on "SIU Clinics Winning TB Fight" in the Health and Medicine portion of the Serving the Family and Community section and Sidney Margolis' "Your Dollar's Worth" column of June 3, 1960, in the

Retirement part of the same section.

The anthology, which contains some 305 news stories, articles, editorials and features from 85 leading trade union publications, was published by the Community Publishers, 43 Franklin Ave., Glen Cove, New York and costs \$5.50.

Notify Welfare Of Changes

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

Crews Pack Food Beefs In Dry Ice

HOUSTON—Food beefs on two ships here were speedily settled to the satisfaction of the crews, thanks to the SIU Food Plan, the US mails and dry ice.

The two ships the Penn Explorer (Penntrans) and the Overseas Joyce (Ocean Carriers) were stored with "bacon" by a local chandler, which, upon examination, looked more like sliced fatback than anything else. Since both vessels were scheduled to go offshore, the crews

figured that the best way to get fast action was to airmail the bacon to the SIU Food Plan in headquarters.

The bacon, such as it was, arrived in good condition. Food Plan representatives immediately got in touch with the home offices of the two steamship companies involved and arrangements were made to replace the inferior bacon with a better grade, something fit to go with breakfast eggs.



SIU SOCIAL SECURITY BULLETIN BOARD



SEAFARERS IN DRYDOCK



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

USPHS HOSPITAL BALTIMORE, MARYLAND

William Brewer David Nelson
Russell Clymer Domingo Orbigoso
Jose DaCosta William Pussinsky
Andrew Flaherty Vincent San Juan
Chester H. Green Fennick Sawyer
Lawrence Halbrook John Schock
Henry Karpowicz Carmine Tufaro
Dee Kimbrell John Webb
Frank Nappi Bruce Webb

USPHS HOSPITAL GALVESTON, TEXAS

Robert Bujan William Odum
Ernest A. Daniels K. W. Olson
Jesus F. Garza Ralph Palmer
Daniel Hutto Benjamin Rucker
John T. Hanson James M. Reilly
Pat H. Jones Dixon R. Stroup
Bernard Kaminsky Raybon Threalt
Archie Milne

USPHS HOSPITAL NEW ORLEANS, LA.

Sidney Anderson Dennis Gomez
Golee Andrews Luis E. Guadamus
Felipe Basaldua Wade B. Harrell
Thomas Blackledge Leon Jordan
Herman A. Carson Ben Kaszuba
Charles Cooper Edward Knapp
Philip Cordinals Leo Lang
Thomas Dailey Theodore Lee
John P. Doyle Tinelman J. Lee
Joseph Fitzpatrick Clyde Leggett

Norman Lightell Tobias Thompson
Ethel Measounier Frank Travis
Robert Montcalm R. Trippe
Eddie A. Patingo Almer S. Vickers
Roland Reed Harold Westphall
Charles Simpkins Sidney White
Murray Smith Roland Wilcox
Lorenzo Stripe Dewey York
Percy Thompson Anthony Zanca

USPHS HOSPITAL STATEN ISLAND, NEW YORK

Victor Alcaraz Fleming Higginson
Victor Almojera Eric Joseph
Faustino Ayson Charles Kinnke
K. Bineminis Leonard Kropp
Gomaira Bloeman Thomas Lauer
Robert Brennan Mal McAllister
William Cameron Herman Meyer
Daniel Cernent G. Mikalopoulos
Juan Collazo Alex Padu
Herbert Collins Eugene Plahn
Louis Colon C. Reyes
Wm. J. Connolly Isaac Romero
Troy Cousins M. Ronda
George Crabtree Raymond Ruppert
George Djan Jose Saavedra
Jerry Donovan Aaron Sasser
Pedro Esteban A. Sato
Angelo Favazza Oscar Smith
Paul R. Foy Harold Spicer
W. A. Gill Terrell Stafford
Estell Godfrey M. H. Trulock
Bjork Granberg Frank Villacorte
William Guether George Waas
James B. Harris David Russell
Fred Harvey

USPHS HOSPITAL SEATTLE, WASH.

Charles Conahan David Proffitt
H. Gawkoski Andrew Smith
John H. Murray Edward Violette
Gillis Lightfoot

JERSEY CITY HOSPITAL JERSEY CITY, NEW JERSEY

Chester Gawrych

LONG BEACH MEMORIAL HOSPITAL LONG BEACH, CALIF.

R. H. Bunce, Jr.

HARBOR GENERAL HOSPITAL LOS ANGELES, CALIF.

Eric R. W. Dahl

USPHS HOSPITAL SAN FRANCISCO, CALIF.

F. A. Cuellar George B. Little
Adolf Helmsaar Henry D. Morris
Cecil C. Hughes Chas. Neukirchner
L. Knickerbocker Milton R. Reeves
B. Kosmaczewski Eugene W. Bent
Harry Lowther W. W. Worthington

USPHS HOSPITAL BRIGHTON, MASS.

Peter King Stephen Seavious

USPHS HOSPITAL SAVANNAH, GEORGIA

C. Rollins

TRIBORO HOSPITAL JAMAICA, LI, NEW YORK

James Russell

PINE CREST HAVEN COVINGTON, LA.

Frank Martin

US SOLDIERS' HOME WASHINGTON, DC

William Thomson

VA HOSPITAL KERRVILLE, TEXAS

Willard T. Cahill

VA HOSPITAL TEMPLE, TEXAS

William E. Nelson

USPHS HOSPITAL FORT WORTH, TEXAS

J. R. Alsbrook Max Olson
Benjamin Deibler Herbert Young
Thomas Leahy Davis Danao

VA HOSPITAL WEST HAVEN, CONN.

John J. Driscoll Henry E. Smith

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK

Henning Bjork Thomas Isaksen
Alberto Gutierrez

USPHS HOSPITAL HOUSTON, TEXAS

Thomas Manion

USPHS HOSPITAL NORFOLK, VIRGINIA

Wesley Chadwick Tamladge Johnson
F. C. Damian S. H. Nicholson
William Grimes Henri Robin, Jr.

Physical Exams—All SIU Clinics

Month Of June, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	120	17	7	144
Houston	58	6	4	68
Mobile	77	7	18	102
New Orleans	216	20	42	278
New York	373	26	12	411
TOTAL	844	76	83	1003



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. The whole procedure takes only a short time.

SIU Welfare, Vacation Plans

Cash Benefits Paid

June 19—July 16, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)	5511	\$19,836.77
Death Benefits (Welfare)	13	36,013.71
Disability Benefits (Welfare) . .	822	28,770.00
Maternity Benefits (Welfare) . .	30	6,000.00
Dependents Benefits (Welfare) . .	242	45,169.39
Optical Benefits (Welfare)	62	470.75

Summary (Welfare) 6680 \$136,260.62

Vacation Benefits 1525 \$257,826.68

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD . . 8205 \$394,087.30

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

10 Seafarers Get Pensions

(Continued from page 14)

the Seatrain Georgia as AB card-deckman in November.

Brother McAllister also got a permanent "not fit for duty" as a result of a chronic bronchial ailment and last sailed a year ago aboard the Kenmar. He's an SIU steward department oldtimer with service since 1939. He and his wife, Helen, make their home in Philadelphia.

One of the early members of the SIU in 1938, Brother Mondesire is another steward department veteran idled by heart disease. His last ship was the Santa Venetia in March. He's a resident of New Orleans.

Similarly disabled by a heart condition, Brother Palume has shipped on deck since 1942 and made his last trip in March on the Yaka. He lives in Brooklyn.

Another member of the deck gang, Polpello made his final voyage aboard the Del Santos a year ago. He's been beached by generalized arteriosclerosis and heart disease and now lives in New Orleans. He began shipping SIU in 1942.

Sister Safford began shipping as an SIU stewardess during 1946 and sailed steadily until the Corsair laid up last fall. She's disabled by a heart condition and lives at South Sldell, La., near New Orleans.

A resident of New York City with his wife, Mary, Brother Whitaker shipped SIU with Calmar practically straight through from 1951 while he had to quit as messman on the Texmar in 1959. A heart ailment has beached him for good.

Welfare, Vacation Offices Moved

Seafarers are urged to note a change of address for the SIU Welfare and Vacation plans. The two Plans, were shifted to 17 Battery Place, New York 4. The move provided more space for the expanding services of the two benefit programs, which have paid out combined cash benefits of over \$25 million to Seafarers and their families. The new telephone number is Whitehall 3-5950.

SIU Blood Bank Inventory

New York—June, 1961

Pints Contributed 62

Pints Rejected 5

Pints Credited 28½

(Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)

Previous Balance 82

110¼

Pints Used 39

Balance On Hand

July 1, 1961 71¼

Traveler Seafarers Curb Fire; Five-Day Fight Saves Vessel

SAN FRANCISCO—The battered Isthmian vessel *Steel Traveler* was due in here shortly after surviving a near-disastrous fire in the port of Inchon, Korea. Crewmembers of the vessel, with the assistance of military personnel, succeeded in confining the blaze after two days of round-the-clock fire-fighting. They then spent another three days pumping out the affected hold, jettisoning the cargo and then subduing a flare-up of the blaze.

The effective action of the crew succeeded in confining the stubborn blaze to the No. 4 hold. There had been concern that the ship

might be endangered by the intense heat of the prolonged fire. An additional cause for worry was the wheat cargo being carried in the lower part of the burning hold. It was swelling from the water poured into the hold and might have cracked the plates.

The fire broke out at 0150 on

July 13. Emergency fire-fighting action was taken, but the crew exhausted the ship's supply of CO₂ without being able to subdue the blaze.

An emergency radio message was sent to Yokohama, requesting the assistance of a Navy vessel to fight the fire. However, before the vessel was dispatched, the crew, assisted by Navy damage control parties and Inchon-based Army fire-fighters equipped with chemical fire-fighting equipment, brought the blaze under control some 46 hours after it started. The hold had been flooded in the process.

Another three days was then spent pumping out the hold, which was flooded to the upper 'tween decks. When the water level was lowered, the fire flared up briefly but was again subdued by chemical fire-fighting equipment. In the meantime, the crew and the military worked day and night to jettison the water-logged wheat.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Gout: A Chronic Disease

Gout is a disease caused by a disturbance of metabolism in which there is an increase in the production of uric acid. Gout is characterized by hyperuricemia (increased uric acid in the blood), and by deposits of urates in the joints and other areas of the body.

The cause of gout is not known. There is considerable evidence that heredity is an important factor. There is difficulty in tying a heredity factor to clinical symptoms of gout because many individuals who have increases in uric acid in the blood do not develop clinical symptoms.

Gout occurs more frequently in males, in a ratio of 95 percent to 5 percent female. In cases of gout, the prognosis is best in those cases that develop clinical symptoms late in life. The condition is more prevalent in the temperate zone. The acute manifestations of gout are often precipitated by excessive food and drink, and for that reason, we think of gout occurring in those persons exposed to gastronomic indulgence. It is not believed that food and drink can produce gout per se.

A person may actually have gout, show an increase in uric acid in the blood, for years but the condition will not be recognized until clinical symptoms develop. Any male, middle age or later, who develops an acute attack of arthritis in one of his distal joints, that is not the result of a specific infection, probably has gout.

The hyperuricemia (increase in uric acid in the blood) is comparable to diabetes, which shows a hyperglycemia (increase sugar in the blood). Similarly both conditions may be controlled by diet and medication. However, once an individual has gout or diabetes, he always has gout or diabetes.

Gout is most frequently recognized when the patient, usually male, in middle life or later, develops an attack of acute gouty arthritis. There may be prodromal symptoms, but they will probably not be recognized as gout. The prodromal symptoms are usually irritability, melancholia, vague muscular symptoms, nausea or sometimes euphoria.

In the early stages of acute gouty arthritis, the arthritis usually involves the distal joints of the feet, ankles, hands or wrists, the knees and elbows less frequently, and the other joints seldom. There is often inflammation of the bursa over the elbows and the tendon of achilles.

The acute attack usually develops rapidly. The pain may be mild but frequently severe to such an extent that the touch of the bed clothes, or the slightest vibration of the bed, is unbearable. The affected part may be swollen and tender; bright red or dusky in color. Edema may be present. As swelling subsides, there may be itching and desquamation. Recovery usually takes place in a few days.

An acute attack of gouty arthritis may be precipitated by rich food, those of a high purine content, and drink in excess, by trauma, certain drugs, or a hunting trip where such food as venison or grouse and liquor are consumed to excess.

Other manifestations of gout are the deposit of urate crystals in the tissue producing subcutaneous nodules called tophi. The tophi are frequently palpable in the ear cartilage; over the elbow and about the peripheral joints of the hands and feet. Urates are also deposited in the bones, kidneys and blood vessels.

Following the initial attack of gouty arthritis, the attacks recur with increasing frequency, and unless controlled by proper diet and medication, tend to become chronic and progressively more severe. Attacks of gouty nephritis, myocardial infarction or, apoplexy may ensue.

Effective Treatment Done By Drugs, Diet

The acute attacks of gouty arthritis may be controlled by the time honored drug colchicine, which is specific to such an extent that if acute arthritis is controlled by colchicine, then the diagnosis is gout beyond question.

In recent years, phenylbutazone has been used as a substitute for colchicine in the treatment of acute attacks of gouty arthritis, although it is not specific for gout.

When acute arthritis is superimposed on chronic gout, the attacks are prolonged and may not respond to the above drugs, in which event they may respond to ACTH.

Probenecid (Benemid) will reduce the blood uric acid and should be used in conjunction with drugs for the acute gouty attacks of arthritis. In this way, the total uric acid of the blood is controlled in a manner similar to the use of insulin in diabetes.

A person with gout should follow a strict regimen. He should control his total caloric intake of food. He should avoid foods of high purine content; avoid alcoholic excess, trauma to the affected part and have a liberal fluid intake. This, with the drug regimen for the control of blood uric acid, has to be followed the rest of the patient's life. If followed, there is no reason why a person should not live a relatively normal life to a ripe old age as far as the gout is concerned.

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

Navy Hails Zephyrhills Seafarers

NEW YORK—Crewmembers of the SIU-manned tanker *Zephyrhills* (Pan-American Overseas) have been commended by the US Navy for successfully participating in numerous transfers of cargo at sea to US Navy vessels.

The commendation for the crew was the result of 14 sea refueling operations during the period of September 3 to October 15, 1960 in support of the sixth fleet. There were two other tankers involved in the operation, both of them MSTs manned by Navy crews.

William (Blackie) Hunt, deck delegate, on the ship, wrote the LOG that in all, the *Zephyrhills* had refueled Navy vessels at sea 20 times with no injuries or mishaps of any kind.

In reporting on the fuel transfers, top officers of the Sixth Fleet commented that "The service provided by these tankers was considered excellent . . . No essential difference in the calibre of the service provided by the TAO's (Navy auxiliary oilers) and the MSTs charter vessel was noted . . . ship-handling, appearance and adaptability factors made these ships welcome additions to the fleet . . ."

The commander-in-chief of US Naval Forces in Europe added that "These are sound, useful ships manned by competent, willing mariners."

SIU Sea Chest Goes Shoreside

The SIU Sea Chest has discontinued its service to ships' slophests, but is continuing to operate retail stores in various SIU halls, supplying Seafarers with sea gear and shore wear.

Ships' slophests are now being supplied by private ship chandlers, so that the Union has no connection with the prices, quality, quantity or variety of stores placed aboard in the slopchest.

Seafarers can assure themselves of top quality needs in shipboard gear by purchasing their supplies at the hall before shipping out.

Blind Children On SIU Excursion



Blind children from Boyer Greaves School are shown on deck of *Sea Belle* (Wilson Line) enroute to Riverview Beach as guests of Philadelphia Seafarers.

Philly Seafarers Entertain Blind Children At Outing

PHILADELPHIA—A group of blind and retarded children from the Royer Greaves School for the Blind in suburban Poali were guests of the SIU Philadelphia hall on an excursion.

The SIU provided bus transportation from the school to the excursion vessel *Sea Belle* of Wilson Line. After enjoying dancing and music on the trip, the group went ashore at Riverview Beach where the children had lunch and were taken on the

amusement rides at the park.

Crewmembers of the *Sea Belle* and Seafarers who accompanied the group assisted the children throughout the trip. The Philadelphia hall was informed that the excursion was the highlight of the year's activities at the school.

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

By SIDNEY MARGOLIUS

How To Pay For Air—Hot Or Cold

Working people no longer can brag that at least air is free. It's finally happened. They've found a way to sell us air. And we're buying it by the boxful.

There's a money-saving lesson behind the Food & Drug Administration's seizure of packages of Puffed Wheat and Puffed Rice in Camden, NJ, and Baltimore, Md. The Government agency said the Puffed Wheat packages were as much as 15 percent short weight, and the Puffed Rice 6 percent.

The reason for the short weight is what's fascinating. The manufacturer—the Quaker Oats Co.—has developed a process for puffing grains of wheat and rice to greater volume than previously had been the practice. The increased volume resulted in packages containing less of the food product than the declared weight. You see, they didn't change the boxes.

What's really of concern is that the public is going for dry cereals in a big way, and paying a large price for them. In recent years the average person has increased his consumption of dry cereals by 36 percent but has cut his use of hot cereals 35 percent, the US Agriculture Department reports.

We can all save money cooking our own cereals. Your best buy in breakfast cereals is the cooked type such as oatmeal, farina, Cream of Wheat, etc. Depending on the brand or type, these generally cost you 1.2 to 1.5 cents per one-ounce serving. But the dry cereals cost you typically, about three cents an ounce. That's only half the story. The puffed-type cereals like Puffed Wheat cost 4.5 cents an ounce, and individual-serving packages cost as much as seven cents.

Furthermore, the cooked cereals provide more nourishment. A cup of a cooked wheat usually provides about 37 percent more protein than a cup of dry wheat cereal, about 70 percent more iron and almost six times as much thiamine. The cooked cereal also provides about 50 percent more calories than the comparable dry cereals. That's important to children and hard-working people, if not to weight watchers.

Corn flakes are the cheapest of the dry cereals, but also provide less nourishment than some of the other dry cereals, although more than puffed rice. The exploded rice cereal is lower in both calories and protein.

One of the most-reasonable dry cereals turns out to be Wheat Chex at a cost of about 1.8 cents an ounce in the 18-ounce package. This manufacturer gives you just cereal; no premiums. Shredded Wheat is another reasonably-priced dry cereal.

You pay significantly more if you buy dry cereals already sugared. Sugar-coated corn flakes, for example, cost about three cents an ounce. You can buy supermarkets' own brand of corn flakes for 2 cents an ounce.

You save by buying the larger sizes as well as the private brands. In one instance, Rice Krispies, we found the large package saves 34 percent of the cost per ounce.

In the "high-protein" cereals, the Quaker Oats Company's "Life" is relatively reasonable.

Some look-alike packages contain eight ounces, some nine and some 12. The "puffed" cereals come in much the same size boxes as the more solid cereals, but have only four ounces compared to eight or more.

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 \$6,600 in maternity benefits and a maturity value of \$825 in bonds:

Christy O'Neal, born June 17, 1961, to Seafarer and Mrs. Curtis O'Neal, Lowland, North Carolina.

Lawrence Croft, born May 25, 1961, to Seafarer and Mrs. Robert G. Croft, Galveston, Texas.

Linda Narvaez, born June 23, 1961, to Seafarer and Mrs. Phillip Narvaez, Houston, Texas.

Robert Charles DeHarde, born June 16, 1961, to Seafarer and Mrs. George DeHarde, Galveston, Texas.

Eric Pettersen, born July 8, 1961, to Seafarer and Mrs. Norman Pettersen, Brooklyn, New York.

Morgan Harris, born June 18, 1961, to Seafarer and Mrs. Morgan Harris, Conroe, Texas.

Mary Dickinson, born June 28, 1961, to Seafarer and Mrs. James Dickinson, Mobile, Alabama.

Deidre Latrice Booker, born June 20, 1961, to Seafarer and Mrs. Marshall Booker, Houston, Texas.

Robert Price, born May 22, 1961, to Seafarer and Mrs. Lawrence A. Price, Baltimore, Maryland.

John Reeves, born July 8, 1961, to Seafarer and Mrs. William Reeves, Mobile, Alabama.

Rachel Donahue, born April 6, 1961, to Seafarer and Mrs. James Donahue, New Orleans, La.

Howard Doyle, born May 31, 1961, to Seafarer and Mrs. Edward Doyle, Chalmette, Louisiana.

Susan Kittrell, born July 12, 1961, to Seafarer and Mrs. Elwood Kittrell, Mobile, Alabama.

Gorman W. Seymour, born July 14, 1961, to Seafarer and Mrs. Gorman Seymour, New Orleans, Louisiana.

Edward Jimenez, born July 17, 1961, to Seafarer and Mrs. William Jimenez, Brooklyn, New York.

Robert Myers, born November 12, 1960, to Seafarer and Mrs. Robert Myers, Jacksonville, Florida.

Theresa Squires, born April 13, 1961, to Seafarer and Mrs. Edward P. Squires, Brooklyn, New York.

Cheryl Ann Gibbs, born July 12, 1961, to Seafarer and Mrs. Leslie Gibbs, Galveston, Texas.

Doris Ann Sharp, born December 1, 1960, to Seafarer and Mrs. Charles Sharp, Dundalk, Maryland.

Sabra L. and Loretta J. Wilson, born May 15, 1961, to Seafarer and Mrs. Orie A. Wilson, Mobile, Alabama.

Kurt Martin Leiter, born July 12, 1961, to Seafarer and Mrs. Alexander Leiter, Ocean City, New Jersey.

Clara Jean Moore, born June 9, 1961, to Seafarer and Mrs. Carlton E. Moore, Baltimore, Maryland.

James A. Keno, born May 4, 1961, to Seafarer and Mrs. James Keno, New York, N. Y.

Kennan W. Wix, born June 14, 1961, to Seafarer and Mrs. Robert Wix, Freeport, Texas.

Milagros Rivera, born July 26, 1961, to Seafarer and Mrs. Jose P. Rivera, Bronx, New York.

John W. Hardee, born July 18, 1961, to Seafarer and Mrs. John W. Hardee, Evergreen, Alabama.

Robert Dale Long, born June 24, 1961, to Seafarer and Mrs. Horace O. Long, Baltimore, Maryland.

Jill Bigby, born July 18, 1961, to Seafarer and Mrs. Bill Bigby, Houston, Texas.

Charles R. Branch, born July 20, 1961, to Seafarer and Mrs. Charles R. Branch, League City, Texas.

Mary Lou Zehner, born July 15, 1961, to Seafarer and Mrs. Charles Zehner, Upland, Pennsylvania.

Thomas Rogers, born July 17, 1961, to Seafarer and Mrs. Patrick Rogers, Brooklyn, New York.

Shirley Mendez, born July 13, 1961, to Seafarer and Mrs. Hector E. Mendez, New Orleans, Louisiana.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$48,500 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Charles L. Stevens, 64: A heart condition caused the death of Brother Stevens in New York City on July 9, 1961. He had been shipping with the SIU since 1941 in the steward department. Surviving is his widow, Mrs. Maria G. Stevens, of New York City.

Calvary Cemetery, Long Island City, was the place of burial. Total benefit: \$4,000.

Duggan H. McCrary, 62: Brother McCrary passed away due to a kidney ailment on June 14, 1961 at the USPHS Hospital, New Orleans, La. He had sailed with the SIU since 1952, shipping in the steward department. His widow, Mrs. Velma S. McCrary, of Marrero, La., survives. Greenwood Cemetery, New Orleans, was the place of burial. Total benefit: \$4,000.

Joseph Fernandez, 63: A heart ailment was the cause of death to Brother Fernandez at Harlem Hospital, New York, NY, on July 4, 1961. He joined the SIU in 1952, shipping in the steward department, and had been receiving special disability benefits since 1957. His widow, Mrs. Olivia P. Fernandez, of New York City, survives. Burial was at Woodlawn Cemetery, Bronx, NY. Total benefit: \$4,000.

Benjamin Balcer, 44: Brother Balcer died of heart failure at the Church and Home Hospital, Baltimore, Md., on July 2, 1961. He had sailed with the SIU since 1951 in the engine department. A friend, James Naperstek, of Baltimore, survives. Holy Rosary Cemetery in Baltimore was the place of interment. Total benefit: \$4,000.

William M. Murphy, 50: Brother Murphy passed away as the result of a heart ailment on June 9, 1961 in County Donegal, Ireland. He had sailed since 1954 with the SIU in the deck department. His sister, Mrs. Fannie O'Doherty, of Malin, County Donegal, survives. Interment was in County Donegal. Total benefit: \$500.

Nelson Norwood, 61: Brother Norwood died on March 12, 1961 at the US Naval Hospital, Jacksonville, Fla., as a result of pneumonia. He had sailed in the SIU steward department since 1953. His daughters, Naomi E. Norwood and Mrs. Mary Norwood Moore, both of North Berwick, Maine, survive. Interment was at Southern Crematorium in Jacksonville. Total benefit: \$4,000.

William O'Dea, 49: A tubercular condition was the cause of death to Brother O'Dea on May 10, 1961, at New Orleans, La. He had shipped with the SIU since 1944 in the engine department. Surviving is his father, Patrick O'Dea, of New Orleans. Memorial Park, New Orleans, was the place of interment. Total benefit: \$4,000.

Elmo L. Vance, 66: Brother Vance died as the result of a drowning accident at New Orleans, La., on October 6, 1960. He had shipped with the SIU in the engine department since 1938. His brother, Reed Vance, of Salt Lake City, Utah, survives. Burial was at Provo, Utah. Total benefit: \$4,000.

Alfred S. Cuadra, 62: A liver ailment caused the death of Brother Cuadra on June 20, 1961, at San Francisco, Calif. He began shipping with the SIU in 1938, sailing in the steward department. His brother, Jose R. Cuadra, of San Francisco, survives. Burial was at San Francisco. Total benefit: \$500.

Woodrow W. Tomlinson, 45: A throat ailment was the cause of death to Brother Tomlinson on July 16, 1961, at Galveston, Texas. Since 1938 he had been shipping with the SIU in the deck department. Surviving is a sister, Mrs. Cleo Pierce, of Jacksonville, Fla. Burial was at Evergreen Cemetery, Jacksonville. Total benefit: \$4,000.

Paul Signorino

A "Departure" notice in the June, 1961 issue of the SEAFARERS LOG unaccountably listed a "Mrs. Dorothy Smith" as the widow of the late Seafarer Paul Signorino, who died of a heart condition on January 19, 1961 at New Orleans. The LOG offers its apologies to Mrs. Dorothy Signorino for the error. Brother Signorino had sailed in the SIU steward department since 1955. He was 46.

Benefit Increased

Action by the trustees of the Seafarers Welfare Plan has increased the death benefit paid to Mrs. Margarite Archibald, widow of the late Seafarer Manuel J. Archibald, to the full amount of \$4,000.

The original benefit paid to Mrs. Archibald, as reported in the July, 1961 issue of the SEAFARERS LOG, amounted to \$500. (The supplemental payment of \$3,500 is reflected in the total heading this column.) Brother Archibald, who began shipping in the SIU steward department in 1946, died on May 24, 1961.

Charles L. Stevens, 64: A heart condition caused the death of Brother Stevens in New York City on July 9, 1961. He had been shipping with the SIU since 1941 in the steward department. Surviving is his widow, Mrs. Maria G. Stevens, of New York City.

Calvary Cemetery, Long Island City, was the place of burial. Total benefit: \$4,000.

Duggan H. McCrary, 62: Brother McCrary passed away due to a kidney ailment on June 14, 1961 at the USPHS Hospital, New Orleans, La. He had sailed with the SIU since 1952, shipping in the steward department. His widow, Mrs. Velma S. McCrary, of Marrero, La., survives. Greenwood Cemetery, New Orleans, was the place of burial. Total benefit: \$4,000.

Joseph Fernandez, 63: A heart ailment was the cause of death to Brother Fernandez at Harlem Hospital, New York, NY, on July 4, 1961. He joined the SIU in 1952, shipping in the steward department, and had been receiving special disability benefits since 1957. His widow, Mrs. Olivia P. Fernandez, of New York City, survives. Burial was at Woodlawn Cemetery, Bronx, NY. Total benefit: \$4,000.

Benjamin Balcer, 44: Brother Balcer died of heart failure at the Church and Home Hospital, Baltimore, Md., on July 2, 1961. He had sailed with the SIU since 1951 in the engine department. A friend, James Naperstek, of Baltimore, survives. Holy Rosary Cemetery in Baltimore was the place of interment. Total benefit: \$4,000.

William M. Murphy, 50: Brother Murphy passed away as the result of a heart ailment on June 9, 1961 in County Donegal, Ireland. He had sailed since 1954 with the SIU in the deck department. His sister, Mrs. Fannie O'Doherty, of Malin, County Donegal, survives. Interment was in County Donegal. Total benefit: \$500.

Nelson Norwood, 61: Brother Norwood died on March 12, 1961 at the US Naval Hospital, Jacksonville, Fla., as a result of pneumonia. He had sailed in the SIU steward department since 1953. His daughters, Naomi E. Norwood and Mrs. Mary Norwood Moore, both of North Berwick, Maine, survive. Interment was at Southern Crematorium in Jacksonville. Total benefit: \$4,000.

William O'Dea, 49: A tubercular condition was the cause of death to Brother O'Dea on May 10, 1961, at New Orleans, La. He had shipped with the SIU since 1944 in the engine department. Surviving is his father, Patrick O'Dea, of New Orleans. Memorial Park, New Orleans, was the place of interment. Total benefit: \$4,000.

Elmo L. Vance, 66: Brother Vance died as the result of a drowning accident at New Orleans, La., on October 6, 1960. He had shipped with the SIU in the engine department since 1938. His brother, Reed Vance, of Salt Lake City, Utah, survives. Burial was at Provo, Utah. Total benefit: \$4,000.

Alfred S. Cuadra, 62: A liver ailment caused the death of Brother Cuadra on June 20, 1961, at San Francisco, Calif. He began shipping with the SIU in 1938, sailing in the steward department. His brother, Jose R. Cuadra, of San Francisco, survives. Burial was at San Francisco. Total benefit: \$500.

Woodrow W. Tomlinson, 45: A throat ailment was the cause of death to Brother Tomlinson on July 16, 1961, at Galveston, Texas. Since 1938 he had been shipping with the SIU in the deck department. Surviving is a sister, Mrs. Cleo Pierce, of Jacksonville, Fla. Burial was at Evergreen Cemetery, Jacksonville. Total benefit: \$4,000.

Paul Signorino

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STOP

Have You Filed Your New Enrollment-Beneficiary Card?

SEAFARERS WELFARE PLAN

Seafarer's Son Graduates; Receives Honors In English

Dressed in mortarboard and gown and posing in front of his Brooklyn home, Joseph A. Grajales is all smiles—as well he might be. The son of Seafarer Eladio Grajales, who sails in the steward department as a chief cook, Joseph graduated in June from St. Leonard's High School in Brooklyn, winning a medal for excellence in English. Eladio, who joined the Union in 1944, was elated as he told his shipmates about his son. The home, by the way, is on President Street, not far from the Union's Brooklyn headquarters.



TOPA TOPA (Waterman), July 14—Chairman, Ramon Ferreras; Secretary, Frank L. Barlett. Everything running smoothly. Motion made for ship's delegate to see boarding patrolman about fumigating ship for roaches and silver fish and to see about some 16" fans in rooms that only have one man to a fo'c'sle. Suggestion made to turn all soiled linen on a Friday so it can be counted for sending ashore.

ANDREW JACKSON (Waterman), May 28—Chairman, Harry Jones; Secretary, James Pursell. Everything running smoothly. A vote of thanks to the steward department. A few hours disputed concerning overtime. June 1—Chairman, Sidney Segree;

DIGEST of SIU SHIP MEETINGS

Secretary, James Pursell. Request for ice tea glasses. Vote of thanks to steward department. Repair list to be made up.

YAKA (Waterman), Chairman, G. Troche; Secretary, Dimitri Gotseff. No beefs except a few hours in overtime. Request to put another cluster light on afterdeck for safety. Peanut butter and strawberry jam exhausted; steward says supply was regular but consumption unusually heavy. Men asked to take care of washing machines. Some brands of cigarettes run out in sea chest asked for replacement in Japan. Pantryman refuses to attend meeting, says "I'm not interested."

MARYMAR (Calmar), July 9—Chairman, Jobe Mulline; Secretary, Gustav V. Thobe. No beefs reported by department delegates, some dispute in OT. Man on wheels send word that the steward should see that stronger cots were ordered. Steward stated that he has given the man two cots already. Suggestion made to get the carpenter to build one out of 2 X 4's.

BEAUREGARD (Sea-Land), August 8—Chairman, H. W. Johnston; Secretary, C. W. Cothran. No beefs reported by department delegates. Request made that no shorts are to be worn in messhall.

NEVA WEST (Bloomfield), July 2—Chairman, James H. Balas; Secretary, W. R. Gais. \$29 in treasury. Milk was requested in Le Havre this voyage enroute. It was found to be up to US regulations and was purchased westbound.

JACQUELINE SOMECK (Peninsular Navigation), July 22—Chairman, R. Henninger; Secretary, D. B. Sacher. \$10.25 in treasury. No beefs reported by department delegates. Request something to be done about the lack of ice. Also suggestion made to have all rooms painted. Vote of thanks to the steward department.

HEDGE HAVEN (Hedge Haven Farms), July 6—Chairman, W. J. Barnes; Secretary, Joe Trawick. No beefs reported by department delegates. J. P. LeBlanc elected ship's delegate. Request ship's delegate to notify hq with reference to transportation bafe. Request something to be done about the roach situation.

PENN VOYAGER (Penn Shiping), June 3—Chairman, Frank Leonard; Secretary, Charles Keller. No beefs reported by department delegates. Motion to ask headquarters what is compulsory OT on freighter.

CITIES SERVICE NORFOLK (Cities Service), Feb. 25—Chairman, Ted Jones; Secretary, Dan Beard. \$9.52 in treasury. No beefs reported by department delegates. Request no more arguments in messhall. Fifteen pair of rubber boots have been ordered.

EDITH (Bull), July 16—Chairman, Ben. Rose; Secretary, W. Thomas. \$2.00 in treasury. No beefs reported

by department delegates. New ship's delegate elected, Frank Cako.

CITIES SERVICE BALTIMORE (Cities Service), June 11—Chairman, Frank Albore; Secretary, Arthur Gilliland. No beefs reported by department delegates. Vote of thanks to steward for good work and meals. Motion to inform patrolman about delayed sailing.

PENN EXPLORER (Penn Shipping), July 9—Chairman, J. F. Dickerson; Secretary, A. Bernard. \$1 in treasury. Dispute in overtime. Fumigation for rats, mice and roaches. Request information on SIU Food Plan.

ROBIN LOCKSLEY (Moore Mack), June 9—Chairman, Allen Lake; Secretary, Paul M. Meth. \$10.00 paid for ship's library and \$6.29 in treasury. No beefs reported by department delegates. Elected Modesto Valdez as new ship's delegate. Crew requested not to use the washing machine after 10 PM. Slot chest to be open between 3:30 and 4:30 PM. However the steward said he would be glad to open up any time to accommodate the men.

MERMAID (Metro Petroleum), June 25—Chairman, Sinks; Secretary, Murr. Delegate will consult patrolman on OT equalization in deck department. It was suggested that patrolman check slopchest prices, also on violation of agreement by master by not having American money on board. Pumpman requests that when equipment for crew is ordered that it be specified what quarters they are for, as on last trip fans that were probably ordered for crew went to officers. Also what is proper ventilation. Food not up to par due to storage of stores.

JOSEFINA (Liberty Nav.), July 9—Chairman, Alton M. Bell; Secretary, Vincent J. Fitzgerald. No beefs reported by department delegates. One mattress needed for fo'c'sle. One man rode ship back from India with leg in cast, unable to work.

PENN TRANSPORTER (Penn), July 2—Chairman, Wm. J. Anderson. Lost one man in Port Said, Egypt, wiper. Will get fresh stores in next port. No beefs concerning food; new washing machine for deck department. All ladders to be painted and hand rails. Other repairs to be done going home.

STEEL TRAVELER (Isthmian), June 24—Chairman, J. Rivers; Secretary, J. L. Hodges. No beefs; everything running smoothly. \$21.18 in treasury. Ship's delegate resigned. Kenneth S. Singh was elected new delegate. Discussed charges against bosun, which beef was to have been settled by Leon Johnson. Crewmen referred to hq. Copy of Coast Guard hearing will be sent to hq when received.

COASTAL CRUSADER (Suwannee), July 15—Chairman, Clifford E. Taggart; Secretary, Glenn C. Bedue. Everything running smooth and efficiently. \$2 in treasury. H. M. Muranka was elected ship's delegate. Request that all damaged linen should be returned so that it can be replaced.

FLORIDIAN (Bull), August 1—Chairman, Lee de Parlier; Secretary, Van Whitney. Willis Addison elected new ship's delegate. Request to have overtime paid for all work performed in any port between the hours of 3 p.m. and 8 a.m. due to quick turnaround with containerships.

CITIES SERVICE BALTIMORE (Cities Service), March 21—Chairman, G. Melting; Secretary, Wm. Allen. No beefs reported by department delegates. Motion to get a better grade of toilet paper. Beef with steward because of poor menus, serving leftovers, and request more fruit juice. Also request name brand soap.

CHOCTAW (Waterman), July 21—Chairman, C. Wilson; Secretary, C. Bortz. No beefs reported by department delegates. \$1.00 in treasury. Reported that lemons and oranges ran out and they are not available in Japan. Sillex coffee-makers requested. Last LOG was received in April.

DEL SUD (Mississippi), June 18—Chairman, Dowling; Secretary, Dunn. \$124.00 in treasury. No beefs reported by department delegates. Geo. Nuss elected to movie director.

Seafarers At Work

From The Ships At Sea

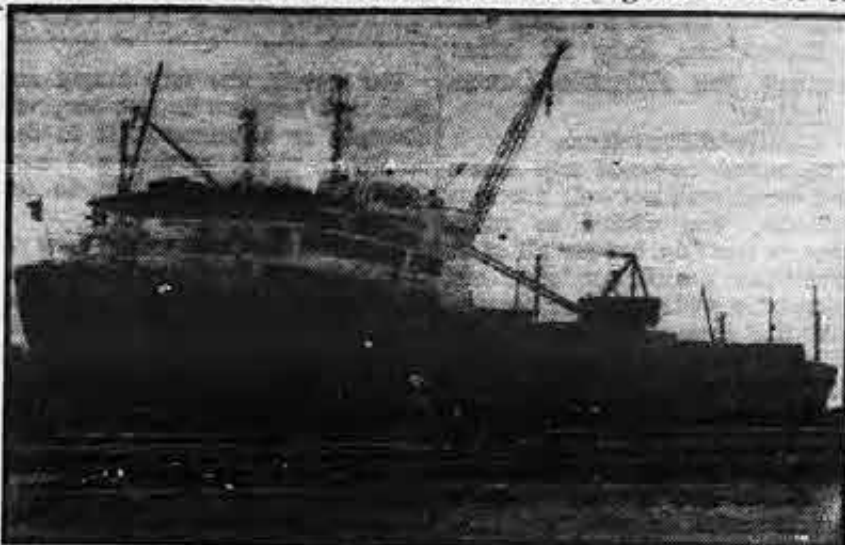
Scattered items from SIU ships at sea reveals the following:

A glance at the crew list of the *Jacqueline Someck* (Peninsular) discloses some interesting news, namely that "Frenchy" Michelet has switched from cooking oil to fuel oil. Michelet, who shipped for many years as a chief steward, is now oiling engines instead of frying pans. The unanswered question is: Was the switch voluntary, or by request?

Edward Skorupski, who won a four year SIU college scholarship and graduated from New York University in June, is now on the bulk carrier *Tamara Guilden* (Transport Commercial) a newly contracted vessel, and sent the following report to the LOG:

"The ship was built in Germany in February, 1961, as part of the reparations agreement with Israel. It made one trip under the Israeli flag and was then sold to Transport. The ship is ultra-modern with one man to a fo'c'sle, completely air-conditioned, windows instead of portholes, tiled floors, mahogany cabinets, lockers, and formica paneled bulkheads to cut down on rust."

One of the best ways of relaxing at sea at night is to watch movies—the seagoing version of the late, late show. *Del Norte* (Mississippi) had some trouble with its nighttime show. Seems the crew purchased a new projector, but once the machine was brought aboard it stopped working. The crew vows to "make the man who sold us the machine run it on the ship." The



Bulk carrier *Tamara Guilden* (Transport Commercial) shown with hatches open for loading.

crew still owes \$50 for installation of the projector and they have voted to take out \$75 from the ship's fund to pay for it plus spare belts and lamps "If the machine will work." Just to be on the safe side, they are keeping the old machine as a spare.

Nothing can be quite as isolated as a ship at sea as far as learning the latest news in the fast changing world situation. But isolation was not the story on the *Portmar* (Calmar) where a hustling radio operator kept the crew up to date

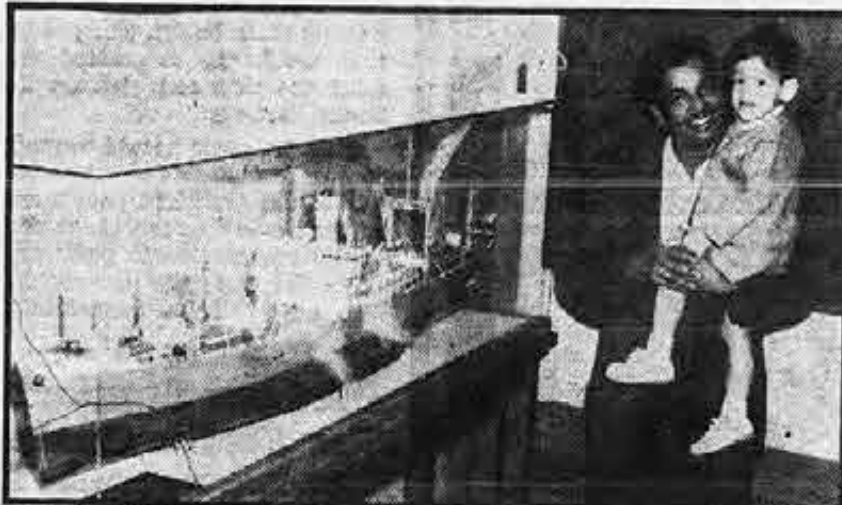
on the latest news. The crew, in turn, gave him a vote of thanks.

An award of some sort should go to the *Yaka* (Waterman) for discussing the most subjects under good and welfare. It seems that the crew discussed 13 subjects including extra lights for safety, beefs on OT, supplies and shipboard activities at its shipboard meeting, according to the ship's minutes. One unusual item: "Peanut butter and strawberry jam exhausted; steward said supply was regular but consumption unusually heavy."

It's kind of late for this year's summertime repair list, but for future reference the *Steel Architect* (Isthmian) suggests that some sort of system be installed to cool off the "cold" water system—wash water, line to showers, etc.—during the summer when the system's water is almost always too hot to use.

A stronger breed of Seafarers may be sailing these days. At least, that seems to be the case on the *Marymar* (Calmar) where the "man at the wheel"—unidentified—sent word to the steward to get some "stronger cots." The steward explained that he had given the man two cots already. It was suggested that the carpenter build him one out of two-by-fours.

Daddy Sails On One Like That



Shukur Mohammed, who sails as a chief pumpman, shows the ship model in SIU Brooklyn headquarters to his son Thony on a recent visit.

Kyska Bosun Aids Injured Sea Gull



Seafarer Drew Clemons Gay, bosun on the *Kyska* (Waterman) is shown holding an unusual passenger the ship carried in March. The sea gull was drydocked for a few days when it flew into the ship's rigging and broke its left wing while the vessel was sailing near Yokohama, Japan. Gay built a cage on deck for the bird, patched its wing, fed and cared for it and then let it go when it was able to fly again. The photo was taken by Stan Kolasa, third cook.

Mermaid Sails 'Round World; Two Seafarers Become Heroes

(The following article on the 'round-the-world voyage of the Mermaid was submitted to the LOG by radio officer D. M. Gatunas.)

Our trip aboard the T-2 tanker Mermaid (Metro Petroleum) started in Philadelphia, February 10 and after picking up wheat on the West Coast, delivering it to Japan and India, loading oil in the Persian Gulf and unloading it in Greece by way of the Suez Canal, ended in Galveston, July 12 after crossing the Atlantic Ocean on ballast.

Great Experience

The round-the-world trip was a great experience not only for new Seafarers, who visited so many places in one trip, but for all of us—one which we will not forget and I personally will remember because of the SIU crew which showed skill and discipline and faced all difficulties with courage.

The Mermaid went through mishaps and hardships, encountered and fought storms, sailed through the lowest and highest temperatures recorded in some areas and underwent delays and mechanical failures which, if combined, could have made the ship a real mermaid.

For myself, the trip taught me that real heroism is not corporal strength or supremacy, it is the ability to think quickly and correctly in emergencies and to act accordingly.

I especially remember how a man fell overboard and how a dozen others were looking at him without being able to offer any assistance. It finally took an ordinary seaman and the ship's pumpman to save the man.

Quick Thinking

The man who went overboard was Raoul Cabrera, a fireman watertender, who is alive today because Steve Georgas, OS and Fay Langley, pumpman, were able to think fast and save him.

I also remember how four men

collapsed from the extreme heat in the Persian Gulf and how Georgas rushed back and forth again and again with ice applications to revive the men.

The dangers and difficulties that the ship went through will be forgotten after a while. But the heroic action of the two seamen will remain as an example of what men can do in emergency situations to become true heroes.

Twin Falls Victory Now On Missile Run



The missile-tracking ship, Twin Falls Victory (Suwannee), now sailing the South Atlantic down-range tracking and recovery area, underwent a rigorous inspection before leaving for its first stop, Puerto Rico, and ship's reporter Rudy De-

Boost Safety In Mobile

MOBILE—The SIU safety program in this port received a big boost when Bernard A. Maret, an OS who sails out of here, was one of the winners in the Union's recent safety program cartoon contest.

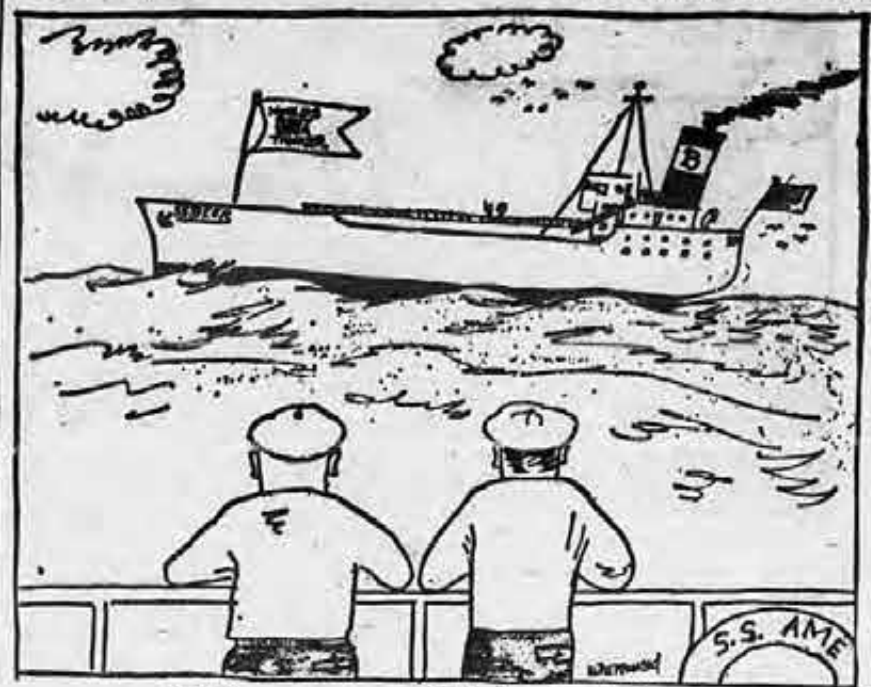
Also adding to the safety consciousness of the port was the record of 1,500 accident free days that the crew of the Alcoa Roamer (Alcoa) chalked up recently. The Roamer's record is expected to stand for quite a while.

The success of the program has led to the broadening of its application to the small boat field as there have been a rash of accidents in that field lately, it was reported.

Boissiere, messman, informed the LOG that the vessel scored 100 percent. The 21-man steward department, under chief steward James N. Naylor, also scored 100 percent on its inspection. Other members of the department, some of whom are shown in the two photos sent in by Rudy, are Terrell Nickerson, storekeeper-clerk; John J. Lynch, chief cook; Herbert L. Smith and Otto Timm, second cook; Harry Larson, third cook; Paul E. Reed, baker; Richard Sherman, galleyman and Angelo Cinquemano, Eugene Black, Walter W. Chancy, Thomas Hodges, John Epperson, James R. Douglas, Ruben Stokley, Gary V. Cain, Roy Anderson, Juan A. Camera and Frank Cannella, messmen. The Victory's passengers are missile-tracking technicians and frogmen who recover the missile nose cones.

'Sea Life'

by William Pietrowski



"That's one runaway I'd like to organize."

Books-For-World Plan Supported

To the Editor:

The Book-for-the World Plan suggested by Brother Harry N. Schoor in the July LOG sounds like a worthwhile project which could be easily handled by the Seafarers and the Union.

The LOG could spread the story of the Book-for-the-World Plan. It would make book collecting easier. The Union halls would be depots for assorting and bundling.

The patrolmen can bring the bundles of books aboard ship and put it in the care of one of the delegates. At the same time the Union could send a letter to the ship's company agent in the foreign port explaining the plan and suggesting that he contact local groups that might be interested in receiving these books. The groups that would be interested can meet the ship and pick up the books directly.

This program would express to our foreign friends the good will of the American people and of the American merchant seamen who visit their ports and could be mutually beneficial.

John Szypaniski

Pledges Support For Strike Goals

(Ed. Note: The following letter was received during the recent strike.)

To the Editor:

We, the crew of the Steel King (Isthmian) would like to go on record and inform the membership that we are in accord with and offer our fullest cooperation to the Union in the present strike for job security and for the curbing of the runaway ships and their return back to the American flag.

Even though we are at sea, we sincerely offer our fullest support and sympathy to our fellow brothers bearing the brunt of hardship in this fight.

Peter Matovick

Ship Thanked For Offering

To the Editor:

I wish to thank the captain, officers and crew of the Coeur D'Alene Victory (Victory Carriers) for their kindness and for the wreath they donated upon learning of the death of my wife on July 17, while we were at sea near Hokkaido, Japan. She was known to many SIU broth-

ers on the West Coast for the past nine years.

Again, I thank all for their thoughtful acts and kindness on my sad loss.

Carl C. Lawson

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Past Aid Is Appreciated

To the Editor:

Would you please put our new address in your file so we may

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.

continue receiving the LOG. We just moved back to good old New Orleans, after being away three long years.

I also want to take this opportunity to thank the SIU for all the benefits bestowed on our family whenever it was needed. It's good to know we have the Union backing us in a time of need.

Words can never express my husband's and our family's deep appreciation for everything. May God continue to help the Union grow.

Mrs. William H. Olds

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William Cooper Dies In Miami

To the Editor:

My husband, William A. Cooper, passed away unexpectedly on June 18 of a coronary occlusion at our home in Miami. Needless to say it was a terrible shock.

While he came ashore in 1947, he was a seaman for about 25 years and I am sure there are some Seafarers who still remember him.

I have enjoyed reading the LOG while we received it.

Mrs. William A. Cooper

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Crew Praised For Sympathy

To the Editor:

I would like to extend my thanks to the crew of the Steel Artisan (Isthmian) for the donation and kind words of sympathy upon the death of my father Martin Sierra. Their thoughtfulness was deeply appreciated.

Martin Sierra, Jr.

Disability Aid Is Welcomed

To the Editor:

I wish to express my deepest appreciation to the Union for their aid to me due to my disability. The support they have given me make me very proud and happy to be a member of such a wonderful organization as the SIU.

I hope all officers and members carry on the good work they are doing and I wish all great success for their efforts in the years to come.

Darnley D. Whittaker

~ ~ ~

Thanks Union For Service

To the Editor:

The very kind and sympathetic letter was received together with the welfare check for \$400 upon the death of our son, Wesley O. Cunningham.

We appreciate the service the Union has given us and we are very grateful.

Mrs. Fannie Cunningham

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Cites Union For Benefit Gains

To the Editor:

It seems to me that after reading the articles in the LOG about the benefits that the SIU has won for us, a vote of thanks is due to the Union and its leaders.

An example of the advances made for Seafarers is the \$800 annual vacation pay for one year of continuous service and \$400 annual vacation pay for broken service. This benefit is optional, for if I decide to continue sailing, I can do so and still have additional benefits. This optional feature strikes me as being in the best interest and welfare of the membership, for we have a choice and are not compelled to take one plan or the other.

For years I personally have dreamed of how wonderful it would be to have a pension plan for retirement that would really give Seafarers some security. Now, this too is no longer a dream but a reality. These are just a few of the things that the Union has fought for so faithfully.

We should all join in a very hearty thanks for the many benefits we now enjoy and will enjoy even more as years go by due to the efforts of the Union. Supported by every member, the SIU has fought along, hard and willingly for our benefits and, we can have full confidence, it will continue to do so.

Frank Szweske

Relaxing . . .



Beating the heat down Panama way on the *Erna Elizabeth* (Overseas Navigation) with an air conditioner, hi fi stereo set and television (shown at the upper left) is chief steward Al "Ike" Isaac. Utilityman Rickey Motika sent in the picture.

LOG-A-RHYTHM:

I Dream About Love

By J. F. Wunderlich

*I dream about love:
When winds blow hard
With whistles through the
riggings
And seas with roaring crests
Come breaking 'cross the decks.*

*I dream about love:
When the passion winds blow
'gently
And the trade winds cool my
cheeks
With the southern cross above
me
In a glossy tropic sea.*

*I dream about love:
When my ship rolls lazylike
In the deep swells of the coast
As my ship heads homeward
And soon I'll embrace the one
I love.*

Seafarer Turns Entertainer; Has Alligator Wrestling Act

Seafarer Charlie Bramble, whose credentials include expert horseman, zebra trainer and alligator wrestler as well as AB, has temporarily given up the life of a sailor for the life of an entertainer and is now performing at the Willow Grove Amusement Park in Philadelphia.

Bramble's show at the park, which is under contract to the SIU United Industrial Workers' Union, features an alligator wrestling act (see sequence photo's). The match between Bramble and three alligators consists of having Charlie enter the pool occupied by the unpredictable 'gators and, one at a time, pull them out of the water onto the ground where he pins them down and opens their jaws to the delight of the audience.

Tame Zebra Act

Another act stars the only tamed zebras in the world, two six-year-olds named "Sweet Cakes" and "Sugar." Charlie has taught both animals to dive from a 30-foot platform into a tank of water. This act features a diving pony named "Sunset" (see photo, right). Bramble is also training a goat, "Kelly" to dive upon command for this act.

Bramble is also working on an act in which he mounts a horse backward and makes a 30-foot dive with the animal into a water tank. Charlie says this act "is wet going."

Down On The Farm

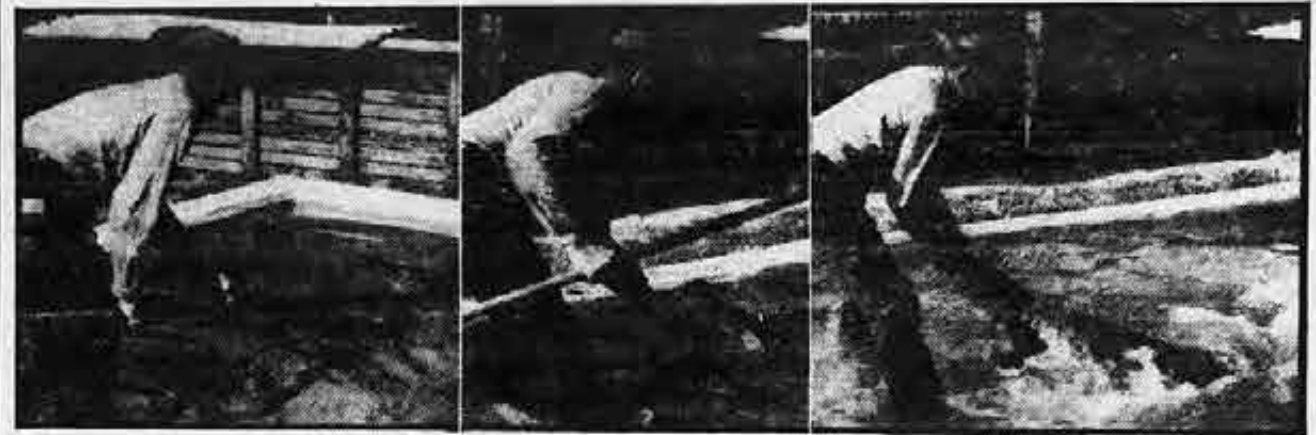
Between engagements Bramble keeps the animals at his home in New Gretna, New Jersey, where he has set up a sort of animal farm for his menagerie. It has grown from the original two zebras to all the animals he uses or is training for his shows.

Bramble got his start on the animal acts while sailing with the

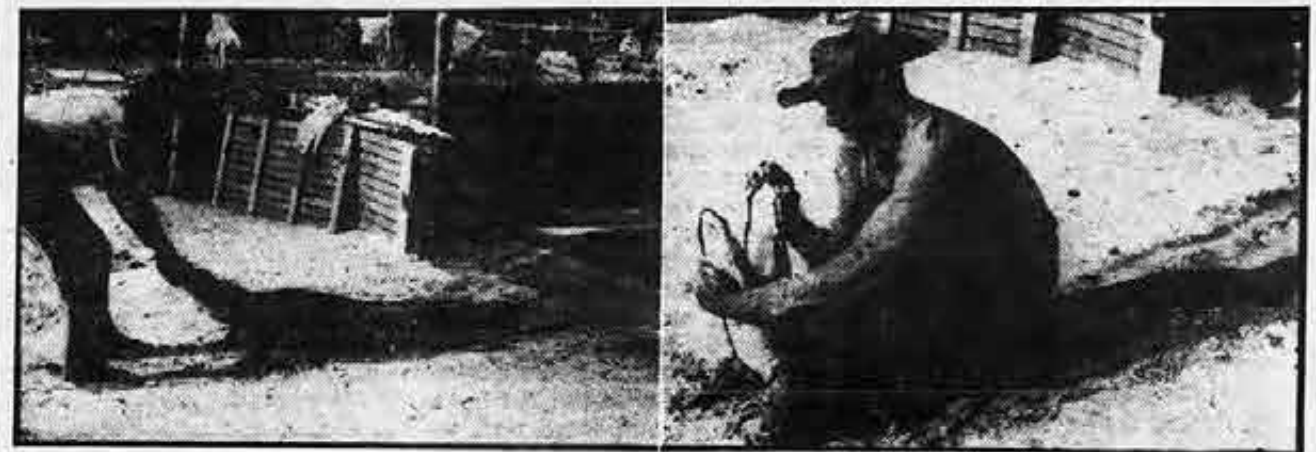
SIU in 1956 on Robbin Line ships. On a stopover in Africa he decided to make use of his knowledge of animal lore and trap some beasts. He caught some zebras but was unable to ship them home. On the next trip he bought some



just-caught zebras and shipped them home on another vessel, setting them up at his farm and training them. Since then, between trips with the SIU, he has worked on his act.



Photos show how Charlie Bramble prods an alligator to come close (top, left) so he can grab 'gator (center, right), bring him onto land (bottom, left), pin him down and finally open his jaws (right) for the audience.



OCEAN EVELYN (Maritime Overseas), Apr. 30—Chairman, Arthur C. Harrington; Secretary, Louis A. Gardner. No beefs reported. One man hospitalized in engine department. W. Taylor elected new ship's delegate. Vote of thanks to steward department.

AZALEA CITY (Sea-Land), May 4—(Chairman and secretary's name not given.) \$7.70 in ship's fund. \$2 for library. Discussion on variety in night lunch. Feeding fell off. More sandwiches requested. Delegates and steward to speak with patrolman.

ROBIN SHERWOOD (Robin), Apr. 30—Chairman, DiMaggio; Secretary, none. \$23 on hand in ship's fund. No beefs reported. P. Daniel elected ship's delegate. Everything running smoothly.

NATALIE (Maritime Overseas), Apr. 23—Chairman, C. Bellamy; Secretary, Joe McLaren. Ship to pay off in Gulf. Captain requests patrolman in San Francisco. To have patrolman explain the agreement to the mate. Deck department has considerable trouble. Ice cream very poor (condemned). Linen is threadbare. Must combat roaches.

ACHILLES (Cargo & Tankship), Apr. 23—Chairman, S. P. Drury; Secretary, L. B. Bryant, Jr. No beefs reported. Crew request more juices put on menu.

BENTS FORT (Cities Service), Apr. 10—Chairman, D. Newsome; Secretary, R. Reiman. Ship's delegate reported that the captain was pleased on no foul-ups. No beefs reported. B. Mignano elected ship's delegate. Vote of thanks to steward department.

May 7—Chairman Bob Reiman; Secretary, Anthony Hernandez. Captain well pleased with crew. No beefs reported. Quality of face soap to be checked, along with evaporated milk, fans, wind chutes and screens. Quality and taste of steaks very poor.

ALCOA PARTNER (Alcoa), Apr. 22—Chairman, H. Bjerring; Secretary, E. W. Auer. It was reported that one man was left in the Azores due to illness. Headquarters notified. Man's gear is being held by the ship's delegate to be turned in to him in New York. No one logged this voyage. Vote of thanks to steward department.

MARGARET BROWN (Bloomfield), Apr. 30—Chairman, A. Abrams; Secretary, W. W. Christien. Ship's dele-

gate gave vote of thanks to each department delegate and the crew for the cooperation that was given. \$20 in ship's fund.

COTTONWOOD CREEK (Bulk), Apr. 21—Chairman, S. A. Smith; Secretary, P. P. Narayo. Ship's delegate reported draw list to be given to department delegates. All native laborers to be kept out of living quarters and passageways. No beefs reported. Motion made that every member of crew give 50 cents to ship's fund, and that ship's delegate be treasurer.

STEEL DESIGNER (Isthmian), May 3—Chairman, D. Butts; Secretary, L. Suarez. Had discussion on repairs which were not completed in New

York or on the new voyage. New lockers and mattresses were ordered. Discussions on draws. \$16.63 in ship's fund. No beefs reported. One man missed ship in San Francisco. Crew asked to keep washing machine in shape. Each man should clean the machine after using it.

DEL SOL (Mississippi), May 2—Chairman, Watson W. Steckman; Secretary, Ramon Iriazary. Ship's delegate reported everything OK. Not many repairs done in New Orleans as ship is going to lay up. Brother Edward Avraro resigned as ship's delegate and given a vote of thanks for job well done. Elbert Salomon elected new ship's delegate. Suggestion that laundry room be cleaned according to schedule. Delegates and safety representatives to see mate about building catwalk over deck cargo.

CHICKASAW (Waterman), May 6—Chairman, Howard F. Menz; Secretary, Homer Harris. Engine and deck department facilities painted. Locks on doors to be fixed in Mobile. Hospital supplies and hospital will be checked by patrolman. \$13.05 in ship's fund. Slopechest improperly stocked in relation to sizes and variety. Need more complete stock of toilet articles. Crew asked to return coffee mugs to pantry and not left on deck. Vessel needs to be fumigated.

ELIZABETH (Bull), May 17—Chairman, P. Sernick; Secretary, R. Hernandez. Looks like a clean payoff. All departments should try to straighten out small beefs between themselves to avoid waste of time during payoff. \$15 in ship's fund. Repair lists to be turned over as soon as possible in order to get same completed as soon as possible.

OCEAN DINNY (Maritime Overseas), May 13—Chairman, Paul L. Whitlow; Secretary, Nathaniel Muse. Plan to pay ship off in Seattle. \$12 in ship's fund. Treasurer will collect rest of unde at draw or at payoff. So far the expenses are \$20. Some disputed OT in each department. Suggestion that no garbage be dumped forward of the house or out of the portholes.

MAE (Bull), May 13—Chairman, W. Hightower; Secretary, W. Morris, Jr. \$3 in ship's fund. No beefs reported.

SANTORE (Ore Nav.), Apr. 23—Chairman, N. Gino; Secretary, R. Evans. No beefs reported but to have a discussion on food. Not enough

juices put out. Not enough green vegetables on menu, also running out of food which is on menu. East man on standby each watch asked to clean up the recreation room. Pantry needs ashtrays and rubbish cans.

PANDORA (Epiphany), (no date)—Chairman, A. Banks; Secretary, I. Durning. Two brothers missed ship. No beefs reported. Motion made that the two brothers who missed ship be excused due to improper posting of sailing board time.

PETROCHEM (Valentine), Apr. 30—Chairman, V. Swanson; Secretary, Willie G. Barron. Second cook missed ship in New Jersey, had to take wife to hospital. Called ship three hours before sailing time. Motion to investigate New Jersey unemployment tax. Jim Hart was elected ship's delegate, and F. Corcoran, ship's treasurer. No beefs.

IBERVILLE (Waterman), May 20—Chairman, Tom Kelsey; Secretary, William Cameron. All accidents, regardless of nature, to be reported to the chief mate immediately. Enough money to be drawn before arrival in Korea. US currency is not available in Korea. \$3.66 in treasury. Vote of thanks to steward department. Members asked to return coffee cups to the pantry and to keep recreation room back aft clean and free of trash.

PENN TRANSPORTER (Penn Shipping), May 14—Chairman, C. Britton; Secretary, V. G. Harris, Jr. Farnberg elected ship's delegate. No beefs reported. Ship's delegate suggested that no member of the crew open ship's delegate's mail as this may cause official business to be misplaced. No library brought aboard in Baton Rouge. No repairs have yet been made in ship's stack.

JEAN (Bull), May 22—Chairman, W. L. Hammock; Secretary, E. F. Armstrong. Repair list turned in. Most repairs finished. No beefs reported. Suggestion to have ship fumigated. Vote of thanks to steward department. Need new washing machine, for crew laundry.

PORTMAR (Calmar), July 30—Chairman, Joseph A. Blake; Secretary, A. Streeter. No beef reported by department delegates. New deck delegate elected, Frank Glinif.

AMES VICTORY (Victory Carriers), July 27—Chairman, Jack Farnand; Secretary, Gerold Erlinger. Steward requested crew turn in extra linen. Deck foscie's need port dogs overhauled. Toilet not working in deck head. Decks in passageways need to be refinished.

PORTMAR (Calmar), July 30—Chairman, Joseph A. Blake; Secretary, A. Streeter. No beef reported by department delegates. New deck delegate elected, Frank Glinif.

DIGEST of SIU SHIP MEETINGS

HASTINGS (Waterman), Apr. 27—Chairman, George Clarke; Secretary, John E. Wells. Smooth payoff. Most repairs taken care of. Messman sent to hospital in Houston. No beefs reported. Delegate of each department to act as safety man. Safety meeting will be held April 29. Members asked to turn over any suggestions to their delegates.

ORION COMET (Orion), Apr. 30—Chairman, Ralph Tindell; Secretary, C. V. Berg. Present ship's delegate to resign, due to paying off ship in Japan. New ship's delegate, Paul Lute-man. Four men missed ship in Subie Bay. One man paid off on medical. No beefs reported.

HURRICANE (Waterman), Apr. 30—Chairman, Thomas Hill; Secretary, Eugene Ray. No beefs reported. Motion made that headquarters stated

MONTEGO SKY (Standard Marine Ltd.), Apr. 23—Chairman, W. Lawton; Secretary, D. O. Coker. Ship sailed short deck engineer. Nothing in treasury. No beefs reported. R. E. McLeon elected new ship's delegate as P. Pedersen resigned. Steward department was given a vote of thanks for doing a good job. Chief engineer is to be seen concerning the shortage of hot water.

LOUISIANA (Seatrani), July 25—Chairman, F. Diccilo; Secretary, E. Berman. \$121.80 in treasury. Request made to stop throwing garbage in stainless steel sink. Clothes missing from clothes line. Request made to replace a stainless steel sink in butcher shop.

PENN EXPLORER (Penn Shipping), July 29—Chairman, John F. Dickerson; Secretary, A. Bernard. \$1 in treasury. No beefs reported by department delegates. Suggestion made to have the seaman also to receive a medical report of his illness in foreign ports, which is not required now. James Philip elected ship's delegate.

BULK LEADER (American Bulk Carriers), July 11—Chairman, Hughes J. Towns; Secretary, Robert Spencer. \$11.40 in treasury. No beefs reported by department delegates. Wallace J. La Nasa elected ship's delegate. Everything running smooth.

AMES VICTORY (Victory Carriers), July 27—Chairman, Jack Farnand; Secretary, Gerold Erlinger. Steward requested crew turn in extra linen. Deck foscie's need port dogs overhauled. Toilet not working in deck head. Decks in passageways need to be refinished.

Sword Knot Steward Had Excellent Fishing

Chief steward Frank Napoli strikes a proud pose—and with good reason. That's a 12½-foot blue mako shark he caught while on the missile-tracking vessel *Sword Knot* (Suwannee) during April.

All told, Napoli and Henry Murranka, AB, caught over 1,000 pounds of dolphin and other edible fish to keep the ship well supplied with seafood.

Napoli said his blue mako shark, which tipped the scales at close to 500 pounds, was landed near the Ascension Islands using a regular fly and rag lure. It was brought aboard ship by lowering a rope around the fish and then hoisting away. Napoli's only fishing disappointment was losing a manta ray, estimated to weigh about 1,000 pounds, that he had speared from the fantail.

At the same time, two other Seafarers helped keep down the shark population for the frogmen who are used to aid in recovering missile nose cones. Frank Hickox, wiper, and Roy Elford, BR, caught four more makos and three white tips.

In between sessions with the rod and reel, Napoli and the other 23 crewmembers took part in playing "Monopoly," the favorite pastime of the crew, either as participants or onlookers.



Eating Irons



They're serving up food a new way on the *Marymar* (Calmar Steamship Co.). At least, that's the way it looks from this picture of messman Moon Mullen sent to the LOG by Ship's Secretary Gustav V. Thobe.

Buys Shoes—Soles Fall Off

For want of nail a shoe was lost—and maybe the same thing happened on the *Jean LaFitte* (Waterman).

The crew of the ship wants a patrolman to check out the slopchest after the following incident occurred:

One crewman, needing a pair of shoes, waited for the slopchest to open. When it did, he bought a new pair. Three hours later the soles fell off.

It must have been a hard voyage for that Seafarer.



Cite Persian Gulf Run As Hardest

To the Editor:

I am writing this letter to try to show how hard the Persian Gulf-Far East run is on seamen; I have been on this run since 1948 and I think it is one of the hardest we have today.

When a tanker crews up and signs on one year articles, most of the crew doesn't know what they are getting into. First of all, they most always keep you out here your full year, and in this time you make about ten shuttle trips on the run. It takes about 36 days to make one round trip from the Gulf to the Far East and back again; out of these 36 days, a watchstander gets only about 14 hours ashore—and this only in the Far East. We never spend more than 24 hours in port so a watchstander has to stand two four-hour watches, which comes to eight hours plus one hour to go and come from the shore, so all the time ashore is just 14 hours.

We only hit port in the Far East ten times a year; the total time ashore is only about five days in a year. In the Persian Gulf we have a little movie down on the dock in Ras Tanura, Saudi Arabia, but in Bahrain we are not even allowed on the dock. Most of the time is spent at sea, as is evident.

If someone wants to make money and save it, this is the run, for you cannot get ashore to spend it. We have been out here nine months (at the time of writing) and we have lost half of the crew with which we left the States. When the ship gets short this many men and they can't get American seamen, they put foreigners on and when we get back to the

States, the alien seamen can't get off, so there are less jobs for SIU members to fill.

One of the ways to help this situation, I believe, would be to permit crewmembers to leave after six months, but those that remain would have to stay for the other six months.

Another suggestion: whenever anybody gets off other than after six months, for whatever reason, a fine should be

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.

put on them. The only possible exception should be illness, but such cases should be verified to stop faking.

Finally, if something could be done to have at least a seamen's club built in Bahrain, it would be a great help. It sure is hard on a seamen to have to make a 36-day run from the Far East to the Gulf and then have to go back again before he can go ashore.

Don Bartlett

✂ ✂ ✂

Letter Gives Faith When Needed

To the Editor:

I wish to extend my thanks to the SIU for the Welfare benefit check sent me upon the death of my husband, John Lukas. I especially wish to thank the Union for the kind letter which gave me faith in my time of need.

Mrs. Irene Lukas

First American

Master, A LOG Contributor, Voted Into Cape Horners

Retired skipper Captain Rudolph J. Peterson, a frequent contributor of sea stories to the LOG, was the recipient of an unusual honor recently when he became the first American admitted to membership in the Association Amicale Internationale des Capitaines Master Mariners—Cap-Horners.

The International Association of Master Mariners—Cap Horners, with headquarters in Saint Malo, France, is composed exclusively of masters who have been "round the Horn" at the southern tip of South America at least three times under sails, either as officers or seamen.

'Round Horn' Seven Times

Peterson, who admits to "nearing 70," has sailed the Horn seven times, beginning in 1909 as a 17-year-old AB.

The record for going round the Horn under sail is held by the

head of the association, an 89-year-old Frenchman, who did it 30 times, Peterson said.

Father of Seafarer Henry Peterson, who ships out of Brooklyn headquarters, and a member of the New York local of the Masters, Mates & Pilots for the past 16 years, Peterson's articles in the LOG recall his many years before the mast as a seaman.

Barefoot Bucko Mate

Of his voyages round the Horn, Peterson remembers one trip he made as a "barefoot bucko mate" in the four masted baraque Juteopolis. There were 24 ABs before the mast on her, working four hour watches on and off. The ship was "running before a gale," he recalls and "as I stepped down the poop ladder to windward to go forward to brace the yards in the shifting hail squall the captain

Public Education On Strike Needed

(Ed. Note: The following letter was received during the ship strike.)

To the Editor:

In the past I have sailed as an SIU member. I received the Union paper and today still follow Union activities. In the future I hope to do some type of union work.

My reason for writing this letter is a conviction that the general public is not familiar with the basic issues of the present strike. With the possibility of the Taft-Hartley Act being invoked, some effort at public education should be made. Only yesterday at the university I heard three teachers (who admitted they knew nothing about the merchant marine) strongly support the ship owners on the unionization of US-owned foreign-flag ships. They also spoke of "effective control" but did not note how effective this control was during the Cuban-Russian oil deal.

My idea is briefly this: Before WW II the seamen's unions got coverage in "Life" that drew the public's attention to living conditions on US-flag ships. If the SIU could do the same thing today in regard to US-owned foreign flags I think that it would have a good effect on the strike and its outcome. Perhaps the network news programs would accept TV films showing the plight of these foreign seamen as they did in the case of the migrant workers. I want to wish the Union and its members every success in your current endeavors.

Wayne J. Senn



Captain Peterson

—a hymn singing Welshman—laughed and shouted to me:

"That's right, Mr. Peterson! Spend your money on Sydney barmaids, now go round the Horn in your bare feet!"

Form American Section

Peterson has been asked to form an American section.

As a member, Peterson is entitled to all three names used to describe Cape Horn mariners: Albatrosses for ship masters who have sailed the Horn; Molly Hawks, those who went round as mates, and Cape Pigeons, seafarers who sailed the Cape before the mast.

In addition to going round the treacherous Horn seven times under square-rigged sail, Peterson has also been round Nord Kap, the northern tip of Norway, four times and the Cape of Good Hope three times, all under sail.

One adventure which Peterson hasn't gotten around to writing for the LOG as yet concerns a trip to Siberia during which he helped smuggle guns into czarist Russia. All he would add to this is that "we were spotted and ran with the czarist patrol after us. We had a narrow escape."



SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

PERSONALS and NOTICES

Ollie Pundy
Please contact Mrs. Bertie Pundy, 2043, Field La., South Norfolk, Va.

Yjro R. Tallberg
Disregard last letter. Please contact your wife at once at 116 Everton, Apartment 2, Houston 3, Texas.

Fred J. Reppine
Urgent you contact your Aunt Lena concerning your father.

Harry C. Scott
Please write your wife as soon as possible, or call Andrew 8-6215, Westport, Washington, after 10 PM any evening.

James S. Helgath
Contact your wife, Jean, at 8021 Harrisburg Blvd., Houston, Texas.

Thomas Ellsworth Smith
Get in touch with Mrs. Beulah Smith, c/o South Trailer Court, 8803 South Main, Houston, Texas.

Harold Kommet
Contact Abraham Kommet, 966 Southern Boulevard, Bronx 59, New York.

Jack Gervais
Get in touch with Mrs. C. Gervais, Route 2, Box 151, Moravian Falls, NC.

Claude Jessup
Important you contact Mrs. Charlie Roy Smith, Route 5, Box 245, Fayetteville, NC.

Arthur Hero
Harry H. Green would like to hear from you at 3817 Palmyra Street, New Orleans, La.

Income tax refund checks are being held for the SIU men listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, California:

Joseph A. Alves, Adolph T. Anderson, Margarito Borja, Samuel S. V. Carubba, Dao King Chee, Richard Dunfee, Bernardo S. Favilla, Irving Futterman, Dominic Graziano, Ho Yung Kong, King Sea Koo, Charles W. Lane and James Lear.

Milledge Parker Lee, Harry Lowther, Francisco A. Martinez, All Nasroen, Sheffield Nerkitt, Anthony Nottage, Potenciano Paculba, Gordon Parker, John J. Reardon, James G. Rodder, Arthur F. Smith, William L. Strike, Raymond Triche, Grover C. Turner, Ying Ming Wei, Ah Sai Wong, Chin Chi Wong and Ding Hai Woo.

Jerry King
Please contact Mrs. Barbara King, c/o Mrs. J. Von Rosberg, 241 West Main Street, Bayshore, LI.

James Terry
Please get in touch with Mrs. E. Y. Terry, 3738 22 Street, San Francisco 4, Calif.

David Wood
Urgent you get in touch with Mrs. David Wood, 512 E. Elm Street, Tampa, Fla., concerning the children. Anybody knowing the whereabouts of the above please contact Mrs. Wood.

Harold S. Leland
Please get in touch with Lucille Leland at 50 Willow Street, San Jose, Calif.

Jack Procell
Contact Bennie Lowderback at 3608 Lowden Street, Kalamazoo, Mich.

Mail is being held in the Chicago office for the following members:

Fred Anderson, Frank Armenia, Ralph "Scotty" Blair, Edward G. Colman, C. Conrad, Tom Crangle, Frank M. Gallick, Edward Gorman, Michael Halpin, David W. Helzman, Norman Hagburg, Thomas M. Manley, William H. Marsey, Delbert L. McGee, Leo Milosevich, Michael Nadd, Gilbert Riegel, Armas Suppi, Franklin Webb and Richard Whitney.

William John Miller, Sr.
Urgent you contact your wife at 17 Elm Street, Tilton, New Hampshire. Anybody knowing the whereabouts of the above is asked to contact Mrs. Miller.

Richard P. Bowman
Your sister Rose will be in California from September 24 to October 7. Call DA 6-8612 or write to her at 22909 Broadwell Avenue, Torrance, Calif.

Robert Powell
Get in touch with John Granoff, claims representative, Pennsylvania, Threshermen & Farmers Insurance Co., 1842 Derry Street, Harrisburg, Pa.

Anyone interested in acquiring a five-room cottage on Peacock Lake, Hiawatha National Forest, Michigan, is asked to contact Edwin F. Kosetzky, 1612 Tenth Ave., N., Escanaba, Mich., State 6-7225. The lakeshore site is 100' by 600' and is in the midst of an excellent hunting and fishing area.

Jeremiah O'Neill
Please contact James Ahearn, 113 Quincy Street, Brooklyn 16, New York.

Marty Hammond
Contact Charlie Brinton, care of his mother, 27 SW 17th Street, Richmond, Indiana, concerning where to mail a check.

SIU HALL DIPLECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

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Paul Hall

EXECUTIVE VICE-PRESIDENT

Cal Tanner

VICE PRESIDENTS

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Earl Shepard Al Tanner

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DETROIT 10225 W. Jefferson Ave. Vineyard 3-4741

HEADQUARTERS 675 4th Ave., Bklyn. HYacinth 9-6600

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MIAMI 744 W. Flagler St. Ben Gonzales, Agent Franklin 7-3564

TAMPA 312 Harrison St. Jeff Gillette, Agent 24-3471

MOBILE 1 South Lawrence St. Louis Neira, Agent HEmlock 2-1754

NEW ORLEANS 830 Jackson Ave. Buck Stephens, Agent Tel 529-7546

NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

NORFOLK 416 Colley Ave. Paul Gonsorchik, Agent MADison 7-1083

PHILADELPHIA 2604 S. 4th St. S. Cardullo, Agent DEWey 6-3818

SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent DOUGlas 2-4401

SANTURCE, PR 1313 Fernandez Junco, Stop 20

Keith Terpe, Hq. Rep. Phone 2-5998

SEATTLE 2503 1st Ave. Ted Dankowski, Agent Main 3-4334

WILMINGTON, Calif. 505 N. Marine Ave. Reed Humphries, Agent Terminal 4-2528

CS Revamping Three T-2s

BALTIMORE—Seafarers have crewed the first of three Cities Service T-2 tankers which are getting the jumbo treatment here. An SIU crew went aboard the Fort Hoskins on August 7 after she emerged from the Maryland Shipbuilding yard with a brand new mid-

section, adding about 9,000 more tons of deadweight capacity.

In addition to the Fort Hoskins, the company is having the Cantigny and Council Grove remodeled.

The total cost of the conversions, listed at \$7½ million, is far less than the cost of a single tanker in the 25,000-ton class.

When the current conversions are completed, Cities Service will have in operation under the American flag three supertankers in the 35,000-ton class, the Cities Service Baltimore, Miami and Norfolk, three "jumboized" T-2s, the Fort Hoskins, Cantigny and Council Grove, and three conventional T-2s, with some 10,500 tons of capacity.

Editor,

SEAFARERS LOG,

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Brooklyn 32, NY

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Can America Afford To Be Second Best?

Russia Set To Pass US As Major Shipping Power

(The following survey of the Soviet Union's plans to surpass the US in maritime strength was drafted by the SIUNA's Washington Office. It reveals, in detail, how the USSR will soon rank ahead of US as a leading maritime power and what the consequences are for our prosperity and military security.)

On February 15, 1961, Vice Admiral Wilson, then chairman of the Federal Maritime Board, stated in a speech that according to an official Soviet publication, containing an article entitled, "Prospective Plan for the development of Naval Transportation from 1959 to 1965", the USSR envisaged by 1965 a merchant fleet 100 percent greater than its present fleet. This means, in effect, a fleet of approximately ten million deadweight tons. The Russians, according to the article, planned to increase their dry-cargo fleet by 120 percent and their tanker capabilities by 80 percent. If past performance is a guide for predicting the future, there can exist little doubt of their ultimate success.

In 1954 they had 581 vessels, totaling 2,284,000 deadweight tons. By December, 1960, they had increased their number of vessels to 873, and their deadweight tonnage to 4,939,000 tons. This is an increase of 2,655,000 deadweight tons, or more than double their 1954 tonnage. During the same period, the number of vessels in the privately-owned United States merchant fleet dwindled from 1,138 vessels of 14,340,000 deadweight tons to 1,008 vessels of 14,088,000 deadweight tons.

VESSEL CONSTRUCTION — In January, 1961, the USSR had on order, or under construction, vessels amounting to 1,583,000 deadweight tons. On the same date, the United States privately-owned fleet had only 1,029,000 deadweight tons on order, or under construction. This means that the USSR had 54 percent more tonnage on her order books than the United States, and that she recorded a net order book gain of 92.5 percent, or 761,000 deadweight tons, in 1960. This was the largest order book increase of any major maritime power.

Among some vessel construction announcements recently made are the following:

(1) The Scandinavian Shipping Gazette of June 14 reported that the Finnish Rauma-Repola shipyard had launched the 4,000-deadweight ton motor tanker AKSAJ for Soviet account. The periodical indicated that this was the first of 23 vessels which were to be built for the Russians under the terms of a five-year trade agreement.

(2) In early July, The New York Times

reported that Moscow had placed a shipbuilding order for 50 small ice-strengthened dry-cargo vessels, costing approximately \$30 million. These vessels were to be built at Komarno, in land-locked Czechoslovakia. The vessels were believed intended for coastal and high sea service in the Baltic. The report further noted that the USSR had been building extensively in its own shipyards, and had orders in the shipyards of East Germany, Poland, Finland, the Netherlands, Denmark, West Germany, and Japan for cargo and passenger vessels, medium-sized tankers, and specialized craft. The Soviets have recently acquired four large tankers of 24,700 to 40,000 tons through Greek shipowners in London, after the vessels had been completed by Dutch and Japanese shipyards. Italian and Japanese shipyards are also building large tankers for the Russians.

The USSR, therefore, is not permitting a standstill in its vessel construction program, nor is she allowing her merchant fleet to deteriorate. She is, on the contrary, rapidly becoming a seapower of the first order.

PASSENGER-CARGO — On January 1, 1961, there were 48 ocean-going passenger vessels of 603,000 gross tons on order in the world's shipyards for the major maritime countries. Twenty-one of these, totaling 113,000 gross tons, were being built for the Soviet Union. The United States, on the other hand, had only 55,000 gross tons on order, or one-third as much as

the Russians. Adding this new construction to the existing passenger-cargo tonnage of each country, increases the USSR passenger-cargo fleet to 480,000 gross tons, and the United States fleet to 582,000 gross tons. Russia will thus have increased her gross tonnage by 34 percent since 1954. In number, the Soviets already have many more active passenger-cargo vessels than the United States. In 1960 they had 73, while the United States had only 32.

FREIGHTERS — The Soviets had 288 freighters of 1,291,000 deadweight tons in 1939. Today they have 666, with a deadweight tonnage of 3.3 million tons. This is an increase of 156 percent in deadweight tonnage, and a 131 percent increase in number since 1939. Since that time the dry-cargo fleet deadweight tonnage of the major maritime countries has increased by only 49 percent. This means that the Soviet rate of expansion was more than three times greater than the expansion rate of the major maritime nations. At present Russia has 150 freighters of 1,143,000 deadweight tons on order, or 8.4 percent of the world total. On completion of this construction, the Russian-flag dry-cargo fleet will total 4,456,000 deadweight tons. The US privately-owned dry-cargo fleet, although representing 8.2 percent of all the world's freighters, had only 534,000 deadweight tons of dry-cargo vessels on order in January of this year. Even Poland, a minor maritime nation, had more freighter tonnage on order than the United States.

Bulk Carriers Crucial

Dry-cargo bulk carriers, a segment of the freighter fleet already discussed above, should also be examined. Our reliance on bulk carriers is clearly understood when we realize that 90 percent of our asbestos, 86 percent of our bauxite, 90 percent of our chromite, 89 percent of our manganese ore, and 100 percent of our natural rubber come from foreign sources. History has proved that we cannot rely on foreign-flag tonnage to carry these critical materials during a national emergency. Yet the United States since 1954 has only increased its bulk carrier fleet from 46 vessels of 616,000 deadweight tons to 57 of 805,000 deadweight tons. The USSR, however, which had only 16 bulk carriers of 46,000 deadweight tons in 1954, now has 98 of 520,000 deadweight tons. Therefore, the Russians have progressed more than twice as rapidly as the United States in the acquisition of bulk carrier tonnage, and have increased their bulk carrier tonnage by 1,030 percent since 1954.

TANKERS — In the past we have remained ahead of the Russians in tanker construction. On January 1 we had 461,000 deadweight tons of tankers on order as opposed to 322,000 deadweight tons by the Russians. This would place the potential future size of the United States privately-owned tanker fleet at 7,239,000 deadweight tons, and the Russian fleet at 1,690,000 deadweight tons.

Events, however, such as the Cuban crisis, lead us to believe that the Russians

have recognized the value of a strong tanker fleet, and can be expected to launch an all-out tanker construction program. In fact, their order book in January, 1961, showed more than three times as much tanker tonnage on order as in the previous year.

In the meantime, Russia is chartering vessels from our allies to implement its foreign policy. Recently, London and Overseas Freighters Limited announced that they concluded an extension of their present contract with the Sovracht Agency for shipping Soviet oil to the West. This means that about 75 percent of that company's fleet is now carrying Soviet oil to Western Europe, Japan, Cuba, and other parts of the world. The company reported that the Norwegians were also concluding a similar deal with the Russians. On August 7, The Washington Post reported that the USSR is even supplying some of the oil used to run NATO's military operation. In Iceland, all petroleum used is imported from the Soviet Union. In Greece, a refinery controlled largely by the government, but 10 percent owned by Socony-Mobil, processes about 9,000 barrels of Soviet oil per day. After receiving this information, need we doubt that the Russians will build more tankers?

500 Submarines

The recent demonstration of naval strength at Leningrad shows that the Russians are implementing a long-term program to modernize and strengthen their sea power. It is estimated that they have about 500 submarines. While some are missile-firing types, most are conventional types, designed to sink as much merchant shipping in wartime as possible. This may be some indication of the value placed on merchant shipping by the USSR. She has come to a realization of the value of a strong merchant marine and foresees its usefulness in the economic struggle with the West. By grasping the real significance of a merchant fleet, she has recognized an instrument for Soviet economic penetration. It is ironic that a country like the United States, which spends \$47 billion annually in peacetime to remain prepared for possible war, does not appear to recognize the value of a modern and swift merchant fleet in an economic conflict with the USSR. This year the US Congress has appropriated only \$306 million for all maritime functions.

While the figures given in this report are subject to error because of the unreliability of information coming out of the Soviet Union, they are, nevertheless, the figures used by the United States Government. It is hoped this report succeeds in awakening us to the fact of Soviet progress in the field of water transportation. We must remember that their feats are not limited to space explorations. Control of the seas still remains the necessary goal of a nation seeking economic and political domination of the world, even as it was many years ago.

(Reprints of this page are available for distribution through the SEAFARERS LOG, 675 4th Avenue, Brooklyn 32, NY)

COMPARISONS OF THE U.S. PRIVATELY-OWNED FLEET AND THE SOVIET FLEET FOR 1939, 1954, AND 1960
(Ocean-going vessels of 1,000 gross tons and over)

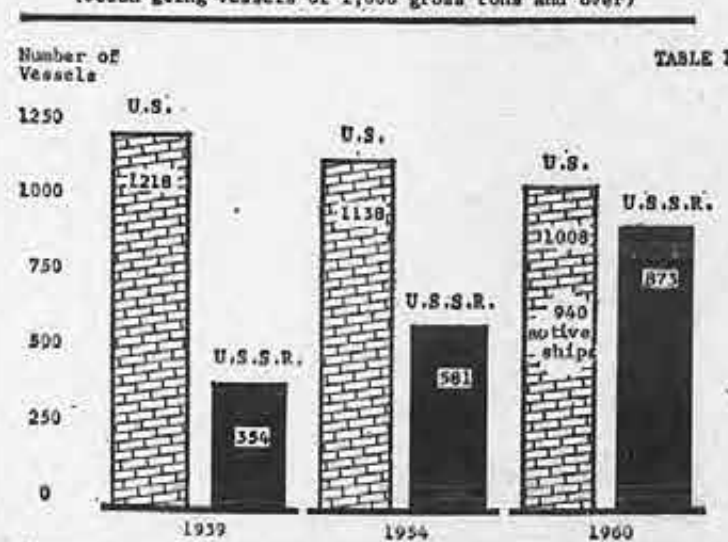


TABLE II
TONNAGE ON ORDER OR UNDER CONSTRUCTION AS OF JANUARY 1, 1961 (in 000's dwt)

