

Fight To Protect Jobs. Checking picket activity at Willis Ave., The Bronx, is Anthony Longueira (left) SIU-RMD general chairman for New Haven tugmen. Picket is John Albans, SIU-RMD members, along with those in MEBA and MM&P, have struck 11 roads to win contract protecting their jobs. (Story on Page 3.)



Bonus. New Orleans hospital patients receive Christmas gifts from SIU representative. All men got \$25 holiday bonus.



Tallying. Rank and file tally committee is shown counting SIU election returns. (See supplement).

SIU Tugmen Strike RR's To Bar Job Cuts

**SIU-RMD, MEBA, MM&P
In Joint Contract Beef**

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**US Maritime Unions Set Up National
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**Outgoing Administration Turns Down
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UNION TALLYING COMMITTEE REPORT

SIU Atlantic, Gulf,
Lakes and Inland
Waters District
Election, 1961-1964

See Supplement

Sea Unions Set Up Nat'l Contract Body

NEW YORK—Maritime unions whose collective bargaining contracts cover 90 percent of American-flag shipping on all coasts have announced agreement on a national approach in future contract negotiations. This move represents the first mutual effort by the nation's waterfront unions for co-operation on the collective bargaining level.

Representatives of eight seagoing unions have established the National Committee for Maritime Bargaining to enable them to function "in full cooperation and with effective mutual assistance" in contract negotiations. Present at the December 16 conference as observers and endorsing the committee's announced purposes and policies were representatives of the ILA, the Office Employees Union and Local 807 of the International Brotherhood of Teamsters.

Under the agreement setting up the conference, each union will negotiate on its own wages and conditions and other contract terms with other unions participating and supporting these negotiations. In addition, the conference as a whole is prepared to deal with shipowners on a whole range of important maritime issues which go beyond the question of shipboard wages and hours.

Unions participating in the conference were the Marine Engineers Beneficial Association, the Masters Mates and Pilots, International Longshoremen's Association, SIU, Atlantic, Gulf, Lakes and Inland Waters District; the SIU Pacific District—SUP, MCS and MFOW; Radio Officers Union, Staff Officers Association, Office Employees International Union, Teamsters Union, Local 807 representing waterfront trucking operations.

The group named Jesse M. Calhoun, national secretary-treasurer of the MEBA, as chairman of the committee and Charles Crooks, national president of the MM&P as secretary of the group. W. G. Kellogg, executive vice-president of the MEBA, chaired the meeting.

Representing the SIU of NA at the meeting were President Paul Hall, First Vice-President Morris Weisberger of the SIU Pacific District, representing the SUP, MCS and MFOW; Cal Tanner and Claude Simmons of the SIU Atlantic, Gulf, Lakes and Inland Waters Districts.

The conference delegates agreed that in light of these other important issues, which vitally affect seamen's livelihood, bargaining could not be limited purely to shipboard conditions but must include all other problems confronting the industry.

Among the problems which the unions intend to deal with on the bargaining table are the practice of American sponsorship and ownership of runaway shipping, the impact of automated cargo handling and possibly automated shipboard operations, the practices of subvention with the private shipping in-

of distributing subsidies, the "dog eat dog" procedures within the shipping industry and the lack of support offered by the steamship industry to domestic ship operators. They also plan to take up action against Government competition.

The conference pointed out that

in the past the operators' associations, particularly the American Merchant Marine Institute, as well as various Government agencies had repeatedly singled out the wage issue as the industry's problem. Actually, the conference noted, the problems outlined above

(Continued on page 7)



Representatives of eight major US maritime unions with more than 70,000 seamen and officers are shown at formation Meeting of the National Committee for Maritime Bargaining. Participating in meeting as members or observers were representatives of the SIU, SUP, MFOW and MCS; Masters, Mates and Pilots; Marine Engineers, Radio Operators, International Longshoremen's Ass'n and waterfront Teamsters.

ICC Throws The Switch: Tells Railroads To Halt War On Ships

WASHINGTON—The fight of the coastwise shipping industry for survival met with its first major success this month as the Interstate Commerce Commission ordered the railroads to stop their rate war on the SIU-contracted Sea-Land Corp.

The commission ordered the railroads to establish through rates on piggyback services (trailer on flatcar) which are at least six percent higher than Sea-Land's rates for the same service.

The SIU is actively engaged in the campaign to protect domestic shipping.

Further, the commission conceded the charges made by the ship operators, the SIU and other maritime unions. It agreed the railroad rate reductions were designed to "threaten the continued existence, of the coastwise water carrier industry generally."

The ICC ruling in a case which is three years old, represents a sudden about-turn on the agency's part. Up until now it has generally approved railroad rate reductions which both the industry and the maritime unions charged were designed to break the back of domestic shipping.

In fact, in its decision, the commission cited evidence which had been presented by the maritime unions and the carriers before both House and Senate hearings. The commission noted that before World War II there were 139 vessels and 19 companies operating in this trade as against two companies with a handful of ships—Sea-Land and Seatrail.

This same evidence was presented to both House and Senate investigations earlier this year at which SIU President Paul Hall testified as spokesman for the maritime unions. In his testimony tracing the decline of the industry and the loss of thousands of jobs for seamen, Hall placed the blame squarely on the pro-railroad bias of the ICC. He accused the ICC of being in collusion with the rails to put coastwise shipping out of business.

Just recently, the Senate Commerce Committee issued a voluminous report on the hearings which was highly critical of the ICC's handling of rail-water competition. At about the same time, James Landis issued his report on the Federal agencies also criticizing ICC practices. (See page 12).

The decision, applying to 500 Sea-Land rates, and some Seatrail rates as well, was based on a commission finding that the steamship companies must have a cheaper rate than railroads in order to maintain service.

It's generally agreed in the industry that had the railroads been successful in this case, they would have the green light to destroy what remains of the coastwise shipping industry and with it the jobs of Seafarers and other marine workers.

Marine Officers At Conference



W. G. Kellogg (left) executive vice-president of the Marine Engineers Beneficial Association, presides at meeting setting up national bargaining unit of marine unions. Others are J. M. Calhoun, center, MEBA secretary-treasurer and Captain Charles M. Crooks, MM&P national president. Calhoun and Crooks were named chairman and secretary, respectively, of the bargaining committee.

Ballot Set On Delegates To SIUNA Convention

Nominations for the posts of convention delegate to the forthcoming convention of the Seafarers International Union of North America closed at noon, yesterday, January 19, 1961.

Voting on the candidates for the 12 convention posts will begin on Monday, January 30, 1961 and continue through Friday, February 11, 1961.

The delegates were allotted to the SIU Atlantic, Gulf, Lakes and Inland Waters District by the SIUNA earlier this month on the basis of per capita payments to the international as of the end of 1960. The convention, held every two years, will take place at the Hotel La Concha, San Juan, Puerto Rico,

beginning Monday, March 13.

In accordance with the District constitution, the procedure for nomination and the eligibility requirements are the same as those for other SIU elective offices. Regular or special membership meetings in all ports during the first week of January were notified of the opening of nominations, as were all SIU members by mail at their last known home addresses.

Nominations opened on January 11, with any Seafarer able to nominate himself. Notifications of nomination and acceptance had to be sent by wire to the secretary-treasurer of the District by midnight, January 16, 1961, and credentials had to be submitted by noon, of January 19.

A special meeting was held at 11 AM on January 19 in headquarters to elect a six-man rank and file credentials committee, to pass upon the qualifications of the candidates. The credentials committee will report to the membership at a special meeting this afternoon, January 20 at 3 PM.

Upon approval of their report by the membership, voting will commence on January 30.

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Holding The Fort Against Runaway



Doing his bit to keep the runaway-flag ore carrier Ore Monarch idle in Philadelphia, International Maritime Workers Union picket stands nighttime picket vigil. Pennsylvania, Texas have upheld right to picket runaways.

Texas Court Hits Runaway Move To By-Pass NLRB

HOUSTON—The International Maritime Workers Union has scored another win in its fight on runaway-flag ships, this time in the Texas courts. Texas Judge Phil Peden of the Texas Judicial Court turned down a petition by the owners of the Atlantic Robin, a Liberian-flag runaway ship here, to bar an IMWU picketline.

In his decision, Judge Peden referred to another landmark ruling in the Pennsylvania Supreme Court concerning the IMWU picketing of the runaway-flag Ore Monarch in Philadelphia. The Pennsylvania Supreme Court held that the picketing could not be enjoined because a labor dispute was involved which should be taken to the National Labor Relations Board.

Referred to NLRB

Consequently, Judge Peden held that the Texas state courts also lacked jurisdiction and referred the operator to the NLRB.

Picket lines on the Atlantic Robin

in were set up on December 29 and were respected by the longshoremen and other harbor crafts.

The Atlantic Robin is one of four ships which were transferred foreign under the trade-out and build gimmick set up by the Federal Maritime Board in 1957. The company operates one supertanker under the American flag.

Ore Monarch Tied Up

Meanwhile the tie-up continues on the Ore Monarch in Philadelphia. In an effort to break the deadlock, the stevedoring firm has sued the longshoremen's union and other waterfront unions, charging a secondary boycott under the Taft-Hartley Law.

The operator has been unloading other ore ships at non-union terminals in Baltimore and having the ore transhipped to the Fairless Workers of United States Steel. However, the Ore Monarch has been unable to move since it was tied up since October 1. Crewmembers of the ship had been

forced to join the so-called "Global Seamen's Union" after they had signed IMWU pledge cards.

SIU Makes Merry Yule

More than 3,000 Christmas dinners were served to Seafarers and their families in SIU ports last month. While there were many members drydocked in USPHS or private hospitals who were unable to enjoy the holiday at home, each of these Seafarers received a \$25 Christmas bonus and a carton of cigarettes along with their usual weekly hospital benefit.

Those Seafarers on the special disability list were not left out either. Each received a \$25 holiday bonus a practice which has been traditional for a good many years. Total bonus payments amounted to some \$9,000 plus the cost of cigarettes.



These two pickets were among those who hung up the Liberian-flag Atlantic Robin, a former American-flag carrier which has been transferred foreign. Owners also operate ships under American flag, clearly establishing the American nature of their operations.

SIU Tugmen Strike NY Railroads; Hit Proposed Job Cuts

NEW YORK—The SIU Railroad Marine Division—along with the Marine Engineers Beneficial Association and the Masters, Mates and Pilots—has closed down all marine operations of 11 railroads in the Port of New York.

Since January 10, when the strike began, its effects have spread to other areas of railroad operation, leading to a complete shutdown of New York Central and New Haven services in and out of New York City.

Joint picketlines were set up when it became apparent that the railroads would not budge from 15-month long opposition to

solution of any of the problems confronting the railroad tugmen and were insisting on eliminating jobs.

Instead, the railroads have gone all out to destroy the jobs of the tugmen by demanding a free hand to fire men at will. The roads have refused to write a manning scale into the contract which would maintain the existing status quo, even though at previous fact-finding hearings they had conceded that the manning was not an issue and that they were perfectly content to continue with the present manning practices.

As the LOG went to press, picketing by the SIU-RMD, MEBA and MM&P was extended to over 100 railroad locations in the five boroughs of New York. In addition, Penn Station was being picketed around the clock and the lines extended into northern New York State and into Connecticut.

The shutdown of the New York Central was so complete that even its main switchboard was unable to operate when 600 telephone operators refused to cross the picketline.

The railroads' campaign against the jobs of the tugmen was apparently based on the idea of establishing a precedent which they hope to use against one mil-

lion rail brotherhood members. At present, a committee appointed by outgoing Labor Secretary James Mitchell is studying the entire problem of manning throughout the railroad industry. The SIU and the other unions in the rail tug field expressed willingness to negotiate the manning issue once the Mitchell Commission brings in its recommendations, but the railroads insisted on getting the unilateral right to destroy jobs.

As a result, the unions had no alternative but to take strike action when the deadline came on January 10.

The strike apparatus went into action promptly and pickets were placed on a round-the-clock basis at more than 75 railroad marine installations throughout New York harbor.

Members of all of the other railroad crafts—trainmen, railroad telegraphers, switchmen, railway clerks, members of the Transport Workers Union, Sheet Metal Workers and office employees all expressed support. The strike had the full support of Joint Council No. 16 of the Teamsters, whose president, John J. O'Rourke, announced that the picketline would be fully respected by Teamster members.

As a result, the New York Cen-

(Continued on page 9)

ITF Meeting Next Week On British Flag Issue

ANTWERP—The International Transportworkers Federation has called a meeting of its Seafarers Section during the week of January 23 to take up charge made by the National Union of Seamen of Great

Britain against the SIU Canadian District. SIUNA President Paul Hall and Canadian District Secretary-Treasurer Hal Banks will represent the SIU at the meeting.

The meeting is an outgrowth of the practice of US and Canadian ship operators in registering their ships under British or British colony flags and hiring British or West Indian seamen to man them. As a result, British registry has become the major runaway flag for Canadian ship operations. The charge by the British union is an outgrowth of the dispute over this practice.

In January, 1959, Banks reached an agreement with Sir Thomas Yates, head of the National Union of Seamen, recognizing the Canadian SIU's right to organize and represent crews of Canadian ships in Canadian waters, no matter what flag they might fly. However, the British union has never honored the agreement. The SIU delegation intends to thrash this whole subject at the forthcoming ITF meeting.

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

US and Canadian operators in the

Lakes and Seaway trade are able to use the British flag freely because there are no restrictions in Canadian law as to the domestic trades. The problem has become particularly acute since the development of the Labrador iron mines and the port of Seven Isles by American and Canadian financiers. The ore boats placed in this trade are mostly British flag.

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 seafarer 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.

Al Stansbury Dies; Served In Baltimore

BALTIMORE—Flaye "Al" Stansbury, one of the long-time members of the Seafarers International Union and an official of the Union here for many years, died January 12.

Stansbury, who was at various times dispatcher and patrolman in Baltimore for many years, died of a cerebral hemorrhage at the Church Home and Hospital. Services were held January 16 at Cook's Funeral Home here.

Born July 8, 1903, he joined the Union in Baltimore on March 8, 1939, shortly after the founding of the SIU. He sailed in the engine department as deck engineer and carried Book S-22.

He is survived by his wife, Mabel Stansbury of Baltimore.



Stansbury

LOG To Carry Series:

Captain Williams To Discuss Ship Management Problems

(Ed. note: The SEAFARERS LOG presents here the first of a series of articles written by Captain Milton Williams, formerly vice-president and operating manager of Bull Lines. Captain Williams retired last year after 41 years of service with the company. He is now serving as a free-lance management consultant. Because of his years of experience at all levels of the industry, coming up "out of the house pipe" and the fact that he is qualified to present an independent management viewpoint on shipping matters, the LOG has arranged to have Captain Williams do a series on all of the activities that go into the operations of American-flag shipping.)

The LOG believes that these articles will be informative and of interest as they will deal with the problems of the industry in which Seafarers make their living. Because of the complexity of ship problems today, Captain Williams will be able to cast light, from the management side, on the nature of some of these issues.)

By Captain Milton Williams

The operation of the American merchant marine today is a challenge because of severe problems of cost, competition and changing patterns of world trade. I believe

It is a good idea for a labor organization to acquaint its members with the viewpoint of management on these issues.

It is my considered opinion that one should know the problems confronting both maritime unions and maritime management in order to evaluate all the factors affecting shipping.

Typical of the subjects which I will cover in these discussions are costs of ship operations, including all phases, such as insurance, terminal operations, overhead and depreciation, the impact of foreign competition and similar matters.

Each of these topics in itself must be developed separately in some detail. My purpose in this



Williams

first article is to list some of the matters I will discuss. These matters should be of interest to seamen as well as to management. I don't expect that seamen will agree with all I will present here, but they should be familiar with another point of view on the issues.

I would like to make it clear that the views expressed here are my own and do not reflect the opinion or outlook of any shipping company. I am presently not connected with any particular management and my major concern is the proper development of the American merchant marine from which I have gained a very good livelihood.

I believe that this is the first time a labor organization has ever called on a management representative to present his views in a labor publication. This however, is consistent with the latest policy advocated by the Government of the United States, namely, improved relations between management and labor.

Reject Tanker Plea For Oil '50-50'

WASHINGTON—In one of its last official actions, the Eisenhower Administration turned down the petition of US independent tanker operators for a 50-50 quota on US oil imports. The petition, pending for several months, had been supported by the SIU and all other maritime unions.

The rejection of the petition came at the same time that Government agencies such as the Department of Agriculture and the Department of Commerce were under orders to make greater use of American-flag ships to stem the outflow of US dollars.

One of the big areas of outflow is in the oil transport field where foreign-flag and runaway-flag ships carry virtually all of the nation's oil imports.

Leo A. Hoegh, head of the Office of Civil and Defense Mobilization, rejected the petition which had been pending for more than a year.

The OCDM had previously restricted oil imports on the ground of national security. It based its ruling on the need for adequate domestic oil production to supply the US in the event of an emergency. Tanker operators had asked for a similar ruling so as to assure the United States an adequate American-flag tanker fleet. They had pointed out that runaway-flag tankers could not be relied on in an emergency, a claim which has been substantiated in recent months by the activities of the runaways in accepting Russian oil charters.

Hoegh disputed that, claim-

ing that the runaways are available to the US for emergency purposes. This is the line which has been used in the past by the Eisenhower Administration in justifying the runaway-flag registries.

Oil Companies Opposed

The petition had been submitted by the Joint Committee for American-flag Tankers and the Committee of American Tanker Owners Inc. It was violently opposed by the major oil companies, who operate their offshore tankers under foreign flags, and by the American Merchant Marine Institute, which technically represents the interests of American-flag shipping.

NEW ORLEANS HALL SHAPING UP



With a tentative completion date set for mid-February, the new hall in New Orleans is receiving its finishing touches. At left, LOG art editor Bernard Seaman works on mural depicting history of seamen's union movement. Mural, section of which is shown below, is 140-foot continuous strip covering union activity from earliest days to present.



LABOR 'ROUND THE WORLD

LATIN AMERICA CONTINUES TO BE THE SCENE of crucial conflict between trade unions and pro-Communist organizations. The big prizes at stake are the governments of several Latin American countries who, if they could be swung into the Castro-Khrushchev orbit, would pose a distinct threat to the security of the United States.

The latest crisis took place in Venezuela last month when pro-Castro groups set off a series of riots and insurrections in an effort to overthrow the government of Romulo Betancourt. Venezuela, of course, would be a big prize for the Communists since it is the major oil producer of the western hemisphere outside of the US.

A key item in the pro-Castro planning was a call for general strike. The strike was a miserable failure and a period of relative calm has returned to the country. The reason for the failure of the move was the staunch opposition of ORIT, the regional affiliate of the International Confederation of Trade Unions, as well as of the Venezuelan Confederation of Labor. As a result of the disturbances, the confederation is now purging its ranks of pro-Communist and pro-Castro elements.

SIMILARLY IN CUBA ITSELF, the labor movement is supplying the first indications of open opposition to the Castro regime. Spearheading the protests was the Cuban electrical workers union. Several thousand union members paraded through the streets of Havana shouting "Cuba, yes—Russia, no," attacking Communist control of the Cuban government. As a result, the leaders of the union have been arrested or forced to flee to friendly embassies for asylum. Nevertheless, it's freely-predicted that the opposition will continue, particularly since it has been led by individuals who were close associates of Castro in the "24th of July" movement. Meanwhile, it has been announced that David Salvador, former general secretary of the Cuban labor federation, has been arrested and imprisoned while trying to flee the country. Salvador was the first general secretary under Castro in 1959, but was kicked out after opposing Communist seizure of the labor movement.

THE LATEST EDITION OF THE POLISH TRADE UNION newspaper received at the SIU's New York headquarters, boasts about the improvements it has won for Polish workers. The key fact that emerges from the Communist union's statement is that minimum wages in nationalized industries were raised from 500 to 600 zlotys a month. Since the zloty trades on the free market in New York at \$1.35 to 100, it means that the minimum "wage" negotiated by the Communist union is worth \$8.10 per month.

That isn't all. The Communist union notes also: "all workers and employees earning up to 850 zlotys per month were fully exempt from the payment of all taxes on earnings." Since 850 zlotys amount to \$11.47, or \$137.70 per year, it means that the Polish income tax starts at that figure.

RAILWAYMEN IN CANADA ARE HAVING THEIR PROBLEMS as a result of the abandonment of passenger services and the introduction of automation techniques in train operation and repair. The railway unions have suggested to the Canadian government that a program of severance pay and retraining should be set up for the displaced workers. They are also critical of the haste with which the railroads are abandoning passenger services without making any effort to attract customers. Neglect of maintenance and equipment is another sore point. The railwaymen are in a particularly rough spot because unemployment in Canada is more severe than in the United States from a percentage point of view and the displaced railroad workers are having a tough go finding substitute jobs.

WITH THE GROWTH AND PROSPERITY OF THE JAPANESE ECONOMY, Japanese workers are finally beginning to escape from the traditional "coolie wages" that are typical in Asia. Not that they are getting up to western standards yet, not by a long shot, but they are making considerable gains. "Business Week" recently reported that a survey of 252 industrial companies showed wage increases of just under 10 percent from July, 1959, to July, 1960. The average monthly wage of these firms is \$72.14, about \$17 a week which the magazine characterized as "still incredibly low by Western standards." The magazine notes that Japanese trade unions have organized about half of the industrial work force of 15 million and that the unions have been effective and militant in many instances. One of the advantages gained by the unions in the fight for decent standards is the relative shortage of labor resulting from a planned program of birth control. Japan, with 93 million inhabitants in an area roughly the size of California, has encouraged restrictions on family size, with the result that not as many hands are competing in the labor market as formerly.

TRADE UNIONS IN CHILE have affiliated with the International Confederation of Trade Unions for the first time. The action was taken by the National Confederation of Workers of Chile at its first constitutional convention in Santiago. Representatives of several other Chilean workers groups, including the sugar workers, saltpeter miners and maritime workers were present at the convention and indicated that they would join the national confederation. The convention rejected an effort by two delegates to go on record as expressing solidarity with the Castro regime in Cuba.

THE REVALUATION OF THE RUSSIAN RUBLE pretty well substantiates what was said in the SEAFARERS LOG in November about the wages of Russian workers. The November LOG noted that while the Russians list the ruble at four to the dollar, the US Department of Commerce considers ten to the dollar a reasonable rate. Now the Russians themselves have confirmed this rate by declaring they are setting up a new ruble worth ten old rubles and that the new ruble will trade for slightly more than the value of the US dollar. Under the ten to the dollar ratio, the pay of an entry rating in the Soviet merchant marine is \$55 a month, of a first-class oiler, \$70 a month, less than, the scale paid on most runaway-flag ships. It remains to be seen what the ruble will actually turn out to be worth on the world market.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

The 'Diet In A Bottle' Fad

Already there are over 75 different brands of measured-calorie, liquid-diet preparations on the market. They sell for anywhere from 89 cents to \$1.59 for a day's supply. You can buy either a powder to be mixed with water, or a liquid. They're being sold by drug stores, supermarkets, department stores and discount houses. New brands are coming on the market every week.

Advertising Age, trade magazine, estimates that about \$20 million a year is being spent to advertise the liquid-diet products. Business experts consider the liquid diets the hottest promotional item since chlorophyll.

In this latest diet fad, food and drug manufacturers have struck it really rich. In less than a year the price of shares in the Mead Johnson Co., who first introduced the liquid diet, jumped from \$60 to \$164 as speculators raced to get on the profit bandwagon. No wonder. As nearly as we can figure it, the actual retail value of the ingredients in these liquid diets is 30-40 cents.

In case you've been in hiding from advertisers and sellers, the liquid diets provide a pre-measured intake of 900 calories a day if you drink one glass of the preparation in place of each of your regular meals, plus a glass at bedtime. The sellers claim that this is "weight control made easy and pleasant."

The basic ingredient of the liquid diets is skim milk, plus in various cases, soya flour, some whole milk, yeast and a few other food ingredients, plus sweeteners, flavoring, and enough added vitamins and minerals to provide a sufficient amount of the known vitamins and minerals.

We figure that a day's supply of a typical liquid diet contains about four cents worth of vitamins and minerals, plus 20-25 cents of skimmed milk and other ingredients.

For example, you can buy private-brand multi-vitamin capsules for only three cents each. They provide almost as much of the same vitamins and minerals as a day's supply of a liquid diet at a typical \$1.19. Skim milk, the other major ingredient, is a valuable, high-protein food which is also rich in minerals and B vitamins. A typical measured-calorie diet product provides the equivalent of a double-rich glass of skim milk plus the other ingredients, for each meal. But the whole day's supply of double-rich skim milk can be bought in powder form for about 17 cents.

Excessive Price For Skim Milk

Even dairymen are protesting that the liquid diets charge excessive prices for what the Eastern Milk Producers Cooperative called "trumped-up" skim milk with a few other ingredients and a vitamin-mineral supplement.

Like all fad foods, the price started at a high \$1.59 and is now down to as little as 89 cents in private brands. But before embarking on a cut-rate liquid diet, it would be a money saver, as well as a nutrition and health precaution, to consult a doctor. He can make up a diet of ordinary foods that you can prepare at a cost of 50-60 cents a day. Or if he approves of the liquid diet, as some doctors have, at least you will be taking it under medical supervision. It's best to consult a doctor to make sure you're in good health before going on any diet of less than 1,200 calories. Not everyone is able to go on that kind of diet. You may, for example, have a heart or kidney condition requiring special care.

US Agriculture Department nutrition experts advise that the surest and safest way to take off weight, and keep it off, is to plan low-calorie menus based on foods you normally eat. Plenty of variety is important to insure well-balanced nourishment. The fact is, not all the vitamins in food have yet been discovered. Thus it's not entirely safe to rely even on preparations to which all known vitamins have been added.

The trouble with crash diets, say the Government nutritionists, is that people who try them soon return to their old eating habits, and the unwanted pounds soon return too.

But a well-balanced diet built around ordinary foods helps you learn new food habits which you can continue after the desired weight reduction is reached.

A well-balanced diet includes daily choices from four basic food groups: milk products; meat or meat alternates like eggs, fish, poultry; fruits and vegetables; breads and cereals.

Another big food fad currently is honey and vinegar. This is not so much a diet fad as a health fad. This mixture is recommended as a panacea for almost every ailment, in a best-selling book called "Folk Medicine."

Recently the Food & Drug Administration seized 5,000 cases of a honey-and-vinegar "tonic" called "Honegar" because the advertising for it was based on claims made in this book. Medical spokesmen say there is nothing in honey or vinegar to support the claims made by the book for health or curative value, the Cornell University food and nutrition department reports.

It isn't even necessary to eat seaweed to be sure of good health. The Government also recently seized shipments of sea-kelp pills promoted as cure-all, including claims it would prevent hardening of the arteries and other diseases, and even strengthen your will power.

The more serious problem is that—as this department has been warning for the past 12 years—many families spend heavy money for self-prescribed food supplements and vitamin products without a medical determination that they need them.

Baltimore, Philly Members At January Meetings



Seafarers in the ports of Philadelphia (above, left) and Baltimore were snapped by a photographer during the course of their regular membership meetings last month. Several members in each port hit deck for discussion.

SIU Clinics Program Successful; New Facility Set In San Juan

SAN JUAN—A new SIU clinic to service Seafarers and their families is scheduled to open here a short distance from the SIU hall in Santurce. The opening of the clinic reflects the considerable success of the SIU Medical Department's program to upgrade the health and well-being of Seafarers and their families.

The program has succeeded to such a degree that several major shipping companies have given up the long-standing practice of requiring physical examinations of Seafarers signing on their ships. Knowing that all Seafarers get a

thorough check-up at least once a year, and as often as four times a year, they no longer feel the need to conduct their own exams.

A key element in this change as far as Seafarers are concerned, is that they no longer have to put up with the inconsiderate treatment which they have suffered at the hands of company doctors in the past.

Obviously, the companies dropping their own exams feel that the clinic exams are far more thorough than the minimum check-ups which the company doctors can conduct. Other companies still follow the practice of conducting their own exams, particularly in smaller ports which do not have SIU clinic facilities.

The new Puerto Rico clinic should be open on or about February 1. Located at 1856 Fernandez Juncos, the clinic is completely equipped with examining rooms, x-ray facilities, laboratory, electrocardiograph, reception room and doctor's office.

The clinic will function in the same manner as the Welfare Plan clinics in Stateside ports serving as a diagnostic and examination center for Seafarers and their dependents.

The clinic program started in April, 1957, with the opening of the Brooklyn facility. Since then, clinics have been opened in Baltimore, Mobile and Houston as well. The Baltimore clinic is now in the process of being moved into the

Baltimore hall which will be of great convenience to SIU men and their families. Similarly, the new hall in New Orleans will also have a clinic facility on the premises.

The key to the success of the clinic lies in its program of thorough head-to-toe physical check-ups including such complete and costly services as urinalysis, blood tests, x-ray, electrocardiograph and, for dependents of Seafarers, gynecological and pediatric examinations as well. If purchased separately in the private medical market, such examinations could cost anywhere from \$45 and up.

Since this examination is available to wives, dependent parents and children of Seafarers, and since few people would go through such a costly series unless they were definitely ill, its preventive value is clear.

In several areas, the clinic program has demonstrated its ability to improve the over-all health of Seafarers. It has helped cut the incidence of tuberculosis among SIU men far below its previous rate and has made possible more rapid cures by early detection of tuberculosis symptoms. Similarly incipient cases of diabetes, arthritis, hernias in their early stages, heart ailments and high blood pressure, overweight and related conditions have all been detected in early stages so that prompt remedial action could be taken by the US Public Health Service or by family physicians.

UMW Cuts Pension

WASHINGTON—A decline in the output of coal and a deficit in pension reserves has led to a \$25 a month slash in the pensions of retired soft coal miners. The United Mine Workers Welfare and Retirement Fund announced the reduction from \$100 a month to \$75 a month effective February.

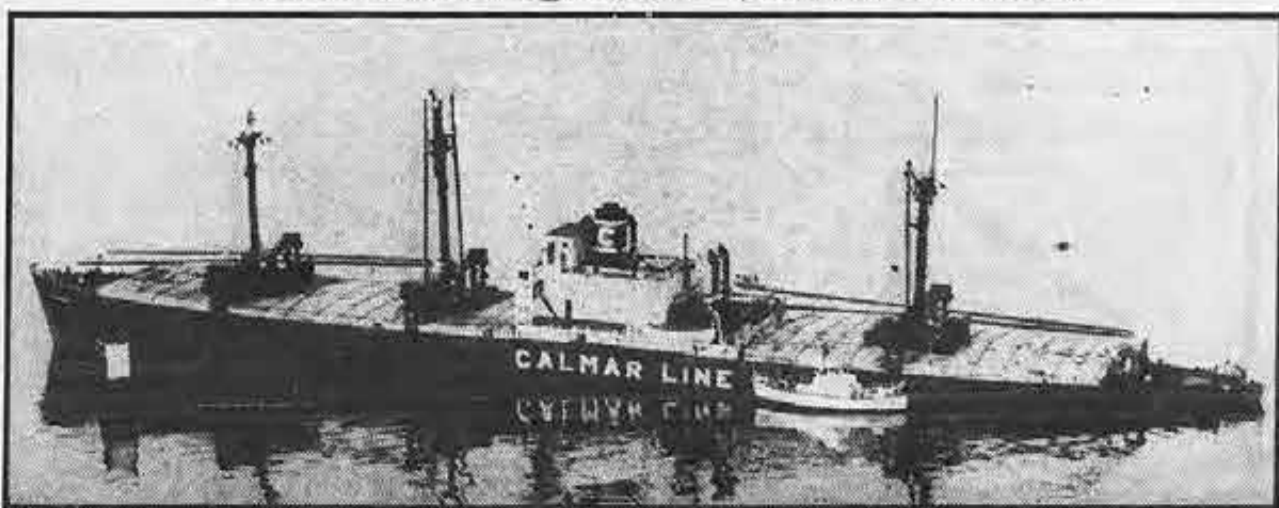
There are about 65,000 coal miners now in retirement on monthly pensions financed by a 40-cent per ton operators' contribution to the Welfare Fund.

Over the last two years, because of the decline in fund income, it has paid out \$30 million more than it's taken in.

Union employment in the coal fields is now around 250,000, with one old-time miner in retirement for every four working. The unusual heavy load is due to the fact that the coal fields at one time employed more than 600,000 men.

The pension costs are by far the largest item of the fund's expense, running almost \$80 million a year.

Texmar Runs Aground — Seafarers Saved



The Texmar (Calmar), with a deckload of lumber, ran aground onto a mudflat in Gray's Harbor, Wash. All hands were taken off the ship safely. It was decided not to salvage the ship after she settled into the mud and a crack developed. The Army Corps of Engineers is disposing of the hulk.



SEAFARERS ROTARY SHIPPING BOARD



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

December 1 Through December 31, 1960

The traditional pattern of hot shipping before and during the holiday season was again in evidence in December, 1960. The total of jobs shipped shot up by 500 over the November figure, 2,898 as against 2,394 in the latter month. Oddly enough, the increases showed up across the board in all seniority classes. Normally, class A shipping shows a minor increase or stands still during the holiday season as the "A" men pile off the ships.

This year, class A shipping totals went up from 1,451 to 1,573. However, as is to be expected, the percentage increases in "B" and "C" shipping were greater than the previous month, with class "B" men getting 864 berths compared to 639 in November, and "C" shipping going up from 304 to 461. The class C men took just slightly under 16 jobs of every 100 shipped. They took most of the berths in Seattle, 129 in all in that port.

Shipping calls were up in the payoff category, with 133 against 115 in November, but sign ons and in-transits dropped off. The most active ports were New York with 88 vessels, Houston with 71 and Baltimore with 39. New Orleans led the sign on list with 12 followed by eight each in New York and Seattle and seven in Mobile. Those eight Seattle sign ons undoubtedly accounted for the heavy load of "C" card shipping in that port.

Class A on-the-beach totals, 2,778, were actually less than the total number of jobs shipped during the month, which indicates a very healthy shipping outlook for men with top seniority ratings. Similarly, the total of "B" jobs shipped exceeded the class B on-the-beach figures.

However, January and February are normally the duller months as far as job activity is concerned, so these figures will probably look less favorable at the end of next month's report.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	4	1	10	15
New York	37	8	43	88
Philadelphia ..	10	5	13	28
Baltimore	18	6	15	39
Norfolk	4	3	13	20
Jacksonville ...	4	—	29	33
Miami	1	1	9	11
Mobile	12	7	11	30
New Orleans...	16	12	33	61
Houston	9	4	58	71
Wilmington ..	—	—	12	12
San Francisco ..	4	3	13	20
Seattle	14	8	4	26
TOTALS	133	58	263	454

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	5	12	4	21	—	3	3	6	4	2	1	7	—	2	2	4	—	—	—	—	7	4	—	11	6	21	8	35	—	4	4	8
New York	45	76	27	148	4	17	26	47	39	69	23	131	8	8	21	37	1	12	12	25	131	37	25	193	81	179	42	302	5	23	37	65
Philadelphia	12	25	8	45	—	6	4	10	13	15	8	36	2	17	6	25	1	1	7	9	36	25	9	70	13	25	7	45	0	1	3	4
Baltimore	23	49	11	83	4	21	33	58	26	54	9	89	3	13	24	40	—	1	—	1	89	40	1	130	34	82	17	133	3	24	41	68
Norfolk	10	8	1	19	—	2	6	8	5	5	1	11	5	4	2	11	—	4	—	4	11	11	4	26	14	23	5	42	3	4	12	19
Jacksonville	6	17	6	29	1	1	3	5	3	3	2	8	1	1	3	5	1	2	5	8	6	5	8	21	9	22	4	35	1	1	3	5
Miami	—	2	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	1	4	—	—	1	1
Mobile	13	26	10	49	—	1	4	5	6	13	7	26	—	—	6	6	—	1	1	2	26	6	2	34	36	53	14	103	—	3	5	8
New Orleans	37	68	22	127	7	21	21	49	34	60	22	116	4	18	23	45	1	10	8	19	116	45	19	180	70	118	25	213	5	15	20	40
Houston	42	98	23	163	1	51	34	86	51	85	21	157	5	42	47	94	3	8	10	21	157	94	21	272	36	38	22	96	7	14	11	32
Wilmington	7	7	1	15	—	2	7	9	1	6	—	7	1	5	6	12	—	—	3	3	7	12	3	22	12	11	1	24	—	8	5	13
San Francisco	18	18	3	39	2	4	13	19	9	16	2	27	1	3	11	15	1	—	2	3	27	15	3	45	21	22	5	48	1	4	9	14
Seattle	21	35	8	64	1	15	13	29	12	24	4	40	3	15	14	32	4	30	22	56	40	32	56	128	23	27	4	54	—	8	4	12
TOTALS	239	441	125	805	20	144	167	331	203	352	100	655	33	128	165	326	12	69	70	151	655	326	151	1132	355	624	155	1134	25	109	155	289

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	1	6	—	7	1	—	1	2	1	4	1	6	—	1	2	3	—	1	3	4	6	3	4	13	—	7	1	8	1	—	2	3
New York	26	86	21	133	5	26	23	54	23	73	17	113	2	26	19	47	—	11	9	20	113	47	20	180	41	141	25	207	5	30	25	60
Philadelphia	—	29	7	36	—	6	3	9	8	22	4	34	—	15	4	19	—	4	8	12	34	19	12	65	—	30	6	36	—	3	4	7
Baltimore	5	63	11	79	2	22	16	40	3	26	9	38	2	26	19	47	2	16	1	19	38	47	19	104	9	86	12	107	2	27	25	54
Norfolk	2	7	1	10	—	3	1	4	1	10	2	13	2	1	2	5	—	4	—	4	13	5	4	22	7	13	3	23	—	7	4	11
Jacksonville	2	12	1	15	—	6	3	9	—	8	—	8	—	4	2	6	—	2	2	4	8	6	4	18	2	8	1	11	—	3	6	9
Miami	—	2	—	2	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	—	3	—	2	—	1
Mobile	2	26	6	34	—	12	7	19	1	12	4	17	—	11	9	20	—	1	3	4	17	20	4	41	12	50	3	65	—	8	5	13
New Orleans	17	49	10	76	—	25	21	46	13	70	13	96	3	27	18	48	6	10	5	21	96	48	21	165	41	83	9	133	1	33	21	55
Houston	21	68	11	100	3	45	43	91	20	67	10	97	3	45	36	84	3	20	5	28	97	84	28	209	36	40	7	83	5	18	10	33
Wilmington	2	10	1	13	—	7	5	12	2	4	—	6	—	9	2	11	1	1	6	8	6	11	8	25	3	13	2	18	1	7	4	12
San Francisco	6	30	4	40	1	8	6	15	4	19	5	28	1	5	—	6	1	1	3	5	28	6	5	39	8	41	3	52	1	5	6	12
Seattle	8	39	2	49	1	13	7	21	7	35	3	45	1	19	10	30	3	21	13	37	45	30	37	112	5	26	2	33	1	6	5	12
TOTALS	92	427	75	594	13	174	136	323	83	350	68	501	14	189	123	326	16	92	58	166	501	326	166	993	164	541	74	779	17	149	117	283

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	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	1	—	—	1	—	—	3	3	2	1	2	5	—	—	3	3	—	—	2	2	5	3	2	10	2	2	4	8	—	1	1	2	
New York	40	18	60	118	1	6	25	32	25	7	51	83	—	1	33	34	1	1	14	16	83	34	16	133	89	42	109	240	5	9	46	60	
Philadelphia	10	6	14	30	1	—	10	11	11	6	8	25	1	—	18	19	1	—	7	8	25	19	8	52	12	5	11	28	—	—	9	9	
Baltimore	16	13	22	51	1	4	16	21	16	7	12	35	1	4	20	25	3	2	9	14	35	25	14	74	37	18	34	89	2	7	26	35	
Norfolk	10	2	3	15	—	—	4	4	4	—	2	6	1	—	9	10	—	—	1	1	6	10	1	17	17	6	5	28	1	4	7	12	
Jacksonville	6	4	4	14	3	1	2	6	6	—	3	9	—	1	6	7	1	3	7	11	9	7	11	27	12	5	4	21	4	1	—	5	
Miami	—	—	4	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	1	5	8	—	1	3	4
Mobile	18	10	25	53	—	—	24	24	13	1	15	29	—	—	9	9	—	—	2	2	29	9	2	40	37	20	48	105	—	—	26	26	
New Orleans	32	14	43	90	1	1	36	38	29	12	56	97	—	4	27	31	1	2	26	29	97	31	29	157	55	12	128	195	1	3	36	40	
Houston	44	14	26	84	7	5	42	54	36	13	21	70	4	3	37	44	5	1	13	19	70	44	19	133	14	15	18	47	5	9	17	31	
Wilmington	5	2	6	13	—	—	3	3	1	—	3	4	—	—	—	—	—	—	2	2	4	—	2	6	10	4	8	22	1	—	3	4	
San Francisco	14	4	19	37	—	2	4	6	4	4	13	21	2	1	3	6	—	—	4	4	21	6	4	31	20	4	20	44	1	1	6	8	
Seattle	21	10	18	49	4	1	13	18	18	4	11	33	3	5	16	24	5	5	26	36	33	24	36	93	11	4	15	30	—	—	9	9	
TOTALS	218	97	244	559	18	20	182	220	165	55	197	417	12	19	181	212	17	14	113	144	417	212	144	773	318	138	429	865	20	36	189	243	

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Inflatable Liferrafts: Shipboard Need?

Three major disasters which took place during the Christmas holiday season have pointed up several important issues having a bearing on shipboard safety.

One was the collision and crash of two airplanes over New York which resulted in the loss of 134 lives. As the subsequent testimony has shown, the crash arose out of the difficulty of spacing planes in the air near congested terminals. This is a problem which confronts the shipping industry at all times in congested harbors and is probably responsible for the largest number of major ship casualties—witness the case of the Alcoa Corsair as an example.

Clearly, as the air crash shows, a great deal has to be done in the area of developing guides to navigation which would make it possible for planes—or ships—to know exactly where they are in relation to other planes or vessels in a congested area.

The second incident was the fire aboard the aircraft carrier Constellation in the Brooklyn Navy Yard which took the lives of 50 construction workers. It would appear, looking in from the outside, that this accident could have been avoided if those in charge had read and followed their own Navy Safety Procedures as outlined in "Changes In US Navy Safety Precautions" (OPNAV 34 Pl).

Closer to home and the safety of Seafarers was the third accident which involved the NMU tanker Pine Ridge. This vessel broke in two off Cape Hattaras with the loss of seven lives. Chances are that the real reason for the loss of this vessel will never be known. After all the Coast Guard findings are in, it will still be guesswork. One of the crewmembers testified that the vessel was a rustbucket which was not properly maintained. However, there are many old rustbuckets sailing today which encounter equally-difficult conditions at sea but do not break in half. There was also a question as to whether this tanker was properly ballasted for this time of year.

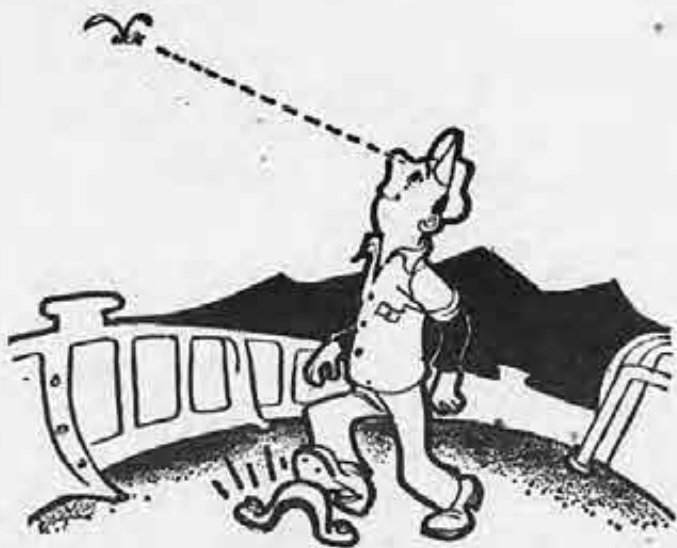
Whatever the reasons for this accident, there are some precautions which could be taken in situations such as these which would help crewmembers get off such a ship in safety. For example, the men lost in this accident were up forward on the bow section and did not have access to any lifeboats. The stern section remained afloat, but, as witnesses testified, the lifeboats could not be launched.

Clearly, in a situation of this kind, it would help a great deal if crewmembers were provided with self-inflating rubber liferafts of the type already approved by the Coast Guard. Then, in the event of an accident, these men would have a chance at survival. There are many ships in which men sleep aft and lifeboats are midships. On such vessels, the rubber rafts could save many lives.

While we are all working to cut down on accidents in the first instance, it is realistic to expect that accidents and disasters will take place and that safety precautions of the kind mentioned above are always of great value.

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

Don't Watch The Birdie



Walking around on the deck of a ship may sound like nothing at all but it's a task which requires considerable concentration. Unfortunately, through poor design or through makeshift improvisations, the decks of most ships are cluttered with padeyes and other protruding obstacles. Consequently, trips and falls are a major cause of shipboard casualties. When walking on deck, keep your eye on the deck.

An SIU Ship Is A Safe Ship

Transeastern Hauls Record Cargo



SIU-manned SS Transeastern is shown before leaving Portland, Oregon, for Poland with record cargo, 38,000 deadweight tons of barley. Vessel is one of many supertankers carrying dry cargo. (Photo from "Portland Reporter," labor-owned newspaper).

SEATTLE—The SIU-manned tanker Transeastern set a record of sorts when it left this port with 1,773,000 bushels of barley enroute to Poland. It was probably the largest single grain cargo ever carried by a US-flag vessel.

The Transeastern's cargo load amounted to 38,000 deadweight tons and was described by the shipper as the equivalent of 900 railroad freight carloads. Most of the load was taken on in Portland, Oregon, and Longview, Wash., before topping off at Seattle.

Surpasses Record

With this load the Transeastern surpassed record loadings by two other SIU manned supertankers. The National Defender took 1,614,

000 bushels of corn for Uruguay out of Baton Rouge, La., last spring and spent a month unloading in Montevideo. Another supertanker, the SS Titan, took on 1,549,000 bushels of wheat for Poland out of Baton Rouge and New Orleans.

Actually the National Defender, at 65,926 deadweight tons, considerably outranks the Transeastern's 46,000 deadweight tons. But in the former's case, it was traveling a little "light."

The employment of these giant

supertankers in the grain-carrying trade, plus the conversion of T-2s to bulk carriers, reflects the plight of the US-flag tanker fleet. The Office of Civil and Defense Mobilization has turned down a request by the independent tanker operators for a quota system on oil imports to the United States which would have given these ships an opportunity to participate in the oil trade for which they were designed. (See story on page 4.)

'Save The Boneyard Libertys', Wartime Ship Officials Urge

WASHINGTON—Two officials of the old War Shipping Administration in World War II have sharply questioned the Maritime Administration's policy of scrapping most of the reserve fleet Libertys. Vice Admiral Emory S. Land, who was head of the WSA, and Granville Conway, his successor, both have declared that the Libertys should be maintained as an emergency reserve in

the event of an international crisis.

Up until now, the Maritime Administration has scrapped over 300 ships, with another 1,200 still remaining in the various reserve anchorages. The agency expects to scrap about 1,000 of these on a long-range basis.

At first, the MA was accepting bids of \$70,000 and up for the vessels, but recently, in an effort to speed up the scrapping program, it has dropped the minimum bid. As a result the wartime ships are going for as little as \$45,000 each. Ironically, some of the ships are being purchased by Japanese scrap breakers.

In pre-World War II days, huge purchases of scrap by Japan, including the scrap from New York's elevated railways, helped build the Japanese war machine.

Speed No Handicap

In his attack on the scrapping program, Admiral Land argues that the slow speed of the vessels is no handicap since they would have to travel in convoys anyway.

He argues it is better to have large numbers of slow vessels available for convoy service than a much smaller number of faster ships with far less total cargo capacity.

Another advantage of the Libertys, he notes, is the simplicity of their low-pressure reciprocating engine power plant. In an emergency the ships could be manned by inexperienced men in the event all trained seamen were already employed.

The MA policy of scrapping was

based on plans to upgrade the reserve fleet by having the operators trade in C-type vessels as they build new ships. However, the upgrading is proceeding at a limited pace because of lack of funds for the construction of newer ships.

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	Feb. 6
Philadelphia	Feb. 7
Baltimore	Feb. 8
Detroit	Feb. 10
Houston	Feb. 13
New Orleans	Feb. 14
Mobile	Feb. 15

Nat'l Pact

(Continued from page 2)

were of great importance in resolving the industry's difficulties.

It took the AMMI to task for failure to defend the interests of domestic shipping, unsubsidized steamship companies and tanker independents, while going all out on behalf of the runaway flags.

The conference was also critical of the practices of subsidized steamship operators who seek to monopolize subsidy payments and maintain the status quo by blocking assistance to all other segments of the maritime industry. "So far as the fat cats are concerned," the conference noted, "whatever funds Congress appropriates for shipping rightfully belongs to them. To these operators, they alone represent American shipping and nothing else exists."

The delegates noted that since the subsidy program was begun in 1936, the entire character of US foreign trade has been changed. Bulk trades now predominate, for which no provisions have been made in the subsidy program. Instead of moving to correct the deficiencies of the program, the spokesmen for management, dominated by the major subsidized companies and runaway operators, have simply maintained the existing situation.



THE SIU INLA

Houston IBU Tugs Tow Sub



Two IBU-manned tugs—the Trojan (at right) and Laura Hayden move slowly down-river with World War II sub in tow. Tugs hauled vessel five miles to scrapyard in Houston.

IBU Houston Tugs Haul Weary Sub To Scrapping

HOUSTON—Two IBU-manned tugs out of this port recently took part in an out of the ordinary operation when they hooked their lines to a creaky World War II submarine and towed it five miles down river to a shipyard where the sub was slated to be cut up for scrap.

Norfolk IBU Petitions In 5 Tug Co's

NORFOLK—As the result of a continuing campaign to organize the crews of tugboats in this area and in North Carolina, the SIU's Inland Boatmen's Union has filed two more petitions with the National Labor Relations Board for elections among the tugmen of McAllister and J. J. Greer Co. This brings to five the number of representation elections which are pending. Efforts are being made to organize more fleets here.

About 1,000 tugboatmen in the area are the targets in this organizing campaign. These men are either unorganized or under contract to District 50 of the United Mine Workers. These employees are anxious for representation by a seamen's union rather than their existing operation.

The three other companies in which election petitions are pending are Gulf Atlantic Towing, in Norfolk and Wilmington, NC, and Cartaret Towing, Morehead City, NC.

The IBU's drive in the Hampton Roads Area has the full backing of the local port council.

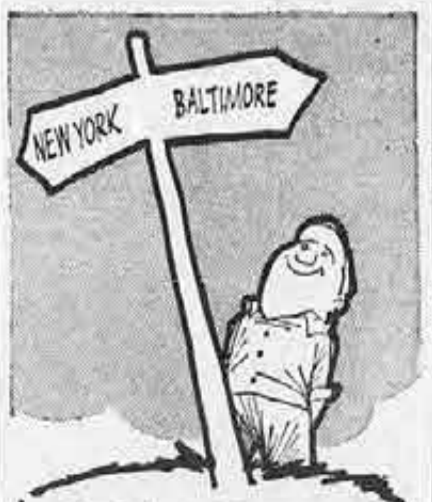
The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and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

The tugs involved in the operation were the Laura Hayden, skippered by Capt. C. R. Gilchrist and the Trojan, commanded by Captain H. L. Borup. Both vessels are operated by G & H Towing of Houston.

Enviably Record

The submarine, the Peto—which chalked up an enviable record in World War II by either sinking or damaging 11 enemy ships—was apparently now considered to be only scrapyard material in these days of souped-up or atomic subs, whose hulls have been streamlined for speed and in some cases, designed to fire missiles from the surface or from beneath the sea. The government sold Peto to a metal corporation in Houston which made arrangements to have the craft cut up at Todd Shipyards.

The IBU-manned tugs hooked on to the outmoded craft at her docks and towed the sub five miles down river to its final destination.



SEAFARERS PORTO'CALL

IN NEW YORK
675-4th Ave.

IN BALTIMORE
1216 E. BALTIMORE

IBU Constitution Is Approved By RR Tugmen By 3-1 Margin

JERSEY CITY—The members of the SIU's Railroad Marine Division—by a three to one majority—have approved their new constitution in a secret ballot mail referendum which ended earlier this month. The final count was 342 in favor, 128 against and 28 void ballots.

With the passage of the constitution, the 850-member Railroad Marine Division officially becomes part of the Inland Boatmen's Union of the SIU.

The entire balloting procedure was handled by an outside authority, Prof. Donald Shaughnessy of the faculty of Columbia University. Shaughnessy's selection to conduct the balloting had previously been approved by RMD membership meetings in all ports.

When the balloting ended, Shaughnessy, accompanied by a six-man-rank and file tallying committee, picked up the ballots which had been mailed to the General Post Office in Brooklyn, NY. The ballots were picked up on Sunday, January 8 and then taken to the Columbia University Club in Manhattan for tallying.

Six Men On Committee

Members of the tallying committee were: Vai Elbert and Frank Pirone, New York Central RR; William Ryan and Norman Kasden, Penn RR; W. Fuller, Bush Terminal and Joe Fadde, Brooklyn Eastern District.

Shaughnessy used the following procedure in conducting the tally:

1. All envelopes addressed to the Post Office were opened. The inner envelope, which contained the ballot, was removed.
2. The number on the inner envelope was checked against a list of qualified voters which was provided by the RMD, to ascertain that no unqualified members had voted.
3. The envelopes containing the ballots were then opened; the ballots were removed and the envelopes were immediately destroyed.
4. The ballots were then separated into three groups: affirmative, negative and voided.
5. The ballots in each grouping were then counted and the results were recorded.

Each committee member then signed a statement attesting to the conduct of the tallying by Shaughnessy, which followed the procedures listed and as approved by the membership.

Of the 28 ballots declared void 11 were deemed as such because as many members failed to place their names on the outer envelope; 8 were void because no inner envelope was used for ballot; another 8 were improperly addressed and one envelope had no ballot in either outer or inner envelope.

The proposal for a referendum vote on the new constitution was unanimously carried by the members in all ports early last month.

The SIU division originally won the right to represent the deckhands in a series of bargaining elections under the Railway Labor Act last summer.



Six man RMD Tallying Committee observes as Prof. Donald Shaughnessy removes ballots from PO box. (L-R) are: W. Ryan, V. Elbert, N. Kasden, W. Fuller, F. Pirone, J. Fadde.

Lakes IBU Men Rescue Three From Icy River

DETROIT—Crewmembers and licensed men of the SIU-affiliated Tug Firemen's—contracted tug R. H. Goode (Dunbar & Sullivan) recently rescued three Canadians after their service launch overturned in the ice-churned Detroit River.

Saw Men In Water

Tug Firemen Dave Swan and Leo Alexander, both deckhands, along with Capt. John Yanak and engineer Frank Regan were pulling two dump scows out to Lake Erie when they saw three heads bobbing in the water.

Quick-action saved James Cobby, launch operator; Don Munro, engineer aide and Fred Cobby, field engineer of the Canadian Great Lakes Dredge & Dock Ltd. who had spent more than 10 minutes in the frigid waters.

The men of the tug Goode rubbed the Canadians down and fed them hot coffee. They were then rushed by a vessel from

McQueen Ltd. to the Windsor, Ont. hospital.

According to Fred Cobby, the men had been picking up sweepcraft markers when a slab of ice hit one of the tripods and pulled the boat and the men down into the water with it.

Express Gratitude

"If it hadn't been for the men of the Goode," said Cobby, "we would have died. Our thanks and gratitude go to these heroic men."

The Canadians are in good health although, with the exception of Fred Cobby they are confined indoors for a short period.

The SIU-affiliated Tug Firemen's Union sends its congratulations to the men of the tug Goode for a job well done.

Lakes Tug, Dredge Men At Hq



Paying a visit to their respective headquarters in River Rouge Mich. are (l. to r.) Frank McCann, of SIU-affiliated Tug Workers and Dredge Workers Donald Mariner.

ND BOATMAN



IBU Rail Tugmen Strike NY Roads

(Continued from page 3)

tral railroad, in an effort to bypass the picket lines, started making up its freight train crews at outlying commuter stations and sending them into New York. The striking unions promptly retaliated by picketing Grand Central Terminal and train stations in Westchester

County, effectively halting that tactic.

At issue in the long dispute are matters involving wages, job security, welfare benefits and retroactivity. The railroad's best wage offer called for a two percent base wage boost coupled with a demand that the tugmen surrender cost of living adjustments in effect for three years. The actual gross gain for tugmen would be about \$1.20 a week.

The most disputed item has been job security. The unions have asked for a manning scale in the contract in turn for discussing problems of automation confronting the tugs. The railroad insists on a free hand to reduce manning at their discretion.

The only concession won thus far in the bargaining sessions was that the roads agreed to freeze present manning practices for a year after which they would be free to chop any and every rating at their leisure.

The unions have pointed out that in every other form of marine transportation—harbor tugs, fresh water and Lakes boats, dredges, coastal ships and deep sea vessels—a manning scale is an established principle written in union contracts.

On the Welfare Issue, the SIU railroad tugmen are seeking genuine welfare protection for themselves and their families under the Inland Boatmen's Welfare Plan. At present, the only benefits are a term insurance policy which the men pay for themselves.

Here too, the unions are seeking what all other marine workers enjoy but which has thus far been denied to marine employees of the railroads.

The old railroad marine contracts expired November 1, 1959. The railroads are seeking to escape retroactivity by making any contract effective as of July 1, 1960.

The strike was called only after all the mediation procedures in the Railway Labor Act had been exhausted and the railroads had refused to budge from their position.

RMD Tug Assists 200 Fleeing Fire

NEW YORK — Quick-acting crewmen aboard the RMD-manned tug Cleveland (Pennsylvania RR) assisted in rescuing some 200 shipyard workers who were aboard the Navy carrier Constellation after it caught fire in the Brooklyn Naval Shipyard last month.

As the fire raged out of control, shipyard workers began sliding down ropes on the port side of the burning ship, to a work barge in the water. Their weight nearly swamped the rig. One tug picked up the men from the barge and transferred them to the IBU-manned tug Cleveland, which in turn put them aboard a fishing boat. They then were taken ashore near the carrier.

Other harbor tugs at the scene assisted in every way possible to save the lives of trapped or stranded workmen.

At least 50 lives were lost in the fire. Damage estimates were put at \$75 million on the supercarrier, which cost about \$250 million to construct.



IBU Winner In Court; Miami Co. Must Bargain

MIAMI—IBU representatives here are still battling for a contract on behalf of tug employees of Belcher Oil Company here as a result of company evasion and delays. The fight for an agreement received a big boost this month when the regional Federal Court in Atlanta, Georgia, ordered the company to sit down and negotiate with the SIU's tugboat division.

The court ordered the company to abide by previous National Labor Relations Board rulings certifying the Union as bargaining agent for the company's crewmembers.

The election took place in 1958 with the SIU winning a majority after challenging four ballots. The SIU challenges were upheld by the NLRB which ordered the company to deal with the Union.

Subsequently, when attempts were made by the SIU to sit down at the bargaining table, the com-

pany attorney refused to accept the NLRB findings, insisting that the challenged ballots should have been counted and the SIU should not have been certified.

This led to the court case, with the court, as in most instances of this kind, upholding the NLRB's ruling on the disposition of the challenged ballots.

Now meetings are being held by the SIU with the company to get down to the business of negotiating an agreement. However, the company's successful use of stalling tactics at the Labor Board and in the courts under present labor law, has deprived the crewmembers of the benefits of Union representation thus far.

RMD, MEBA Pickets Manning The Line



Joint union cooperation is illustrated in this photo showing RMD and MEBA pickets on the line at the New York-New Haven Terminal in New York harbor.

RMD's Christmas Party Termed Huge Success

JERSEY CITY—The children of IBU Railroad Marine Division members, from tots to teenagers, had an afternoon and an evening of it last month at the division's first Christmas party held in the RMD's hall.

Approximately 250 children, accompanied by their parents, showed up for the affair, which lasted from mid-afternoon until early evening.

Santa Appears

Shortly after the event got underway, many a child's head was turned (and sometimes shyly) as Santa Claus appeared on the scene and made the rounds wishing one and all the greetings of the season. Each child received a wrapped

present which was appropriate to his particular age group or sex, plus a nicely stocked bag of candy, fruit and nuts.

A buffet served up consisted of assorted salads, fruit, turkey, ham, shrimp, cheeses and beverages. At evening's end the leftovers were down to a minimum.

Many of the members and their wives commented that this had been a most memorable affair and that they and their children looked forward to next Christmas with the RMD.

Railroad Marine Men, Families At Union Holiday Party In NJ Hall



IBU Philly Tug Makes Bahama Trip

PHILADELPHIA — While most tugs were generally active handling ships here last month, another such vessel—the IBU-manned Elizabeth Boyer (Interstate Oil Transport)—was taking on a different kind of a job—one which lasted 20 consecutive days.

The "Lizzie" Boyer, as she's known by those close to her, towed one of the company's oil barges to a buyer in Freeport, Grand Bahamas, a one-way distance of some 1,400 miles. And, according to a source at Interstate Oil, the tug was "pushed hard" all the way down.

Mobile Predicts IBU Step-Up

MOBILE—Tugboat activity hit a fast pace here during December and should remain the same during the current month, reports agent Louis Neira.

Neira said that the IBU-contracted tug Margaret Walsh (Mobile Towing and Wrecking) was awarded an estimated four-year contract to haul sulphur from Tampa, Fla., to Beaumont, Tex. Another deep sea tug, the Titan—which was recently purchased by Mobile Towing and Wrecking—is making its first trip under this IBU-contracted company by running to Maracaibo, Venezuela to pick up a 128-foot loaded barge and transporting it to New York.

Neira also reported that IBU deckhand Mairie Ellis of Gulf Marine Division, Ideal Cement, received an IBU Welfare benefit of \$827.45 covering a multiple birth, surgical and medical benefits.



At least 250 children of RMD members were present at the Division's first Christmas party last month. Some of them are pictured at left in group photo with Santa. Above, Nina, 4 1/2, sings for St. Nick. Her granddad is RMD member Charles Grant.



THE GREAT LAKES

Ohio AFL-CIO Will Act On SIU Job Benefit Fight, Other Legislative Goals

The SIU will present its resolution for wintering unemployment compensation for Great Lakes seamen affected by the Ohio law at a statewide Ohio AFL-CIO Legislative Conference scheduled for the 27th of this month.

The conference, called by the Ohio-AFL-CIO Executive Board, will be for the presentation and discussion of Ohio Labor's legislative objectives in the forthcoming meeting of the General Assembly.

The SIU will back its resolution presented to the Ohio AFL-CIO Convention held last June in Cleveland.

Want 52 Weeks Benefits

The SIU's resolution called for Great Lakes seamen to be given 62 weeks of eligibility under the unemployment compensation law.

The SIU's position was unanimously adopted by more than 1,883 delegates representing 770 locals of 69 international unions in Ohio.

Under present Ohio law, seamen employed by Ohio shipping companies are barred from collecting unemployment pay from the fourth Sunday in December until the fourth Sunday in March.

The SIU was the only seafaring union in attendance at the convention.

The Ohio AFL-CIO resolution adopted stated that: "Ohio is the only state to deny Great Lakes seamen unemployment compensation. This has caused Ohio to become a haven for lake carriers who wish to deprive their seamen of unemployment compensation."

The SIU will seek to have separate legislation tailored to the specific needs of the seamen support-

ed by the Ohio AFL-CIO. Experience has showed that incorporation of seamen provisions in an omnibus bill has not proved successful.

The SIU, in pledging support of Ohio seamen's unemployment rights, is well aware of the hard road it has to hoe. This was clearly shown in the solid Republican opposition in an attempt to extend unemployment compensation 13 weeks on any basis in Ohio.

The load has not lessened either with the results of the past November election. In the House of Representatives the Republicans now have an absolute two-thirds majority of the members and in the Senate a majority of two.

The General Assembly now stands at 84 Republicans and 55 Democrats in the House and 20 Republicans and 18 Democrats in the Senate.

Support of the SIU's resolution for all Great Lakes seamen will come from Senator Frank Klog of Toledo and Representative Carney of Trumbull, who will lead the fight in the Senate and in the House.

Detroit MTD Officers At Swearing-In Ceremonies



Newly elected officers and trustees for Detroit and Wayne County Port Council of the Maritime Trades Department are sworn in for two-year terms. They are (l. to r.) Ed Kraft, Firemen and Oilers; Mel Pelfrey, MEBA; Ed Sims, Tugmen; George Elliott, Carpenters; Thelma O'Dell, Office Employees; Joe Le Plank, Electrical Workers; Fred Farnen, SIU Great Lakes District.

MTD Strengthens Lakes Set-Up

With winter weather fast calling a halt to activity on the Great Lakes and harbors, member unions of the Detroit and Wayne County Port Council, Buffalo Port Council, Duluth Port Council and the Toledo Port Council of the Maritime Trades Department, AFL-CIO, are readying to cope with the problems that will come with the opening of the 1961 navigation season. Also, the port of Alpena is preparing to form a similar council.

The Detroit council recently elected officers for the coming two-year period and prepared for an aggressive winter program. Trustees were also elected for the newly-revitalized group.

Buffalo's port council's meeting was attended by 23 delegates who elected ILA official John Roberts as president, SIU representative Edward X. Mooney as secretary-treasurer and Operating Engineer representative William Hoch as executive vice-president.

The Duluth Port Council readied themselves for the coming fight against foreign flag shipping by discussing the number of runaway flag ship entries and departures from the Twin Ports area in 1960.

In Toledo, their port council saw SIU Port Agent Ed Doherty move up to president and Bernard Brocki of the Machinists Lodge 105 to the vice-president slot.

One of the first problems which will face the port councils is the growing threat to the jobs of the Great Lakes and Rivers workers posed by "runaway" foreign flag ships, which are cutting deeply into the jobs and wage standards of Great Lakes seamen, shipyard workers and other allied fields.

In Detroit the meeting endorsed a call by the Maritime Trades Department for a mid-winter Lakes-wide conference of all affiliated unions to map plans for coping with this threat.

Locals affiliated with the council are from among the 30 international unions which make up the Maritime Trades Department.

Lakes Port Reports

Alpena MTD Active

ALPENA—SIU Port Agent Norman Jolicœur reports that the annual SIU Christmas dinner was celebrated here and it was a huge success. Crewmembers and their families from more than 15 SIU-crewed ships attended.

Jolicœur adds that many of the seamen from this area will mourn the death of Captain Wixom, who was the director of the Alpena Boy's Club.

A meeting of all the local unions of which their internationals are affiliates of the Maritime Trades Department, will be held at the SIU hall January 20.

Buffalo Lay-Ups High

BUFFALO—SIU Port Agent Roy Boudreau reports that from all indications this port has a record lay up fleet. This has resulted in shipping holding its own because of shifting gangs being dispatched from the hall.

Boudreau says that the SIU played host in its new Buffalo hall to the children of members of labor unions at a pre-Christmas party under the auspices of the St. Joseph Guild.

Cleveland Sets Record

CLEVELAND—In checking back over the 1960 sailing season, writes SIU Port Agent Stanley Wares, the records show that shipping on the Great Lakes started out with a bang and wound up a fizzle. However, he says, this port did not

suffer as far as shipping was concerned.

Thanks to the addition of new fleets in the SIU, a total of 450 SIU members under the Job Security Program were dispatched from Cleveland.

Detroit Breaks Ice

DETROIT—Headquarters reports that three SIU-manned ships are now plowing through heavy ice on the winter run between Detroit and Toledo. The John C. Hay has joined the Sparkman D. in bringing coal to the Ford Motor Co. And the SIU-crewed Dow Chemical (Boland & Cornelius) is hauling it for the Detroit Edison Co.

With the majority of the ships in lay up, headquarters asks that all SIU members help out during the winter organization drive by telling all their non-union friends about the benefits of becoming part of the SIU's team.

Frankfort Party Successful

FRANKFORT—Children of SIU members in Frankfort took full advantage of the SIU's Christmas party, writes Port Agent Floyd Hammer.

Shipping has been slow because of members returning from vacation to their jobs and with Ann Arbor No. 3 and No. 5 tied up temporarily.

Hammer adds that Brother Clem Groening passed away last month. Groening sailed as a coalpasser on A.A. No. 7.

Chicago Ships Men

CHICAGO—SIU representative Scottie Aubusson reports that with shipping at a standstill over the entire Great Lakes, this port still looks forward to shipping men throughout the winter lay up since Chicago will have SIU-manned vessels on winter runs.

Aubusson adds that he visited the PHS hospital and distributed the annual Christmas bonus to all of the SIU members confined.

Duluth Looks Ahead

DULUTH—The SIU-contracted John C. Hay (Browning), writes SIU Port Agent Gerald Westphal closed the 1960 shipping season in this port loaded with a cargo of grain for Buffalo.

With the season closed, he adds, a total of 38 SIU-crewed ships are laid up here for the winter months.

Toledo Has 24 Ships

TOLEDO—A total of 24 SIU-manned ships are laid up in the Toledo-Sandusky area reports SIU Agent Ed Doherty. This all adds up to the fact that Toledo will be a very busy port at fit-out time.

Included in this list are ships from the following companies: Boland, Gartland, Pioneer, Buckeye, Tomlinson, Huron Cement, Steinbrenner and Reiss.

Doherty says that the annual Christmas dinner was a huge success with a choice of ham or turkey with all the trimmings from "soup to nuts."

Lakes Bulk Cargo Rises

CLEVELAND—Bulk cargo shipments on the Great Lakes last year were 15 percent higher than in 1959, with limestone and iron ore showing the greatest increases.

Total bulk shipments in 1960 were 169,810,310 net tons, according to the Lakes Carriers Association. Iron ore, including Labrador shipments, totaled 73,030,945 tons, compared to 51,450,731 ton the previous year.

Grain shipments were four percent higher in 1960 than they were the year before, while limestone shipments were more than a million tons in 1959. Last year was the fourth best limestone shipping period on record.

Only coal shipments declined last year, when 46,408,307 tons were shipped, compared to a little less than 49,000,000 shipped the previous year.

In order to encourage Great Lakes shipping and industry, Senator Alexander Wiley (Rep. of Wisconsin) is seeking \$145,000 for the Army Corps of Engineers to complete a study of water levels in the Great Lakes to take best advantage of the St. Lawrence Seaway. He called for completion of a water levels study begun in 1952.

SIU Great Lakes Union Halls

HEADQUARTERS
10225 W. Jefferson, River Rouge '8, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.
ALPENA 127 River St.
Norman Jolicœur, Agent. Elmwood 4-3616
BUFFALO, NY 735 Washington St.
Roy J. Boudreau, Agent. TL 3-0239
CHICAGO 9363 Ewing Ave.
South Chicago, Ill.
Saginaw 1-0733
CLEVELAND 1420 W. 25 St.
Stanley Wares, Agent. Main 1-0147
DULUTH 312 W. 2nd St.
Gerald Westphal, Agent. Randolph 2-4110
FRANKFORT, Mich. 415 Main St.
Address Mail to: P.O. Box 287
Floyd Hammer, Agent. ELgin 7-2441
TOLEDO 120 Summit St.
Cherry E-2431

KES SEAFARER

THE GREAT LAKES
SEAFARER

Santa Claus In Buffalo SIU Hall



Santa Claus paid a visit to the new SIU hall in Buffalo and gave out gifts to more than 200 children of members of labor unions under the auspices of the St. Joseph's Guild. The happy children at the seventh annual party for labor families included children of Seafarers. The kiddies had a time of it and enjoyed themselves immensely.

SIU Crews Drafting Pact Terms in Newly-Won Fleets

DETROIT—Meetings at SIU headquarters in River Rouge have been held for the representatives of the crews of Pioneer and Buckeye vessels and Boland & Cornelius boats for the purpose of drafting a proposed agreement and to study SIU representation procedures. The SIU has also formally notified the Boland Company that it is ready to begin bargaining talks.

The Pioneer and Buckeye (Hutchinson) representatives met on January 12 and 13 and the Boland representatives met the following week on the 19th and 20th.

The SIU has been enforcing the old contract held with the "independent" union in Boland because of a stipulation made by the National Labor Relations Board.

Contract Enforced

It had been agreed that all parties involved in the election, whatever the outcome, would enforce the contract with the "independent" union until its expiration date on February 28.

The Hutchinson Co. has already signed the Job Security Program,

the interim agreement and the trust agreement for welfare.

The representatives were elected by their crews to bring into the meeting proposals for working rules and also to learn first hand the SIU's program for delegates and the Union's method of administration and representation.

Briefing Meetings

At the two-day meetings, the Hutchinson and Boland representatives will be briefed on delegates' duties, handling disputes, contracts, the Job Security Program, shipboard meetings, the district's administration and the Union's organizing program. The men will also visit the seniority director's office, view the film "This is the SIU" and hear an explanation of the Great Lakes District's position in the SIU family of unions and the Maritime Trades Department.

The crew representatives will be paid their expenses, lodging and travel costs while they are attending the meeting.

Each crew representative will take back to his vessel a complete kit of material for use by the crew.

New Frankfort Hall Now Open

FRANKFORT—The new SIU hall in Frankfort, Michigan, is the latest addition to the growing list of Great Lakes ports who have acquired new halls and completely refurbished them. The new hall at 415 Main St. in downtown Frankfort joins the new SIU halls in Duluth, Alpena, Chicago and Buffalo.

Now officially open to the membership, the spacious structure with the red brick face in front, is busy serving the SIU members in the area. The building was recently purchased and completely refurbished in time for the winter season.

The hall is being equipped with a television set, card tables, shuffleboard and a pool table. The lounge section is being furnished with soft lounge chairs for the members to relax, read or sip coffee while waiting to be shipped out. The shipping area of the new hall allows plenty of working space for the office and the dispatcher's counter.

Christmas Is SIU Get-Together

An enjoyable time was had by all, was the unanimous comment of all who attended the SIU's annual Christmas dinners held in all SIU Great Lakes District ports for Seafarers, members of the family and guests.

The dinners, which has become a tradition in the Great Lakes District, provided the members not only with turkey and stuffings, but also the opportunity for a social get-together, which is next to impossible during the sailing season.

Lakesmen Meet

SIU members, whose primary contact during the shipping season was waving to each other as their boats pass in the rivers and channels, became better acquainted and introduced their families.

In headquarters, members had their choice of turkey or ham in an elaborate meal served in the River Rouge hall. Also on the bill of fare were rolls, salads, relish trays and a choice of pumpkin or apple pie.

In all other ports, Christmas

dinners were served either in the halls or in outside restaurants where the halls are not equipped to serve food.

The annual Christmas dinner is a long-standing tradition in all of the affiliated unions of the SIUNA. These holiday get-togethers are held in virtually every important port in America.

Seafarer Jim Gamble, watchman on the Peter Reiss and his family attended SIU Christmas Dinner in Alpena. Around table are Mary, Melody Rae, Mrs. Gamble, Perry, Kimberly, Seafarer Gamble, Paul, David and James Gamble, Jr.



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



Great Lakes Secretary-Treasurer Fred Farnen welcomes SIU members and their families to the Christmas dinner at the Great Lakes headquarters in River Rouge.

Great Lakes Shipping

Nov. 26, 1960 thru Dec. 23, 1960

PORT	ENGINE	DECK	STEWARD	TOTAL
Alpena	1	6	0	7
Buffalo	9	9	0	18
Chicago	8	4	2	14
Cleveland	1	2	0	3
Detroit	38	29	10	77
Duluth	1	3	0	4
Frankfort	31	30	15	76
Toledo	6	11	0	17
TOTAL	95	94	27	216

Report To Kennedy Slams ICC; Hits MSTs, Maritime Board

WASHINGTON—The Interstate Commerce Commission, the Federal Maritime Board, the Military Sea Transport Service and other Government agencies have been raked over the coals in a report drafted for incoming President Kennedy by James M. Landis. As a result, the operations of these agencies are scheduled for overhaul in the new administration. The result may well be of considerable benefit to domestic shipping and to American-flag operations at large.

Should the Landis recommendations be carried out they would meet many of the objections voiced by ship operators and maritime unions at a variety of Congressional hearings.

The Landis report calls for drastic overhaul of the ICC, which has

been charged by the SIU and domestic ship operators with being in collusion with the railroads to destroy domestic shipping. Landis also recommends revision of the transportation laws to give ship operators equal treatment with the railroads.

In addition, Landis proposes a halt to Government-owned competition with private transport systems which would seem to be aimed directly at MSTs competition with private shipping. MSTs is still the largest single cargo carrier under the American flag.

Other sections of the Landis report blasted the "fog of secrecy" surrounding the actions of the Federal Maritime Board and the lack of any standards.

In order to develop fair and effective national transportation policy, Landis proposes that an office be set up directly under the President to take responsibility for such a policy.

Aside from his proposals for basic changes in law and procedure, Landis was particularly critical of the ICC for its clumsy and cumbersome procedures and the delays in acting on rate cases. Shipping companies have often complained that even though they might win a case involving a rate protest, the procedure takes so many months that the ship operator suffers serious losses in the process.

Following are some of the major recommendations made by James R. Landis in his report to incoming President Kennedy:

- Individual ICC commissioners must be assigned the responsibility of making rate decisions.

- Government policy should encourage joint service between all forms of transportation. (This has long been sought by domestic ship operators.)

- The Interstate Commerce Act should be amended to abolish the ICC's authority to grant railroads relief against water carrier competition.

- The cost of operation should be the principal factor in determining a transportation rate. (Railroads have often carried items below cost to take business away from steamships.)

- Military transport systems should not compete with commercial transportation.

- The "fog of secrecy" surround-

ing Federal Maritime Board should be lifted. The FMB frequently acts in an arbitrary manner without settled standards. Groups of ex-Government lawyers have too much influence in FMB affairs.

- An office should be set up for the Coordination and Development of Transportation Policy to develop and implement national transport policy. This office should be directly responsible to the President.

McCuistion Dies; Fought W'front Reds

NEW YORK—One of the early figures in the sailors' movement during the 1930's, veteran Seafarer William C. McCuistion died here of accidental injuries on January 13. He was 59 last month.

McCuistion was the victim of a subway station fall near SIU headquarters and died in nearby Methodist Hospital. He had suffered from a heart ailment for the past few years.

Well known for his role in the seamen's movement in the early days, he was prominent in efforts to revive seamen's unions in the 1930's.

He later participated prominently in the fight on Communist power bids on the US waterfront. A member of the engine department, he sailed in the black gang with the SIU since 1942.

Surviving are his mother, Mrs. Dollie M. Crawford, and a sister, both of Tampa. Private services were followed by burial at Greenwood Cemetery, Brooklyn, last Monday.

Shorthanded?

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

Hits Deck At New Orleans



Seafarer Henry Moas is shown speaking on one of the issues up before the January membership meeting in New Orleans.

Mt. Vernon Victory

New 'Luxury' Supertanker To Call For SIU Crew

BOSTON—Victory Carriers, Inc. will take delivery this month of its first 46,000 ton supertanker. The ship, to be christened the Mt. Vernon Victory, is the first of two the company will add to its fleet in 1961. The second 46,000-tonner will be ready in June or July.

Barring the unexpected, Victory Carriers will take the ship on January 27 and put it into service immediately for the MSTs. The giant tanker is slated to load in the Caribbean for two trips to Honolulu and one to the West Coast.

The new ship will be powered by a geared turbine generating a normal shaft horsepower of 13,600 rpm. It will be air-conditioned throughout and will have a swimming pool.

The Mt. Vernon Victory was built at the Bethlehem Steel yard in Quincy, Mass. The keel was laid on September 14, 1959 and the ship was launched on October 27, 1960. The Mt. Vernon Victory and her sister ship, as yet unnamed, will be 705 feet long and 102 feet wide, and will draw 38 feet.

The Mt. Vernon Victory is Victory Carriers' eighth ship. The company owns seven Victories that operate under time charter, usually to MSTs or States Marine-

Isthmian. Despite low charter rates, the company's Victories have been active virtually without a halt during the past three years.

Originally, Victory Carriers, owned by the Onassis interests, was slated to build three tankers, one of them in the 100,000-ton range, in exchange for trading out 12 tankers and two Liberties. Among them were the medium-sized supertankers Lake George and Olympic Games, plus ten T-2s.

The entire transaction was a subject of a Congressional investigation which was particularly critical of Victory Carrier's delay in carrying out the construction end of the bargain. The 100,000-ton tanker still has not been started although the agreement was made almost three years ago.



Retired SIU Man Finds New Home

HAIFA, Israel—A lifelong dream has come true for veteran Seafarer Morris M. Schapiro, now retired in Israel with the aid of an SIU disability-pension. He'll be 72 next month.

Touring historic landmarks and biblical sites from his home base in this Mediterranean port city, Schapiro is "having the time of my life" and keeping posted on Union activities via the SEAFARERS LOG. An oldtimer in the steward department, he joined the SIU at the Port of New Orleans a few weeks after the Union was established in 1938.

Age didn't prove much of a drawback to a life at sea. He was forced to call it quits in 1955, when high blood pressure as a result of a nervous condition put him on the sidelines. He was 66 at the time, following his last trip on the SS Almira as a messman. Schapiro qualified to receive the SIU disability-pension shortly after, and credits the \$35 weekly check as a "Godsend."

Prior to leaving the States, he lived in Miami and, earlier, in New York City. Born in Lithuania, Schapiro lauds his SIU seagoing career and Union benefits for giving him the means to live out his days in comfort here.



Schapiro

on
the
ball

NEWS

HEADLINES

IN REVIEW

KENNEDY SWORN IN AS PRESIDENT IN CEREMONY WATCHED BY THOUSANDS - INCLUDING FAMILY'S GROCER FROM THE RIVERA.



US BREAKS OFF RELATIONS WITH CUBA... CASTRO KEEPS THOUSANDS UNDER ARMS TO FIGHT INVASION AS SUGAR MILLS STAND IDLE.



WASHINGTON HEALTH CONFERENCE UPSETS APPLE-CART... VOTES FOR MEDICAL CARE FOR RETIRED AMERICANS TO DISMAY OF AMERICAN MEDICAL ASSOCIATION.

USS "MAN IN SPACE" SHOT TENTATIVELY SET FOR APRIL - ASTRONAUT TO RIDE MISSILE RANGE INTO ATLANTIC OCEAN.

HEALTH STUDY SHOWS U.S. KIDS FAR INFERIOR TO EUROPEANS IN TESTS OF STRENGTH, PHYSICAL CONDITION.

CIVIL WAR DEVELOPING IN CONGO, LAOS... UN POWERLESS TO STABILIZE SITUATION.



KHRUSHCHEV RAGES OVER RED FARM FAILURES... STOLEN CROPS, IDLE EQUIPMENT, ETC... MEANWHILE, RED CHINA FACES NEAR FAMINE CONDITIONS BECAUSE OF CROP LOSSES.



SIU SOCIAL SECURITY DEPARTMENT



Optical Benefit 2½ Years Old

4,800 GET FREE SIU EYEGLASSES

One of the most widely used SIU welfare benefits, the Union's free eyeglass program has amply demonstrated its value to Seafarers over the past 2½ years. Established in June, 1958, the optical benefit has provided almost 4,800 pairs of eyeglasses at no cost to Seafarers through the end of 1960. Serv-

icing the seagoing membership through optical centers in nine different US ports, this benefit program has operated to date at the relatively modest cost of \$43,000. Under the terms of the benefit set up through the SIU Welfare Plan, a Seafarer requiring eyeglasses is able, when necessary, to renew them once every two years. In the interim, complete eye check-ups are available through the separate network of modern SIU clinics.

The eyeglass program was inaugurated at a time when a regular eye examination and routine, non-specialized lenses ran up a bill of \$25-30 for an individual Seafarer in some ports.

After a careful study of the problems, the SIU program was launched simultaneously in the Ports of New York, Baltimore, Mobile and New Orleans by utiliz-

ing reputable optical practitioners in each area. The service was extended early in 1959 to cover Houston, Philadelphia and San Francisco. Last year, facilities in Chicago and Boston were added to the list.

The 4,800-eyeglass-figure covers 2,280 benefits provided in the first year of operation, 1,387 the second year and approximately 1,100 including renewals so far since last May.

Appointments are made in advance through the Union hall while a Seafarer is on the beach

and, except for very specialized lenses, the completed glasses are usually ready a few hours after the examination.

The benefit has also always covered the needs of disabled seamen receiving the \$35 weekly SIU special disability pension. In addition, the Welfare Plan last May authorized an outlay of up to \$25 at an optical facility close to their homes for disabled brothers living some distance from a specified optical center. This spares them the hardship of unnecessary lengthy travel away from home.

9 More Seafarers Retire On Pension

NEW YORK—No longer able to sail and earn a livelihood, nine more Seafarers have qualified for the \$35 weekly SIU disability-pension to start off the New Year. Most of the oldtimers are 65 or over with long seagoing careers behind them.

The latest additions to the benefits' roster, approved by the Welfare Plan trustees, are: Charles P. Achoy, 65; James Antoniadis, 65; Antonio Castro, 65; Alexander Cherney, 67; August F. Eklund, 64; James N. Kennedy, 66; Luciano Labrador, 62; George H. Reier, 65, and John W. Tingle, 58. All have been certified "not fit for duty" permanently and qualify for lifetime benefits.

Just paid off as the chief cook on the SS Chickasaw, Brother Achoy has wound up a long run of steady ship- ping that began in 1942. A native of the British West Indies, he lives today with his wife Rita in New York City. He's no longer able to work due to an arteriosclerotic heart condition.

A similar condition has per-

manently idled Brother Antoniadis, ending a 50-year sailing career that started in his native Greece. A New York resident, he was on the SS Longview Victory as oiler until last October. He's sailed with the SIU in the black gang since 1939.

Brother Castro has worked only three ships since 1939 and came into the SIU in 1940 when P&O's SS Florida was signed up. Born in

(Continued on page 14)



Achoy



Reier



Tingle



Antoniadis



Castro



Cherney



Eklund



Kennedy



Labrador

Make Advance Appointments For New York USPHS Clinic

NEW YORK—Seafarers seeking treatment by the USPHS outpatient clinic here are advised to note a new system of appointments being tried by the clinic in an effort to eliminate waiting time. It will not affect emergency cases, which are still being admitted immediately. The change, instituted here ten days ago, also does not affect practices at outpatient clinics in other ports.

Under the appointment system, everyone seeking medical treatment at the New York outpatient facility is requested to telephone, wire or write in advance for an appointment. Where possible, a specific time should be requested and, if time permits, a confirmation will be sent by the USPHS. Seamen are urged to include their USPHS register number when applying.

It is expected this system will expedite matters on arrival at the clinic, since necessary medical files can be made available in advance and thus reduce waiting time.

A special telephone service has been installed to facilitate appointments during clinic hours Monday through Friday from 8 AM to 4:30 PM. This number is BARclay 7-6150. In the event treatment is necessary after regular hours or on weekends and national holidays, Seafarers should contact the USPHS hospital on Staten Island.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



US Stands Alone On Health Care

One of the hard realities of our American system is that we are perhaps the only highly-industrialized nation in the world that doesn't consider the health of all its citizens a primary responsibility. We have heard a great deal of debate and confused talk over the years about so-called "Government medicine" and "socialized medicine." These two labels by themselves have succeeded to date in sidetracking responsible plans for medical care program on a national scale.

They have, in fact, pigeonholed progressive programs not only for all Americans but especially for the oldtimers and the aged who often need help the most. It's true that the 1960 session of Congress adopted a dried-up form of "Medicare" for the aged which is to be administered individually by the states. However, this particular legislation is tied up with a pauper's oath feature labeling everyone who uses it an outright charity case, and it cannot go into operation without separate state action.

So far, as expected, only two states out of 50 have passed any kind of legislation along these lines; many may never do so. The net result is a mockery of the declared purposes of this Federal law.

There is also a serious constitutional question involved here since people in every state pay the same Social Security tax rate but may not derive equal benefits. Due to differing state laws and attitudes of two people with the same circumstances living in different states, one may qualify for benefits and one may not. It's difficult to see how we can consider this any kind of progress in aiding public health.

~ ~ ~

Other developments arising out of last year's Social Security amendments are equally disheartening. There has been a great to-do about the liberalizing of the disability benefit feature of the national law. Accordingly, there now is no provision requiring disabled workers otherwise eligible to wait until they hit 50 before they can get any benefits. Yet even with the age barrier removed, other limiting features of the law assure that very few will derive actual cash benefit from the change. The net accomplishment is practically zero.

One change passed last year that goes into effect now in 1961 is a provision raising the earnings limit for people retired on Social Security. The old law denied a month's benefit for every \$80 or fraction of \$80 in earnings over a flat \$1,200 ceiling. This was a harsh provision since a man might make \$1,281 during the year and lose considerably more in the form of two months' benefits.

Yet what is the justice of a "liberal" amendment that impose an outright 50 percent or 100 percent tax on the already limited earnings of retired people? The new set-up is this: For every dollar of earnings above \$1,200 and up to \$1,500, an oldtimer has to turn back 50 cents in benefits. If earnings go above \$1,500, he must turn back \$1 for \$1. Whether you consider that the average Social Security benefit today is in the neighborhood of \$75 monthly, you wonder how many an oldtimer manages to live at all unless he also becomes a drain on other welfare funds or on his family.

Without a fair amount of outside earnings (assuming he's well enough to do any work), or union benefits where they're available, he's completely strapped. It's hard to see why this \$1,200 ceiling simply can't be upped to \$1,500 or \$1,800 without pulling back half or all of every dollar in benefits up to that amount.

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

SIU Aids Hospital 'Cheer-Up Fund'



SIU Welfare Rep. Tom Gould presents \$100 Union donation to Mrs. M. Vincent at USPHS Hospital, Staten Island, NY, to help pay cost of new drapes for patients' dining areas. Mrs. Vincent, chief of dietetics, said other organizations had made similar commitments in move to brighten up hospital decor.

SIU Blood Bank Aided 200 Seamen, Dependents In 2 Yrs.

NEW YORK—Almost 200 Seafarers, SIU wives and dependents have utilized the life-giving emergency benefits of the SIU Blood Bank since the program began two years ago. The bank dispatched 618 pints of blood to hospitals all over the US during the period, and began its third year this month with a balance of 74½ pints. (Earlier figures below).

The far-flung activities of the Union's blood bank got underway on January 5, 1959, when Seafarers at headquarters began building up a reserve of blood through donations handled by the SIU Welfare Plan's clinic in New York. A total of 1,439 pints have been contributed to date. About 50 were rejected during later processing.

The bank operates through a national clearing house under a standard processing and storage arrangement which allots half the blood collected to the Brooklyn Donor Center, Inc. This makes it possible for the Union to provide

large quantities of blood anywhere in the US on short notice.

Blood used by a patient in Mobile or Seattle is charged to the Union's account in Brooklyn by the clearing house. In this way, especially in emergencies, no delay is involved in supplying the necessary pints of blood. The Union's teletype network linking all ports speeds verification of all "withdrawals" within a few minutes' time.

The bank closed out its first year with a balance of 98 pints but wound up its 1960 activity "in the red" by withdrawing more blood than it was credited with during the 12-month-period. This accounts for the smaller balance on hand at the end of 1960 although, in the

process, contributions increased 20 percent and "withdrawals" almost doubled. This emphasizes the need to constantly build reserves against future large-scale emergencies.

The amount of blood used on behalf of a single patient has included up to a dozen pints at one clip and in some very serious cases as many as 35 pints have been supplied during a few weeks of hospitalization. About half the blood used has been required during the three fall months plus December each year. This appears to be the time of year most emergencies and serious surgery occur.

Donors for the bank can apply any time on the second deck at SIU headquarters, where appointments are arranged for the Clinic.

Seafarers Hit Wrong December Port



Normally the Steel Executive spends a good deal of its time in the tropics, but the schedule caught it in Brooklyn in December in the midst of a snow storm. Bosun Ted Chilinski, and Seafarers Henry Gordon and John Abraham are making the best of it while securing safety net.

Nine More Seafarers On Pension

(Continued from page 13)

Spain, he made a carpenter's or ordinary seaman's slot on the Florida and the SS Florida State his steady berth except for a year on the old Seatrain New Orleans in 1945-46. He's unfit for duty because of cerebral arteriosclerosis. He and wife Eusebia make their home in Miami.

Working ashore as a cook and then for the former US Maritime Service, Brother Cherney made his first SIU ship just before the end of World War II. He's a long way from his native Russia today and lives with his wife Anna in Atlantic City, NJ. Since his last ship, the SS Yorkmar, in May, he's been permanently disabled by Osteoarthritis.

Born in Finland, Brother Eklund made his first American ship in 1918, sailed off and on until 1923, came back in '34 and was one of the earliest members of the SIU in 1939. Disabled by Addison's disease, a glandular ailment, he was forced to call it quits after paying off as bosun on the SS Denton a year ago. He and his wife Ellen live in Rockland, Mass.

Shipping with the SIU starting in 1942, Brother Kennedy has sailed steadily since then as a utility rating in the galley. He completed his last trip on the SS Galway last May when failing vision and a heart ailment beached him for good. He lives with a sister in Wyckoff, NJ.

Brother Labrador began sailing in 1922 and has been shipping in black gang ratings aboard SIU-contracted vessels since 1941. He's a native of the Philippines and currently lives with a daughter in New York City. He was tagged unfit for duty permanently because of a heart condition and an eye ailment after a trip on the SS John B. Waterman last October.

A deck department veteran, Brother Reier had 20 years at sea behind him when he started shipping SIU in 1947. He had to quit sailing in May, after a trip on the SS Edith, due to cerebral arteriosclerosis. He and his wife Lottie live in Baltimore.

An early member of the SIU in 1939, Brother Tingle has been idled years since a trip as messman on the SS Yorkmar 18 months ago. His medical states he's not fit for duty permanently due to a spinal ailment. Tingle makes his home in West Cape May, NJ.

SIU SOCIAL SECURITY BULLETIN BOARD

Seafarers In Drydock

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

USPHS HOSPITAL
SEATTLE, WASH.
Darcen O. Coker Charles Robinson
Elmer E. Lamb Sten T. Zetterman
John Mack

VA HOSPITAL
NEW ORLEANS, LA.
Woodrow Davis

VA HOSPITAL
FORT MILEY, CALIF.
Frank Wall Howard J. Watts

VICTOR CULLEN STATE HOSPITAL
CULLEN, MARYLAND
Alvino Terrazas Carlton Roberts

USPHS HOSPITAL
FORT WORTH, TEXAS
Davis Danos Max Olson
B. F. Deibler Bozo G. Zelencio

SAIORS' SNUG HARBOR
STATEN ISLAND, NY
Thomas Isaksen Bart E. Guranick
Henning Bjork A. B. Gutierrez

HOUSTON, TEXAS
K. McElehenry Edward Talbot

VA HOSPITAL
WEST HAVEN, CONN.
John J. Driscoll Henry E. Smith

VA HOSPITAL
WEST ROXBURY, MASS.
R. J. Arsenault

VA HOSPITAL
NEW YORK, NY
Chas. O. Bergagna

VA HOSPITAL
SAN FRANCISCO, CALIF.
James Barrett Robert Ferguson
Matthew Bruno A. A. Franklin

US SOLDIERS HOME HOSPITAL
WASHINGTON, DC
Wm. H. Thomson

TRIBORO HOSPITAL
JAMAICA, LONG ISLAND, NY
James Russell

USPHS HOSPITAL
BRIGHTON, MASS.
Alvino Green Paul C. Norton

USPHS HOSPITAL
BALTIMORE, MARYLAND
Mack Acosta Felipe Martinez
Elden Bartlett J. J. McLaughlin
Andrew Flaherty William Piestevik
Gorman T. Glaze Vincent Rizzuto
William Higgs William H. Rollins
Everett Hodges Richard P. Waters
J. J. Macconchuck Ira Willoughby

USPHS HOSPITAL
GALVESTON, TEXAS
Alfred Booth Arthur Kayel
George Brady Carl Kendall
Paul De Los Santos Ben G. Ladd
Monroe C. Gaddy Donald F. Mease
Robert Guthrie B. R. Stalsworth
John Hudgins William R. Walker
August Jensen

SIU Welfare, Vacation Plans

Cash Benefits Paid

November 21—December 18, 1960

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)....	5400	\$16,895.50
Death Benefits (Welfare).....	15	55,500.00
Disability Benefits (Welfare)...	766	26,810.00
Maternity Benefits (Welfare)...	32	6,400.00
Dependents Benefits (Welfare)...	179	47,295.85
Optical Benefits (Welfare)....	126	1,187.33
Summary (Welfare)	6518	\$154,088.68
Vacation Benefits	1306	\$218,087.18
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	7824	\$372,175.86

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.



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 with blood 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 few moment's time.

SIU Blood Bank Inventory

Period: November, 1960

Pints Contributed 84
Pints Rejected 1

Pints Credited 41½

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

Previous Balance 97½

Pints Used 139

Balance On Hand 57

December 1, 1960 .. 82

BANK NEEDS 418 PINTS TO
MEET GOAL OF 500

Physical Exams—All SIU Clinics Month Of November, 1960

Port	Seamen	Wives	Children	TOTAL
Baltimore	95	4	6	105
Houston	50	3	13	66
Mobile	68	4	1	73
New Orleans	109	7	8	124
New York	343	19	24	386
TOTAL	665	37	52	754

'...Well, I Guess This Is What They Call FREE ENTERPRISE...'



For years the SIU and other seamen's unions have mounted a continuous attack on the runaway registries. They have emphasized that use of Liberian or Panamanian ship registries by American operators deprives American seamen of jobs and the US of considerable tax revenue.

The unions have also pointed out that runaway ships cannot be relied on in an international emergency. The runaways have underscored this fact by eagerly seizing Soviet Union tanker charters.

More recently, the SEAFARERS LOG reported that runaway ship operations are responsible for a sizable portion of the dollar and gold drain which has caused so much concern about the stability of our economy.

The runaways then, have done damage to American seamen, to American shipping, to the Federal budget and to the US dollar and balance of trade. But there is another aspect of runaway operation which is equally damaging. That is the impact of the runaways—ship or shoreside—on attitudes toward the United States in other parts of the world.

The runaway operation helps spread an inaccurate image of Americans as people who are anxious to exploit low-wage foreign labor for the benefit of "greedy capitalists" back home.

Americans are always at a loss to understand why much of the outside world sees us as heartless bosses exploiting hungry workers. Americans know this is a false image, with a few glaring exceptions. But the face of American capitalism which foreigners see overseas all too often resembles the picture drawn by the Communists—simple "dollar imperialism" as the Latin Americans call it.

Take West Indies Fruit and Steamship as one example. This American-owned, Liberian-flag company ran between the US and Cuba. Its crews were Cuban seamen. When, early in 1960, the SIU organized one crew, that of the SS Sea Level, the company fired them all, then forced them to repudiate the union in order to regain their jobs. Subse-

quently, when the National Labor Relations Board investigated the case, the company escorted the Cubans to the NLRB office under armed guard.

This same company got the job of evacuating American embassy employees from Havana after we broke off relations with Cuba. Cuban waterfront workers who saw our officials sailing on this company's vessel are undoubtedly familiar with what happened to the Sea Level crew. No wonder Castro and his Communist allies have no trouble inflaming them against the US.

Take the case of the Ore Monarch, whose West Indian crewmembers signed up with the International Maritime Workers Union. They too were forced to recant and join a company-sponsored dummy union.

Take the case of the Yarmouth crew, men from Jamaica, Cuba, Trinidad and South America, all of whom were fired for daring to ask the shipowner for SIU union representation.

Take the case of the Standard Oil attorney who boasted at a court hearing how Italians "swim out to the ship" to get a job when an Esso runaway tanker pulls into Genoa.

Sure, the Italians, Greeks, Cubans, Jamaicans, Indians and Chinese want the jobs. But the jobs are not going to make them love the US, because they know that American ship operators are paying from one-fourth to one-tenth the wage which Americans get for the same work, often on the same kind of ship on the same run!

On the contrary, nothing is better calculated to make foreign nationals hate the United States than the knowledge that they are being exploited by American corporations as a cheap labor pool—whether they are working for 35 cents an hour in a Pacific cannery, or getting \$60 a month on a passenger ship.

It's time then, for the President and the Congress to take a hard look at the damage done by the runaways to the standing and security of the United States in the world community.

SIU Legislative Department

Ray Murdock, Director



FOREIGN TRADE ROUTE.—FMB has ruled that Foreign Trade Route No. 33—Great Lakes/Caribbean is an essential foreign trade route of the United States. FMB agreed to permit Grace Line to discontinue its service on this route and a review of the essentiality of this Route was requested. After reviewing all factor involved, the Board concluded that even though trade had fallen off from the high level it reached in 1957, the total value of US trade with the Caribbean in 1959 amounted to \$7.2 billion. This is about one-fourth of the total value of all the US export-import trade. Four million tons of export cargo were carried in dry cargo vessels during the year, and it is indicated that a substantial part of this export trade originated in the area around the Great Lakes. However, the Board did change the requirements for US-flag service on the route during the open season of navigation on the Lakes. The requirement set is for fortnightly sailings to the islands in the Greater Antilles and two sailings per month to the North Coast of South America. Previously the Board had ruled that there should be weekly service to the North Coast of South America from the Great Lakes.



FISH REPORTS.—Faced with the choice of carrying marine insurance at excessively high costs or carrying no insurance, several organizations of commercial fishermen are considering the establishment of marine insurance pools with the possibility of obtaining marine insurance at lower costs. The Branch of Economics of BOCF has been requested to advise a Gulf Coast group of fishing vessel owners on how marine insurance might be handled through a pool arrangement. The premiums of marine insurance have been rising. Insurance companies lay the blame on rising accident rates and alleged padded claims for damage. At the present time many fishing vessel owners are operating without insurance. Some vessel-owner groups, particularly on the West Coast, have been able to demonstrate that marine insurance costs can be cut by self-policing methods and by cutting overhead costs. These groups have restricted membership to the best class of risks and have built up a surplus against claims by pooling premiums, and adjusting their own claims. . . . The US commercial fish catch for the year 1960 is expected to total between 4.9 and 5 billion pounds, about the same as the previous 5-year average. However, the catch is expected to be below the 1959 figure. According to BOCF, if the landings in November and December are normal, the total catch for this year could be the nation's third largest. For the second time the catch used for industrial purposes—fish meal, oil, and animal food—will exceed that taken for human food. This will occur despite the fact there was a decline of about 200 million pounds in the catch of industrial fish. Landings of all major industrial items—menhaden, Alaska herring, and New England trash fish—were down. The catch for human consumption will show a small increase due to larger catches of salmon, Maine herring, jack mackerel, shrimp, and ocean perch. The value of the 1960 catch to fishermen will probably exceed the \$246 million received in 1959.

CHANGE OF ADMINISTRATION.—President-elect John F. Kennedy has completed the selection of his cabinet. Arthur Goldberg, special counsel to the AFL-CIO, and general counsel to the Steelworkers' Union has been appointed Secretary of Labor. C. Douglas Dillon who played such a prominent role in the SS CLEOPATRA case, has been named Secretary of the Treasury. The Senate Committee on Post Office and Civil Service has compiled an interesting document entitled "Policy and Supporting Positions", which gives a listing of all policy making positions open to Presidential appointment. President-elect Kennedy will have the opportunity to make one appointment to the ICC as soon as he is sworn in. The next vacancy occurs December 31, 1961 and one more the following year; but it will not be until early 1964 that the Kennedy appointees to this vital agency will form a majority of the Commission. NLRB will be a captive of Eisenhower appointees until the end of 1962, and it will be February 1, 1962 before President-elect Kennedy can change the make up of the National Mediation Board. Despite the preponderance of Republican appointees to the various commissions and agencies many people feel that Presidential leadership will be exerted to bring about a change in the attitude of these groups to be closer to the Administration viewpoint, which is certainly to be desired in view of the President-elect's concern over the plight of the maritime industry.

BALANCE OF PAYMENTS DEFICITS.—A Japanese firm, the Toyoda Motor Company, negotiated for a loan from the Export-Import Bank to acquire \$1 million for the purchase of machine tool equipment. Public Resolution 17 requires that 100 percent of such loan cargoes be carried in American-flag vessels unless MA grants a waiver. The firm asked that Public Resolution 17 be waived to the extent of allowing 50 percent of the cargoes to be imported into Japan on Japanese-flag vessels. Maritime Administrator Vice-Admiral Ralph E. Wilson denied the request for waiver. This is the first time in a number of years that a request for a waiver has been denied. Senator Warren G. Magnuson (D) Washington, SIF chairman, sent a telegram to Wilson urging him to withstand pressure to change his decision. In the past MA has granted waivers to recipients of loans, whenever the recipient nations grant "parity of treatment" for US vessels in their foreign trade. The recent directive of President Eisenhower to stem the out flow of US dollars to correct our adverse balance of payments was one of the factors in reaching the decision to refuse the waiver. Magnuson told Wilson, "Depressed conditions of our shipping industry and the importance of shipping earnings toward improving the balance of international payments make it mandatory that we all take practical steps to assure maximum use of United States flag vessels in the carriage of government aided and financed cargoes of every kind." It is strongly rumored that the State Department has intervened with FMB on behalf of the company and is asking that the waiver be granted because of possible political repercussions in Japan.



Enjoying coffeetime on the Kathryn (Bull) are (l. to r.) Esteban Cruz, chief steward; Luis Carbone, AB; F. Aponte, eng. util.; Julio Flores, AB; Fred Oestman, Sr. wiper.



Perched high up on Hurricane (Waterman) AB Joe De Jessa changes cargo light bulbs aft.



Iberville crewmen display SIU safety award (l. to r.) James Stewart, Jose Melendez, Nils Beck.

This selection of photos of SIU men in all departments was taken aboard a number of SIU vessels at sea and in port.

SHIPBOARD PHOTO ROUND-UP



Mike, the parakeet, bends ear of chief steward Red Simmons on Steel Voyager.



On deck of Elizabeth (Bull) are (l. to r.) Neil Abernathy, Bob Dillon, Frank Gaspar, carp.; H. Julian, bosun; Louis Colon, utility. Gaspar built crossover safety ladder over winch (rear).



In Hurricane engine room 1st asst. R. Endelman gives orders to oilers (l. to r.) D. McGrath, L. Smith and Rufus Cobb.



Menu is discussed in Hurricane galley by (l. to r.) G. Plooman, 3rd cook; R. Hara, utility and N. Orenco, chief cook.



Chief steward Juan Rueda of Alcoa Ranger relaxes in his forecabin with a mystery thriller while off duty.



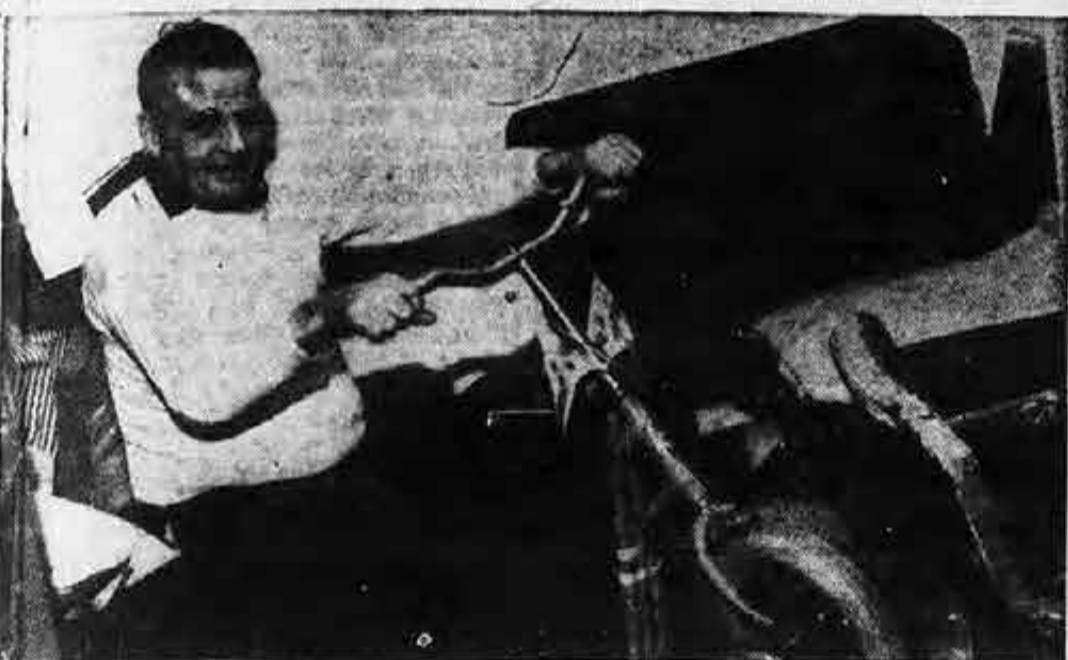
Hurricane FWT Antonio Zelaya is shown at vessel's main control board.



William Smothers, steward dept., stands before mirror etching in Kathryn's saloon mess.



Chief cook Carl Carlson carves freshly-roasted ham for Ocean Evelyn's lunch.



Some lucky youngster got this Christmas present from Seafarer William Wootten who brought it home aboard the Ocean Evelyn.



Discussing SS Kathryn beef are (l to r.) SIU Patrolman Frank Mongelli and Red Campbell, and Pete Lobbrecht, paymaster.



Galley gang on the Frances (Bull) includes (l. to r.) I. Suarez, Edelmiro Albarran, Ramon Perez, Carlos De Leon and Angel L. Rios. Photo was taken after safety award presentation.



At work moving steel plate for Ocean Evelyn engine room stores are (l. to r.) John Chelton, engine utility, William Wootten and Ralph Whiteley. Plate took some manhandling as it weighed about 250 pounds. A few well-placed rollers beneath the object made the task easier, however.



Alcoa Ranger baker Jim Faircloth turned out elaborate birthday cake for ship's skipper, Captain Miller.

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



First Vote Under SIU

Atlantic Fishermen Elect O'Brien, Green

BOSTON—In their first election since their recent affiliation with the SIU of North America, members of the Atlantic Fishermen's Union have named Thomas "Obie" O'Brien, secretary-treasurer by close to a three to one margin.

Others elected, along with O'Brien were: Pat Green, assistant secretary-treasurer; Vincent Hogan, Boston delegate; Alphonsus Hayes, Gloucester port agent; John Muise, Gloucester delegate and William Mulcahy, New York port agent.

O'Brien had formerly been delegate in the union's headquarters port of Boston. He defeated Pat McHugh, a former secretary-treasurer of the union by a count of 515 to 180. Green, who had been assistant secretary, won over Pat Eustace, 540 to 147.

Hogan was victorious over two competing candidates, Joseph Jacobson and W. Hanlon. He received 227 votes to Hanlon's 124 and Jacobson's 72. Under the Fishermen's constitution, only members in the local port vote for port officials.

Similarly, Hayes, the Gloucester agent, defeated two competitors, Del Rose and Thomas Doyle. Muise was unopposed as Gloucester delegate as was Mulcahy in the New York port agent's slot.

The Fishermen's Union had operated as an independent union for three years outside the AFL-CIO, but had suffered considerable losses in membership as a result. Consequently, four months ago, the fishermen voted to affiliate with

the SIUNA by a lopsided majority in a secret ballot referendum.

Among the reasons for the re-affiliation were the setbacks suffered by the domestic fishing industry in the face of foreign imports coming from more modern, better-equipped foreign-flag fishing fleets. The Fishermen's Union membership realized that SIU and AFL-CIO ties were vital if they were to make any headway in preserving their industry and their jobs.

The union has recently undertaken an organizing drive aimed at attracting the many fishermen in the New England area who have never been in the union, as well as those who drifted away during the years when the organization was trying to operate as an independent outfit.

Old-Time Fisherman



Thirty years ago the California waterfront was crowded with square-rigged fishing boats like the one shown above. They were part of the Alaska packers cannery fleet known as the "Star" ships. They sailed from San Francisco to Alaska each year with cannery workers aboard.

Fish Unions Happy With New Senator

GLOUCESTER, Mass.—Fishermen on the East Coast were cheered by the appointment of Benjamin A. Smith, mayor of Gloucester to the Massachusetts Senate seat vacated by incoming President John Kennedy. Senator Smith will fill out the unexpired two-year term of the new President. A new Senator from Massachusetts will be chosen in state-wide voting in 1962.

The Smith family has long been associated with the fishing industry in this port. Before entering the Senate, Smith was active as director of the Gloucester Fish pier and had managerial interests in the fish processing industry here.

As such, he is familiar with the problems of the American-flag fishing industry, particularly in the Northeast. The two major fishermen's groups in this area, the Atlantic Fishermen's Union and the New Bedford Fishermen's Union are both Massachusetts-based and both affiliated with the SIU. Like fishermen elsewhere, the unions here have been confronted with a flood of frozen and canned imports.

Kennedy's Classmate

Smith had been a classmate of incoming President Kennedy at Harvard University. Kennedy also had previously indicated concern with the plight of the domestic fishing industry as well as with that of domestic shipping. Consequently, the fishing unions and the industry are hopeful of getting an airing of their problems in Washington both on the Congressional and Administration levels, with possible action to assist the industry.

The senior Senator from Massachusetts, Leverett Saltonstall (Rep.) has also been active on behalf of the local fishing industry.

New Bedford Union Discusses Flounder Fishery Conservation

NEW BEDFORD—The recently-elected officers of the New Bedford Fishermen's Union are taking steps to better conditions in the fishing industry and to stimulate interest in the consumption of scallops. Union secretary-treasurer Howard Nickerson has met with the US

Fish and Wildlife Service and scientists from the Woods Hole research center in Massachusetts on the problems of the yellowtail flounder fisheries. The flounder supply is being depleted and prices are being forced down by a record catch.

The meeting discussed the possibility of changing mesh sizes so as to allow larger numbers of immature fish to escape and assure an adequate supply in future years. A smaller catch right now would also be beneficial in terms of getting the fishermen a fairer return on their yellowtail catch.

Scallops At School

In other developments, the union and the scallop boat owners have succeeded in introducing scallops in the local school lunch program at ten schools in the area. The administrators of the Federal school lunch program have under consideration the use of domestic fish and scallops exclusively in school lunches.

One of the problems of the scallop fishermen has been the lack

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

of distribution of the product in many areas. Consequently, the school lunch program is a means of introducing scallops to families who have never used this succulent seafood before.

The New Bedford Union was hard hit during the month of December by the blizzard and high winds which hit the East Coast on December 12. A 65-foot scallop dragger, the Sharon Louise, was blown on the rocks on Nantucket island and wrecked. Crewmembers were rescued by the Coast Guard. On the same day, the 60-foot

dragger Harmony was destroyed by fire during the blizzard. Crewmembers also were able to make their way ashore at Nomansland.

Winds were so fierce that the Coast Guard patrol boat which rescued the men off the Sharon Louise was itself blown up on the beach. Crewmembers had to make their way ashore with a line.

In an earlier accident, the fishing vessel Carol & Estelle caught fire in the engine room, exploded and sank at sea. The crew was taken off by another fishing vessel, the Newfoundland.

Alaska Union Asks Tariff Changes

SEATTLE—In a communication sent to all members of the Washington State Congressional delegation, the Alaska Fishermen's Union has called for tariff revision legislation to help preserve the domestic fishing industry.

The letter, sent by George

Johansen, secretary-treasurer of the SIUNA-affiliated union, noted that in 1959, the United States imported \$367 million worth of fish products while exporting just \$44 million. "The figures for 1960 are not available as yet," he declared, "but there is little doubt but that they will show further increases in foreign imports."

Changing Times

Johansen noted that after World War II there was justification for using foreign trade acts and foreign policy as an aid to the economy of war torn nations, but that different circumstances prevail today.

Now it is the domestic fishing industry which needs help. In many instances, foreign fishing fleets are more modern than boats operated by US fishermen, thanks to the assistance that has been

given such nations by the United States. Domestic operators find that when they want to build modern fishing boats they run into the problem of far higher costs. Last year Congress provided for a modest fishing boat construction subsidy program but it is too soon to tell if it will be effective in rebuilding the US fleet.

Pointing out the late Cordell Hull, US Secretary of State in the 1930's, saw reciprocal trade as a two way street, Johansen noted that circumstances were different today with too much trade taking on a one-way pattern. "To make matters worse, American industries are moving their factories and technical equipment abroad to manufacture goods for American markets, using the cheaper foreign labor available to them."

He concluded that Congress

should designate a committee to study our foreign trade policy, and its findings "should be the basis of corrective legislation."

The Alaska union, like other American fishing unions, has been hard hit by imports, in this case salmon imports from Japan being a considerable factor.

The union also faces a problem in other aspects of the fishing industry, particularly in light of agreements to eventually exclude American fishermen from Canadian in-shore waters. A good deal of the union's activity is in the waters off British Columbia.

LET 'EM KNOW!
Write TO THE LOG

SIU TUNA MEN USE NYLON NET

TERMINAL ISLAND, Calif.—SIU-contracted fishing boats, manned by members of SIU West Coast tuna fishing unions, are experimenting with nylon nets here as a means of increasing the tuna catch.

The traditional method of catching tuna has been with pole and lures, with small live bait spread on the water to attract school tuna. However, those who support the use of nets claim that it results in bigger catches at far less cost.

Several advantages are claimed for the nylon nets. They are far lighter than cotton nets and are not damaged by salt water to any degree. Also they can be hauled in far faster.

Use of nets eliminates the need for catching bait fish which consumed as much as one-third of the time which a tuna clipper spent at sea.

It's estimated that 70 of the 210 tuna clippers here have been converted to use nylon nets and five more are in the process of changing over.

Preliminary results have been very encouraging in terms of producing greater income and also shortening trips to get a full load of fish.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Accepted Aid For Hernia: Surgery

One of the frequent physical findings found on routine examination at our SIU clinics is a hernia (rupture), usually inguinal. Often the fact that the man has a hernia is not known to him, and it is difficult for him to understand why we are insistent that he go to the hospital for an operation. At times, it is quite difficult to convince him of this necessity. He may even protest that he has no trouble with his side in the region of his groin; in fact, has no pain or discomfort at all. This is quite true, as a hernia may develop insidiously and, though there may be minor symptoms, the condition is not recognized by the person himself as a hernia.

A hernia is the protrusion from its normal habitat of a portion of the anatomy through an opening, either normal or artificially produced. There are many types of hernia, from a hernia of the brain through a defect in the skull, to a hernia of muscle through the tendon sheath of the foot. The most frequent type of hernia is one which protrudes from the abdominal cavity; the most common is the inguinal hernia which protrudes through the right or left inguinal canal in the groin, and often into the scrotum.

It is estimated that 15% of the world's population has hernias. Three-quarters of these are in men, according to "Today's Health." Hernias are also found in the animal world but to a very small degree compared to those in humans. This maybe one of the prices we pay for walking upright.

Hernias are found in all walks of life. Authorities are of the opinion that there is an inherited structural weakness in areas where hernias develop. There is no doubt that occupation also plays a considerable part in their production, especially inguinal, femoral, umbilical and other hernias which involve the abdominal contents. Thus, any occupation requiring heavy work or even strenuous sudden effort, such as lifting, sneezing or coughing, may increase the intra-abdominal pressure sufficiently to precipitate a hernia where this structural weakness exists.

When we speak of a hernia, we usually think of an inguinal hernia, due to the frequency of this condition. There is a normal weakening in this area in man, due to passage of the testicle during intra-uterine life, from inside the abdominal cavity to the scrotum. As this occurs, the structure through which the testicle passes usually closes around the cord, producing a fibrous sheath and, where it passes through the abdominal walls, forms the inguinal canal through which the testicle is connected to abdominal structures.

In women, there is the analogue of this structure which is a fibrous cord probably giving some support to the uterine structures. Thus, there is an inherent weakness in this area in which four out of five hernias occur. In men, 95 percent of hernias are inguinal, and at least half of the hernias in women are of this type.

The next most frequent is umbilical hernia. This occurs through the opening of the remains of the umbilical cord, and varies in size from a small dimple-like protrusion to massive form. It is an interesting observation that a survey made of pre-school children in one of the West Indies showed 90 percent of the children with various types of umbilical hernia. In adults, umbilical hernia was a rarity.

Femoral hernias develop through the femoral canals in the upper thigh. These occur more frequently in the female. The abdominal contents pass through the enlarged femoral opening, and are reflected upward toward the abdomen. Thus, if the contents of the hernia sac contain intestine, there is danger of strangulation due to acute angle of reflection of the hernia, and also to the rigid structures surrounding the hernia opening.

Inguinal hernia should be surgically repaired when diagnosed, as procrastination may be fatal. The hernia will certainly progress in size and the surrounding structures will become more weakened as the hernia increases in size. There is always the possibility that a portion of the intestine will protrude through in the hernial sac. The intestine may become stuck in the inguinal canal or scrotum and, if not reduced, the blood supply to the intestine may be cut off. This produces gangrene and becomes an emergency operative procedure. Where facilities are not readily and immediately available, peritonitis will develop and death may ensue.

This is the reason we insist on inguinal hernia repair immediately. For a person going to sea, it is imperative that he have his inguinal hernia repaired, as most ships do not have facilities available for this emergency.

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



In the hospital?

Call SIU Hall immediately!

Seafarer Sees NC Governor In Plea For Textile Strikers

RALEIGH, NC—Acting in response to a request from the SIU, several Seafarers who are residents of North Carolina have interceded with the North Carolina authorities on behalf of imprisoned officials and members of the Textile Workers Union of America. The men have been jailed after conviction for an alleged

"conspiracy" to dynamite the struck Harriet and Henderson Cotton Mills of Henderson, NC.

A large number of Seafarers have notified headquarters that they have written to outgoing Governor Luther Hodges in connection with the case. In addition, one SIU member, Seafarer Lowell Harris, had a personal meeting with Governor Hodges on the issue.

Harris, a resident of Macon, North Carolina, notified SIU headquarters that while the Governor listened to his plea on behalf of the men, he indicated that nothing further could be done on their behalf.

Governor Hodges is now taking on the duties of Secretary of Commerce in the Kennedy administration and the pleas will undoubtedly

be directed to his successor, Terry Sanford.

Typical of the Seafarers' communications sent to the Governor was a copy of one sent to SIU headquarters by Seafarer Robert H. Northrop of Wilmington, North Carolina.

"These men," he wrote, "were convicted... with a special judge, special prosecutor and about the fastest trial I have ever heard of in this state."

"When this trial was held the press, radio and union-bating thugs had done their best to make any union look bad in this state. Even some of our state officials were outspoken as to the guilt of these men before the trial was ever held. How in God's name can anyone, including myself, have a fair trial under such conditions as this?"



Harris



Northrop

"... If these men had been company men, you know as well as I they would have gone free. Being union men was their crime..."

"As a citizen, I appeal to you to do all in your power to see that justice is done and these men are either freed or given a retrial with a fair chance to tell their story without all the stirring up of the press as at their first trial..."

SIU President Paul Hall had written to all SIU members residing in North Carolina asking them to protest the jailing of the strikers. In addition, the membership had authorized a \$200 contribution to the striking textile workers who have been picketing for more than two years.

THE INQUIRING SEAFARER

QUESTION: What is your impression of the new hiring hall here? (Question asked in Philadelphia hall.)

James Bergeria, deck: I like the roomy atmosphere of the building for one thing.



The snack bar, although small, is more than adequate. The food served is good and above all, the prices are more than fair. Another feature that is not only appealing to me but to all the other men who may drive, is the spaciousness of the parking lot outside.

Bill Geary, FWT: The lighting of the hall here is especially appealing to me — it's nice and bright and consequently makes for a finer atmosphere, one which is especially relaxing. Besides, it makes it easier to see the pinochle deck. The officials have more room in which to operate than they did before; consequently,



Konrod Hoffner, FWT: I think this hall is a lot livelier than the old one on Market St. This definitely illustrates that this Union is progressing, for one thing. There's a happier atmosphere here. Another thing: it's nice to know you can take a shower here when you care too. There are two of them available.

W. J. Smith, deck: I live only two miles from here and find the public transportation convenient. If I decide to drive in, I have no parking worries, because there's always room. As far as future planning is concerned this is an excellent location because neighborhood is undergoing expansion rapidly, from a business standpoint.



Henry McCullough, steward dept: The hall appeals to me because its modern and comfortable, nicely furnished.



Again, it's ideally weather-conditioned — not too warm when the weather is cold and not too hot in summertime... quite a difference from the old Market Street hall where the inside temperature never seemed to reach that happy medium.

Mike Quin, AB: I like the atmosphere of the hall here — it makes you feel good just to walk in the door. There's a little of everything recreational here. For those who don't care to play cards, there are two TV sets—one color and one black-and-white — plus plenty of reading material. The head is nice and clean and modern and there's plenty of parking space.



Steel Exec. Has System: Good Mate

NEW YORK — Normally, good feeding is what is supposed to make a happy ship, but on the Steel Executive, the crew has discovered another important element in the formula... a good mate. As a result, the payoff was smooth as can be, as was the trip.

Bosun Ted Chillinski and the deck gang had nothing but words of praise for chief mate Macy who made the round-the-world trip. The mate was especially appreciated in contrast to the trip Chillinski made with another mate recently.

"That other guy wanted to make a DM out of me," Chillinski said. "Once he forced me to change 10 guy lines in a single day. He was also famous for cutting down on OT."

The Executive came into Erie Basin just before New Year's and most of the gang stayed aboard looking forward to another pleasant voyage.

Seafarer's Daughter At Headquarters



Kimi Johnson, 15-month-old daughter of Seafarer Woody Johnson, explores Christmas tree in headquarters cafeteria. Her dad sails as bosun.

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



Why To Store In Home Port

When our Food representatives visit SIU-manned ships in the various ports they still run across stewards and other crewmembers who don't see why we place so much stress on keeping an accurate inventory of food stores and other steward department supplies. Nor do they understand the reasons why it is considered desirable to take all stores aboard in the home port before the voyage starts.

It's the contention of the Food Department that the best-feeding best-stored ship is one which takes on all stores for the voyage on leaving port, plus a ten percent margin to cover unforeseen delays. Then nothing has to be bought anywhere else with the exception of say, fresh milk and fresh vegetables in those ports where it is available in appropriate form.

This is true provided that it is coupled with three essential items 1) proper inventory control 2) orderly arrangement of stores in the various storerooms 3) inspection of the stores as they come aboard. All these items are the responsibility of the chief steward, particularly the last which should be done by him personally and not delegated to any other crewmember.

Proper inventory control sounds like a mouthful, but all it means is that he knows exactly how much of each item he has in stock. That means when it comes to ordering stores for the voyage, the steward also knows just what he needs and can submit his requisitions accordingly.

Orderly arrangement of his stores means that he is rotating his stores to make sure that he uses up the items first which have been on the ship longest. Refrigeration is fine—up to a point. But it won't keep food fresh forever. By such orderly arrangement, the steward avoids spoilage and shortages.

The necessity for inspection is obvious. It means inspecting the quality of the supplies, determining that the number of items is as ordered and that all items on the order were actually delivered. A steward who fails to inspect stores when delivered, or who fails to notify the appropriate individuals at the Union if he is short-changed, is simply storing up a load of grief for himself as the voyage wears on.

Some men don't see why we stir such a fuss about this because, they say, if anything runs short they can always fill their needs in some other port. Unfortunately, this doesn't work out well for a variety of reasons. For one thing, the ship purchasing in some foreign port is a one-shot buyer. Chances are the supplier will never see that steward again, so he will stick him with inferior quality merchandise. Secondly, despite the great strides made in many foreign countries, the selection available can't compare with what the ship buys at home. Further, methods of packing, storing and preparing foods are not what Americans are accustomed to. The cuts of meat for example, are probably entirely different from what cooks are accustomed to handling. The results can hardly be satisfying.

Naturally, in a foreign port, there's no Union representative or food department representative available for the steward to turn to should he have inferior merchandise pawned off on him. The result is often a serious food beef.

If a ship runs short on a foreign voyage, it usually means that it wasn't stored properly in the first place, or stores spoiled or were wasted because of lack of inventory control. The only thing a steward can do in such a case is fill in his shortages in the foreign port. But it's a poor substitute for correct storing in the first instance.

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

Carving To Order For Seafarers



Chief cook Carl Carlson of the Ocean Evelyn carves a roast fresh out of oven while baker Major Reid cuts up cake for dessert. Galley utility Cecil Hughes hands order to Louis Bastia, saloon mess. "Ship feeds just like a fine restaurant," crewmembers say.

West Coast Tanker Officers Vote Affiliation With MEBA

RICHMOND, Calif.—Another one of the independent organizations in the tanker industry has voted to affiliate with an AFL-CIO maritime union. This time it's the Tanker Officers Association, representing approximately 300 officers in three West Coast fleets, has voted to affiliate with the Marine Engineers Beneficial Association, AFL-CIO.

The tanker group voted to affiliate by a count of 91 to 23 in a secret ballot referendum conducted by an impartial umpire. The vote followed agreement with the MEBA on terms of an affiliation which makes the Tanker Officers Association an autonomous division of the MEBA.

The decision to affiliate was the outcome of the slippage in shipboard wages and conditions on the West Coast tankers, as compared to union contracted ships. While

licensed men in other West Coast fleets were steadily improving their status, the tanker officers had not kept pace.

The one-sided vote in favor of the affiliation was particularly convincing in light of the fact that California Shipping, (Standard Oil of California) the largest West Coast tanker company, had been outspoken in its opposition to the affiliation move. Unlicensed men in the California Shipping fleet are represented by the SIU-affiliated Sailors Union of the Pacific.

Companies which deal with the

Tanker officers group, aside from California Shipping are General Petroleum (Socony-Mobil) and Pacific Coast Transport.

MEBA officers are hopeful that the pattern of affiliation set by the West Coast tanker officers can be applied in the various East Coast tanker companies which have similar independent association set-ups. The affiliation arrangement is similar to that which had been worked out on the Great Lakes with an independent officers' association in the Boland and Corneliussen fleet.

CHRISTMAS AT HOME? OCEAN EVELYN ALMOST MADE IT



Signing on and paying off are Seafarers Tom Trainor, DM, with shipping commissioners S. Harris (left) and W. Rozalski, AB and W. Godfrey, DM, (right) getting their cash from company paymaster.

NEW YORK—It was a fairly Merry Christmas for the crew of the Ocean Evelyn, but not as merry as it might have been because of the fact that the ship couldn't quite make it to the dock on Christmas Day.

Instead, the Evelyn showed up at Ambrose Light on the afternoon of Christmas Day (Sunday) and spent the balance of the day and the following day — also celebrated as a holiday — on the hook off Stapleton, Staten Island, admiring the New York skyline.

The problem was that the authorities at the Brooklyn Army Base had no berth for her, and anyway, didn't want to handle any cargo until Tuesday morning.

As compensation for not making it to the dock in time, the crew had Christmas dinner aboard with chief steward William Oliver, chief cook Carl Carlson, baker Major T. Reid and the rest of the galley gang doing their usual yeoman job. In fact, when it comes to feeding the Evelyn crew rates their vessel up front. "This ship runs just like a first class restaurant," one crewmember observed.

The owners of the ship, Maritime Overseas, had arranged for Customs and Quarantine to service the ship in the holiday period by paying overtime to Customs and Quarantine inspectors and hiring a tug to put them aboard. This procedure is allowed under special legislation covering the Port of New York.

Christmas also had a special flavor for Seafarer Ralph Whiteley, wiper. When the mail came aboard, he received greetings of a special sort. It was a notice from his draft board to report post-

haste for service with Uncle Sam.

One Seafarer who was happy to be on the ship, Christmas or not, was chief electrician Kenneth Singh. He had been working ashore as an electrician in the Brooklyn Navy Yard on the aircraft carrier Constellation, but had then caught the Ocean Evelyn and missed the fire which took 50 lives on the

ship and injured hundreds of others. (See story on page 24.)

The Evelyn had been on a North Atlantic run, and the weather being its usual cantankerous self at this time of the year, had some rough spots on her crossing. Maybe if the winds had blown the right way, the ship would have made it to port in time for Christmas after all.



Black gang quartet in messroom includes (l. to r.) Ralph Whiteley, wiper, now headed for US Army; Charles Truensti, wiper; William Wootton, wiper; C. E. Johnson, FWT.

THE CANADIAN SEAFARER



Fiji Cook Sails On SIU Ship

VANCOUVER—A Canadian District cook with a tongue-twisting name—Isikeli Bole Dealalvuna—is carrying out an old family profession.

Unlike his family predecessors, all Fiji Islanders, he is concerned only with what's cooking—and not who—because he claims to be a descendant of a long line of hearty eaters who had a taste for human victuals.

Dealalvuna, who last was aboard the Canadian District-contracted Waltomo, recalls that his father's parents found human flesh tastier than beef or pork. He told of the many wars between tribes of the Fijian islands years ago and of the slim leftovers of many a deceased enemy.

Delicious British

The cook recalled that Fijian gourmets of yore considered the British to be a great delicacy, but hardly touched their platters of Europeans, who were considered generally too salty. He injected an explanation into the story by noting that the reason his forefathers were cannibals was because there were no animals on the island at the time. Cannibalism was officially abolished in the Fiji Islands when the British took over in 1874, he noted.

Dealalvuna remembers family stories concerning the first white man ever consumed in the Islands. This one happened to be a missionary—and a real tough morsel at that. He was cooked and overcooked and finally when the Islanders got through his boot leather they were delighted at the tenderness of their meal.

The cook with the tall tales, by the way, was very popular with the crew of the Waltomo. He got nothing but praise. But the crew was grateful that Dealalvuna was second cook—in charge of vegetables only.

Canadians Sign Tug Agreement

MONTREAL—The SIU, which won a victory in the National Harbors Board two-tug fleet recently, is moving to complete contracts with several other companies under its jurisdiction.

The newly negotiated contract with the Harbors Board will extend wage increases to 14 percent, together with overtime of 10 percent. Terms of the settlement were unanimously accepted and ratified and the contract is retroactive to January.

Underway are negotiations with the following dredging companies: Marine Industries, Ltd.; Russell Construction; Beaver Dredging; Canadian Dredge & Dock; Harbor Development Co.; McNamara Construction Co.

Vancouver negotiations are being conducted with Alaska Cruise Lines, Pacific Tanker Co., Vancouver Barge & Transportation, Shell Canadian Tankers, Northland Navigation, and Union Steamship of New Zealand.

Students At Montreal Hall



This group of students from New York is being given a demonstration of the automated card index file of SIU Canadian District members by Hal C. Banks secretary-treasurer of the Canadian District and SIUNA vice president. The students, members of the International Association of Evening Students Councils, were attending a conference at Sir George Williams University in Montreal last month and their tour included an inspection of a Canadian labor union.

In Canadian Ports

Canadian Ships Sold

VANCOUVER—The Canadian District-contracted Canadian Pacific Steamship Co. has sold two veteran coastal vessels to Greek shipping interests. The two ships—the SS Princess Elizabeth and the SS Princess Joan—formerly made the passenger run between Victoria and Vancouver but had been in lay-up since last year prior to their sale.

The ship passenger business has fallen off badly in this area since the introduction of fast ferry service and, of course, the airlines.

Halifax Shipping Slow

HALIFAX—Shipping has been fairly slow here for the past few weeks but brightening the picture is news of another new Canadian District-contracted dredge which is due to arrive in this port shortly. The new dredge, the Haifa (J. P. Porter Co.), is of the suction type, self-loading hopper variety, and is self-contained and self-propelled. Word has it that she will require a large crew, the exact number being unspecified at the moment.

Freighter On Rampage

OWEN SOUND—The German freighter Betergeuze, fully-laden with a cargo of scrap iron, went on a rampage in Bay City harbor and (1) struck a bridge, (2) scraped another bridge a short distance away and (3) struck a Canadian District-contracted freighter twice. The struck vessel, the Algosea, had temporary repairs made in Port Huron

and headed for Fort William so that the job—estimated at \$80,000—could be completed.

Meanwhile, the German ship was tied up in Detroit awaiting a marine inquiry.

Montreal Crews Dredges

MONTREAL—The dredges Digby and Fundy (J. P. Porter) crewed up and are working on a contract in Port Cartier, together with the tug Allee. The job is expected to last all winter. By last month, the shipping board here was nearly cleaned off with enough jobs for most men.

Algway In Toronto

TORONTO—The SS Algway has laid up here for the winter with a storage load, marking the first time in eight years that a ship of Algoma Central Railway has wintered here. Only a few lay-up jobs were called this fall as shipping declined considerably.

SIU Canadian District Halls

FORT WILLIAM, Ontario	408 Simpson St.	Phone: 3-3221
HALIFAX, N.S.	120 1/2 Hollis St.	Phone 3-6911
MONTREAL	634 St. James St. West	Victor 2-8161
QUEBEC	44 Sault-au-Matelot	Lafontaine 3-1569
THOROLD, Ontario	52 St. David St.	Canal 7-5212
TORONTO, Ontario	272 King St. E.	EMpire 4-5719
VANCOUVER, B.C.	208 Main St.	
ST. JOHN, N.B.	177 Prince William St.	OX 2-5-31

Licensed Division Foils Fake Contract Attempt

MONTREAL—A Superior Court judge here issued an injunction last month enjoining the Association of Lakes Carriers and the CBRT-dominated National Association of Marine Engineers from imposing a sellout contract on members of the SIU Licensed Division.

While the injunction is in effect, members of the Licensed Division will enjoy full status in the SIU. The NAME will not be permitted to collect dues from engineer officers or reduce their living and working conditions.

The injunction was handed down by Justice Ignace Deslauriers in the Superior Court at Montreal on December 7. Members of the SIU Licensed Division testified on the attempted imposition of a fake contract before the Canada Labor Relations Board.

Early this winter, a few members of the Lakes Carriers Association signed a "contract" with the NAME, and its guiding light, Richard Greaves, who is linked with the red-tinged CBRT.

The contract, termed a yellow-dog document, would have destroyed the closed shop, slashed overtime and vacation provisions, and subjected engineers to a 48-hour week until the end of its three-year term.

The NAME, currently based in Vancouver, ceased representing Great Lakes and Eastern engineer officers in 1956. The Lakes and eastern engineers then formed the Licensed Division of the Seafarers International Union, Canadian District.

Solid For SIU

The Canadian District reported that evidence was turned over to Department of Labor investigators to the effect that 100 percent of the Lakes Carriers engineers are SIU members. Of this total, 95 percent were paid up in their dues within six weeks of the SIU application for certification. The application was filed following consultation with the Minister of Labor during the recent protest

stoppage of work by Licensed Division members.

Engineer officers have declared before the Minister of Labor that they are unalterably opposed to the contract signed, presumably on their behalf, by the NAME. They also noted that there is in effect a judgment of the Superior Court of Montreal, issued in December of 1957, and a judgment of the Ottawa Weekly court, issued April, 1959, which declare the Great Lakes and Eastern District of the NAME to be non-existent.

Licensed Division members concluded their declaration to the Minister of Labor with the affirmation, "We insist on abiding by the contracts signed on our behalf by the Licensed Division of the Seafarers International Union to which organization we pay dues."

Might Sail Schooners

GLOUCESTER, NS—A proposal to build a reproduction of the famous Canadian racing fishing schooner Bluenose has aroused the citizens of Gloucester, NS, to meet the challenge with a schooner of their own.

Many years ago, tall sparred fishing vessels of Gloucester and Lunenburg disputed the sailing championship of the North Atlantic, but now the vessels are gone.

The Bluenose, a Lunenburg schooner, could be built again at a cost of about \$150,000, it was suggested. Gloucester people have proposed building a reproduction of the schooner Columbia. A renewal of the old rivalry would bring prosperity to Nova Scotia towns, it has been suggested.

Montreal SIU Slop Chest



Members of the Canadian District of the SIUNA know where the bargains are. Complete slop chest facilities are available at the SIU headquarters in Montreal where a Canadian Seafarer is contemplating the purchase of a shirt.



West Coast Sailors

THE PACIFIC

Secretary of Defense Former SUP Member

WASHINGTON—Robert Strange McNamara, former president of Ford Motor Company who has just taken over as Secretary of Defense for President John F. Kennedy, went to sea with the Sailors Union of the Pacific some 25 years ago.

McNamara, who was a professor of economics before he began working in industry, sailed on cargo ships from San Francisco in 1935 and 1937, when he was 17 and 19 years old.

During the summers after his sophomore and senior years in college, the Secretary of Defense sailed on transpacific and intercoastal vessels.



McNamara

Young McNamara got his summer jobs through the SUP hiring hall when Harry Lundberg was president of the union. The young sailor, who was later to become Secretary of Defense, sailed on Quaker Line, American President Line, Matson Line, and the old Dollar Line ships.

As an ordinary seaman, McNamara

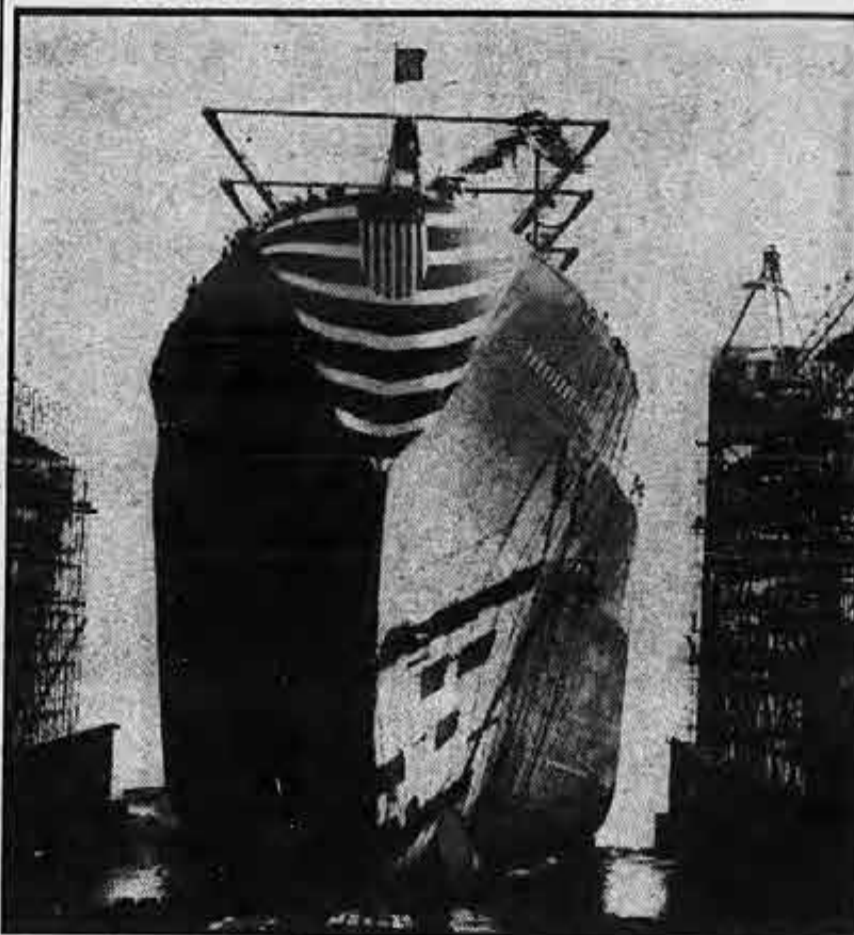
earned \$55 per month and 68 cents per hour overtime during the depression summers he spent aboard ship. Today, ordinary seamen in the SUP earn \$403.59 per month with a \$2.41 per hour overtime rate.

"John Herling Labor Letter" a Washington publication quoted McNamara as saying "I had a great time working the ships."

As Secretary of Defense in the Democratic administration, McNamara will be making vital decisions affecting the American flag merchant marine. American flag ships will come under the Secretary's eye as an important factor in the nation's defense picture.

In view of McNamara's background in West Coast merchant shipping, marine unions are hopeful that he will be able to view the industry in a realistic way and help the merchant marine to help the country. His decisions and policies affecting the industry will be watched closely.

New Pacific Coast Sea Racer



The SS President Tyler slipped down the ways and into the water at her launching last week in San Francisco to join the American President Lines fleet. The 23,000-ton cargo liner will be finished in time for her maiden voyage in June, 1961. The President Tyler joins her sistership, President Lincoln, which was launched three months ago, in a \$32 million construction project.

PMA Would End Calif. Job Benefit

SAN FRANCISCO — The SIU Pacific District is fighting a plan of the Pacific Maritime Association and seven SIU Pacific District shipowners to eliminate unemployment benefits for all men whose jobs are terminated under the seven-month rule aboard ship set by the shipping rules signed by the Unions and the PMA.

The ship owners and the PMA filed suit in California Superior Court early last month to dump 1,500 Pacific District men from the benefit roles while on the beach between ships.

The situation involves all three Pacific District Unions, the SUP, MFOW and MC&S. The complaining companies are American President Lines, Grace, Matson, Oceanic, Pope & Talbot, States and Weyerhaeuser, all members of the PMA.

When the men in each union have reached the time limit aboard ships, their jobs are terminated by the companies in accordance with the shipping rules which the employers have signed.

The shipowners are trying to get the court to overturn a previous ruling by the state Unemployment Board. The California Attorney General is defending the case, and the attorney for the SIU Pacific District has been alerted and is keeping in touch with the situation.

In previous cases, it has been that seamen whose employment has been terminated because of shipping rules are eligible for unemployment.

One SIU A&G District member, a holder of a B-card, reached the A&G B-card limit in a West Coast port and his shipboard employment was terminated in accordance with the shipping rules. The company attempted to avoid payment of unemployment benefits, but the state ruled the Seafarer was eligible.

In spite of the current attempt by the shipowners to strike down unemployment benefits for Pacific District members whose jobs have ended in accordance with shipping rules, the state will continue to pay these seamen their unemployment checks unless and until the court rules against the unions' contention.

Pacific Port News

Wilmington Has Dinner

WILMINGTON — The MC&S held holiday dinners at the Don Hotel and received compliments from members and guests. . . . MC&S mascot "Boho" was killed by an auto last month. . . . SUP shipping improved slightly late last month. SUP has been working with Mrs. Andrea Gomez of Cannery Workers Union of the Pacific and with Local 9 of the Riggers Union, on job opportunities for union members.

San Fran Agreements

SAN FRANCISCO—Six Weyerhaeuser Company ships are due for a \$5,500,000 modernization program, MFOW reports. . . . the ships will be completed by December of next year. . . . SUP members have approved agreements with Gypsum Carriers and Standard Oil of California. . . . The MC&S has settled a law suit brought by three former members of the National Union of Marine Cooks and Stewards.

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

Portland Men Hurt

PORTLAND — A representative of the "Portland Reporter," Labor-owned newspaper, addressed MC&S members. . . . Shipping has been holding up well. . . . MFOW crewmen on the Hawaiian Educator paid off a clean ship here last month. . . . SUP members Bob DeFord and William Burns have been laid up as the result of accidents.

Seattle Expects Charter

SEATTLE—Three voting booths have been built at the SUP hall here to ensure complete privacy in the Union election. . . . SUP shipped 182 men in December. . . . MFOW expects Alaska Steamship to have a South Pacific Charter for the Nenana.

San Pedro Slack

SAN PEDRO—The weather has been perfect but shipping for MFOW men has been slow last month. . . . slowest since before 1950. . . . American flag ships operating out of the Far East hire Japanese crews, excluding some 800 Pacific District seamen from jobs.

Honolulu Shipping Good

HONOLULU—Things have been moving along well here with more than 20 jobs shipped from the SUP hall. . . . The MC&S enjoyed holiday dinners at M's Ranch House in Honolulu. . . . The MFOW enjoyed good shipping, with 63 members finding jobs in a six-week period. . . . The liner Matsonia last month made its 100th voyage to this port since beginning the West Coast-Hawaii passenger service in 1957.

Second Sea Racer Launched For APL

SAN FRANCISCO—Another giant cargoliner for American President Lines' trans-Pacific service—the SS President Tyler—was launched here last month.

Maryon Davies Lewis, daughter of APL's Board Chairman, Ralph K. Davies, broke the traditional bottle of champagne across the bow of the 23,000 ton ship.

The Sea Racer cargoliner slid down the ways December 20 to join her sistership, President Lincoln, which was launched three months ago, as the latest additions to the global fleet of American President Lines, contracted to the SIU Pacific District.

The President Tyler is the second of two Sea Racer cargoliners being built simultaneously at the San Francisco shipyard for American President Lines in a \$32 million construction project.

With 70 per cent of the construction work completed, the President Tyler presented a completed appearance with midship deck house, masts, and cargo gear in place as she went down the ways. Construction began on January 28 of last year when the keel was laid.

The President Tyler now faces six months of outfitting, installing and connecting of principal component of her machinery and extensive trials, both at the dock and in deep water.

While basically the same in hull form and dimensions as the highly-functional Mariners, the two Sea Racers incorporate many innovations.

The air-conditioned passenger

accommodations and public rooms, although for a limited number of people, will rival the glamour of the latest giant passenger liners. The interior design and decor is the creation of Eleanor LeMaire, New York.

Like her sistership, the President Tyler will be powered by a 17,500 horsepower single screw geared turbine, able to generate a cruising speed of 20 knots. The ship measures 563 foot long, has a 76 foot beam, displaces 22,640 tons and will have room for a total of 693,300 cubic feet of cargo plus passengers.

Pacific District Shipping

Port	SUP	MFOW	MC&S	Total
	11/15 to 12/12	12/1 to 12/31	12/1 to 12/31	
San Fran.	701	253	726	1,680
Seattle	182	63	43	288
Portland	80	34	26	140
Wilmington	300	(no hall)	94	394
New York	45	34	44	123
New Orleans	51	(no hall)	2	53
Honolulu	22	31	18	71
San Pedro	(no hall)	74	(no hall)	74
Total	1,381	489	953	2,823

STEWARDS NEWS West Coast Sailors MARINE FIREMAN

COAST SEAFARER

New Building For 'Apostleship of Sea' Turner Reelected In MCS Voting

SAN FRANCISCO — The "Apostleship of the Sea," serving seamen in this port since 1936, recently concluded a successful campaign for a new building.

Groundbreaking ceremonies at the site of the large new modern structure were attended by maritime, labor, political and religious leaders in San Francisco.

The organization, founded in England in 1923, now has service centers in 317 ports all over the world, with maritime clubs in 65 of these ports.

The San Francisco center, under the direction of Monsignor Matthew Connolly since 1948, has become an important part of the city for mariners from all over the world.

The club doors are open to all working seamen, and features a library, recreation areas, and dining rooms. The apostleship is supported by donations and fund raising events.

Msgr. Connolly, better known to West Coast seamen as Father Matt, considers the work of the institution as "practical religion in action."

The new building will feature dormitories in addition to other



Mayor Christopher of San Francisco turns over the first shovel of earth for the new Apostleship of the Sea building while Morris Weisberger, secretary-treasurer of SUP (second from right) and Msgr. Matthew Connolly (left of the mayor) look on.

facilities including restaurant, card rooms and shower installations.

Attending the groundbreaking

were Morris Weisberger, SUP secretary-treasurer; San Francisco Mayor Christopher and other officials.

SAN FRANCISCO — Members of the Marine Cooks and Stewards Union have reelected Ed Turner as the union's secretary-treasurer and Louis Foyt as assistant secretary-treasurer.

Turner was victorious over Harold "Spud" Robinson, current Portland agent. The count was 1,567 to 1,323. Foyt defeated Frank Gomar 1,454 to 1,210.

In other ports, Hugh Keogh was named Portland agent in a three way contest for Robinson's post; Jim Willoughby was the winner in Seattle, by a 52 vote edge; Joe Goren beat two rivals to win reelection in Wilmington and Wilder Smith easily won reelection in New York against three competitors. Alfred E. Chung was the winner in Honolulu over two other candidates.

San Francisco Decisive

In the Turner-Robinson ballot count, Robinson took an early lead by sweeping his home port of Portland and also winning in Honolulu. Turner won substantial majorities in New York, Wilmington and Seattle. The big port of San Francisco, where some 1,600 votes were cast, gave Turner a majority of 400.

Other Posts Filled

In other posts, Yonk Kil Park was named San Francisco dispatcher, while patrolmen elected were Ted Nelson, A. M. Brancini, and Pendleton Thompson, San Francisco; C. Watson, Wilmington; John Stathis, Portland; Charles Green, Seattle; Gene Russell, New York. There were 79 candidates in all on the ballot for the 15 posts open.

In addition to the election of officials, MCS members voted on six



First man to vote in the SUP election in San Francisco was J. Nicosia, shown here receiving his ballot.

amendments to the MCS constitution. Among them were amendments correlating shipboard seniority classifications in the contract with membership classifications as well as other changes. All of the amendments were carried without difficulty by far more than two-thirds majority required in the MCS constitution.

SUP Boat Crew Rescues Ailing Waterman Captain

SAN FRANCISCO—An SUP boat crew from the SS President Hoover (APL) won praise from two skippers last month after they successfully transferred the ailing captain of the SS Jean Lafitte (Waterman) to their own ship.

Manning the boat were: E. L. Peaslee, chief mate; J. Beam, first assistant engineer; M. E. Pacheco, bosun; G. C. Marston, DM; W. S. Liu, DM; K. Bishaw, DM; P. Oberg, AB; E. Gonsalves, AB; H. F. Dockter, AB; C. D. Morgan, AB, and R. S. Broom.

F. E. Angrick, skipper of the President Hoover, commended the boat crew "for their unhesitant and prompt response in manning the lifeboat; their utter disregard for their own safety in the face of strong winds, rough seas and heavy swells, and for their skill

and seamanship in proceeding to the Jean Lafitte against the elements and taking aboard the seriously ill master, Ashbert R. Borden Sr., from a heavily rolling vessel and returning safely with the patient to the SS President Hoover."

Captain Borden, who had been stricken with a stomach ailment and was losing blood fast, said "I feel sure that if the President Hoover hadn't picked me up, I wouldn't have made it."

The Jean Lafitte, an SIU A&G contracted C-2 freighter, sent a radio message advising that the master was seriously ill, and a

rendezvous was arranged with the President Hoover.

The ships stopped a half mile apart, and the 11-man crew from the President Hoover set out in a motorboat. Captain Borden was lowered into the small boat. The boat crew brought the craft back to their ship in heavy seas and the patient was hoisted to the deck of the President Hoover.

SIU Pacific District Halls

SUP

HONOLULU..... Pier 8, Room 206
Phone 502-777
NEW ORLEANS..... 523 Bienville St.
Jackson 5-1428
NEW YORK..... 675 4th Ave., Brooklyn
HYacinth 9-6605
PORTLAND..... 211 SW Clay St.
Capitol 3-4336
SAN FRANCISCO..... 450 Harrison St.
Douglas 2-4363
SEATTLE..... 2505 1st Ave.
Main 2-0290
WILMINGTON..... 505 Marine Ave.
Terminal 5-6617

MC&S

HONOLULU..... Room 206, Pier 8
Phone 5-1714
NEW ORLEANS..... 523 Bienville St.
RAMond 7-428
NEW YORK..... 675 4th Ave., Brooklyn
HYacinth 9-6600
PORTLAND..... 211 SW Clay St.
Capitol 7-3222
SAN FRANCISCO..... 350 Fremont St.
EXbrook 7-5600
SEATTLE..... 2505 1st Ave.
MAIn 3-0088
WILMINGTON..... 602 Broad Ave.
TERminal 4-8538

MFOW

HONOLULU..... 56 North Nimitz Highway
Phone 5-6077
NEW ORLEANS..... 523 Bienville St.
MAGnolia 0404
NEW YORK..... 130 Greenwich St.
CORTland 7-7094
PORTLAND..... 522 NW Everett St.
Capitol 3-7297-8
SAN FRANCISCO..... 240 Second St.
DOUGlas 2-4502
SAN PEDRO..... 296 West 7th St.
TERminal 3-4435
SEATTLE..... 3333 Western Ave.
MAIn 2-6320

MC&S Dines In Hawaii



A holiday dinner is enjoyed by members of the MC&S in Honolulu at M's Ranch House. Port Agent Alfred Chung noted an atmosphere of friendliness and festivity.

West Coast Santa



SIU Pacific District members who helped Santa as he boards the SS Chena at Seattle are (l to r) Thordur Signurdson, oiler; John Gunderson, AB; Earl Reposa, bosun. Capt. Robert Berg, pilot, is playing Santa and together with other Chena crewmembers, brought presents to the children in the Jesse Lee Home in Seward, Alaska.

Seafarer Escapes Navy Yard Blaze Which Took 50 Lives

NEW YORK—Caught aboard the Navy aircraft carrier Constellation when it burst into flame in the Brooklyn Navy Yard, Seafarer Antonio Gonzales was one of the lucky yard workers who escaped uninjured. The blaze aboard the uncompleted carrier took 50 lives and injured over a hundred, while doing \$75 million damage to the carrier, the largest in the world.

Gonzalez had taken a job as a painter on the carrier so that he could be home for Christmas with his family. Fortunately for him, he was working two decks up from the main landing deck of the carrier. Most of the dead and injured were trapped in compartments below decks.

Saved By Crane Operator

Gonzalez attributed his successful escape from the burning carrier to the coolheaded action and skill of shoreside crane operators. By skillful manipulation of their cranes, they rescued large numbers of the 4,000 men working on the ship.

The fire on the carrier was one of three pre-Christmas disasters

The first took place on Friday morning, December 16, when a United Air Lines jet and a Trans World Airlines Constellation collided over Staten Island. The jet then crashed at 7th and Flatbush Avenues, about a mile from SIU Brooklyn headquarters, after skimming the rooftops over Bay Ridge and passing within a couple of hundred feet of the Union hall. Among the 133 who died was Earl

H. Reames, chief mate of the Steel Recorder.

Then came the Constellation fire on December 19, and on December 22 the NMU-manned tanker Pine Ridge broke in half off Cape Hatteras with loss of seven lives.

Gonzalez was painting on the second deck up forward the morning of the fire when fellow workers started running through the ship sounding the alarm. "From my experience on ships," he said,

"whenever I went on a job I always made sure I knew where the exit was." Consequently he started going down the stairway to the main deck hoping to get out.

"I couldn't make it because of the smoke, so I started back up. On the way the lights went out. I had to feel my way up again and find a different exit."

There must have been 150 to 200 men jammed at the exit, he said, many of them choking and coughing because of fumes and smoke. Fortunately, there was a construction crane on the dock at that point. The crane had hooked a ladder to the end of its lift and it swung the ladder inboard toward where the men were. "I jumped to the ladder," he said, "and the crane operator then swung the ladder over to the dock where I was given oxygen because of the smoke I inhaled."

One man got off the ship by tying lengths of hose together and shinnying down them. However, five others tried to do the same, all of them getting on the hose ladder at the same time. As a result, the hoses parted and all five dropped into the icy river.

"You could see some of the men who were trapped below through the anchor chain hawse pipe," he said. Because of the complexity of the carrier's below-deck compartmentation it was amazing that any of the men working below got out. "Even under the best of conditions it takes a man a half-hour to get off the ship from those below-decks compartments."

Mate Dies In Plane Accident

NEW YORK—A chief mate who had sailed in various ratings with Isthmian Lines for over 25 years was among the victims of the recent double plane crash in New York which was termed the worst in aviation history.

Earl H. Reames, 42, last aboard the Steel Recorder as chief officer, lost his life in the crash of the United Airlines jet which plummeted into a heavily populated section of Brooklyn after colliding with a Trans-World Airlines Constellation somewhere over Staten Island.

Reames was known to many SIU men as the 'Deacon' or 'Reverend.' He had boarded the ill-fated aircraft on the West Coast and was flying to New York to join his wife Celia, and two children for the Christmas holidays at their home in Port Chester, NY.

Reames first went to sea as an ordinary, in 1937, aboard the Selma City (Isthmian). During World War II he attended the upgrading school in New London where he earned his 3d mate's license. His first ship as a licensed officer was the Steel Mariner. Reames had earned his master's license but sailed consistently as chief officer.



Gonzalez



Reames

Gov't-Owned Line Restricted By President

WASHINGTON—With the maritime industry complaining about competition from Government-owned shipping, President Eisenhower has ordered the discontinuance of commercial operations of the Panama Line, the only Government operation which employed union seamen. Unlicensed crewmembers of the company are supplied by the National Maritime Union, with the mates, engineers and radio operators unions supply the licensed personnel.

Bans Commercial Trade

The President's order, effective February 10, would bar the Government-owned company from carrying any commercial cargo or private passengers. The company would be able to continue as a carrier of Government cargoes and Government passengers but it is questionable at this time whether it could operate on that basis, since most of its passenger services were for non-Government personnel.

At present, the Panama Line operates two ships, the Ancon and Cristobal, both of which are combination passenger-dry cargo vessels. A third ship, the SS Panama was sold to American President Lines two years ago.

Grace Line has been leading a fight on the operation of the company, since it operates on the same routes.

MSTS Unchanged

The President's decision leaves the status of the Military Sea Transportation Service unchanged. MSTS is the largest single shipping operation under the American flag.

Personals

(For more personals, see page 31)
Walter Daniszewski

Anybody knowing whereabouts of above-mentioned is urged to contact his mother, Mrs. Theresa Daniszewski, 811 East 34th Street, Erie, Pennsylvania.

✠ ✠ ✠

William L. Wooton, Jr.

Your membership book and other personal papers have been found and turned into the headquarters record room.

✠ ✠ ✠

John H. Murray

Important you contact your son at Brownell Street address.

Remember When...

JANUARY, 1939: The New Orleans membership complains that the Mississippi Shipping Company is using a "safety" gimmick to compel deck watches to put in five to six hours' OT without compensation. "The company contends on sailing day that decks must be cleared of dunnage for safety of passengers," the New Orleans agent reports. "This means that when sailing at 9 PM—and they usually do—that the watches on deck must work until 2 or 3 the following AM; and they claim it isn't overtime."

✠ ✠ ✠

JANUARY, 1939: The Baltimore branch of the SIU is pressing for the erection of a US hospital for the exclusive use of veterans. "Facilities at the Baltimore Marine Hospital are becoming less and less available to seamen as veterans, civil service employees and other government beneficiaries increasingly occupy bed space." Senator Millard E. Tydings and other Maryland legislators have pledged to work for approval of a bill appropriating funds for building a veteran's hospital in the State.

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JANUARY, 1944: The SIU's latest contract provides overtime at 90 cents an hour and includes work rules calling for overtime pay for chipping and painting and, for handling stores both on the dock and aboard ship. AB's pay is from \$100 to \$110 per month. . . . An appeal was sent in to the LOG on behalf of a brother who contracted tuberculosis in the Jacksonville, Fla., jail while serving 30 days for picketline activity. The letter notes that a previous call for aid brought in a tarpaulin muster of \$165. The brother and his sick mother receive \$6 a week in funds for the two of them.

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JANUARY, 1944: The SIU-manned George Washington, under charter to Alcoa was applauded as a "real work horse of the sea" in a New York Times article. The "Times" noted that the ship was built to carry 300 passengers, but in wartime service was carrying 900 and breaking her own speed records, often sailing through dangerous waters unarmed and unescorted. Among her other unusual duties, the ship eased a crisis in farm labor when she was used to bring hundreds of farm workers from Jamaica for use on East Coast farms.

Orion Pays \$2 Million; US Drops Ship Charges

WASHINGTON — The SIU-contracted Colonial Steamship Corp., and the related Orion Shipping & Trading Agency have reached a settlement with the Department of Justice concerning Government

claims against them. The claims, involving the purchase of 36 ships from the US between 1947 and 1951, were settled by a company payment of \$2,125,000 to the US.

The claims grew out of alleged violations of the Customs laws and 1916 Shipping Act. The Justice Department had accused the company of misstatements of stock ownership and had charged that the control of the vessels had been placed in the hands of alien members of the Goulandris shipping family.

Of the six members of the

family involved, three were US citizens at the time of the purchases and three were not. At present, five of the six brothers are American citizens.

In making the settlement, the Justice Department stated that the Orion group had paid the full price set by the Maritime Administration under the 1946 Ship Sales Act, so that the \$2 million-plus payment represented imposition of penalties.

Bargain Ship Sales

The Ship Sales Act involved bargain sales of tonnage to ship operators. Its purpose was largely to enable American ship operators to replace the heavy wartime losses in their shipping fleets. Many war-built ships were also sold to European operators under different conditions so as to enable them to restore their shipping operations.

Most of the ships purchased by the Orion group were Libertys and T-2s. At present, Colonial Steamship operates four super-tankers which are on long-term charter to the Military Sea Transportation Service, the Orion Planet, Orion Comet, Orion Star and Orion Clipper, plus two Libertys, the Pacificus and the Seafair.

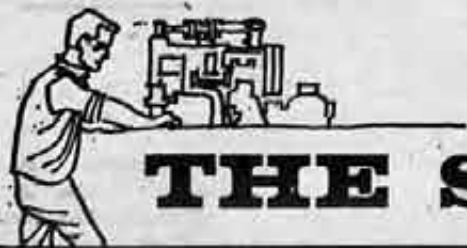
SIU-Manned Ship Six Months Accident-Free



After six months without a lost-time accident, crew of De Soto (Waterman) got SIU Safety Award in New Orleans. Shown on deck at presentation are: (l. to r.) Robert L. Wegner, AB, deck delegate; John Castronover, chief steward; A. Hammac, FWT, engine delegate; Harry Baum, OS, ship's delegate; Captain C. Kean; M. Ivey, ch. eng'r; L. S. O'Neill, Waterman official; J. Gibson, chief mate.

Include Info On Tax Requests

At this time of the year the SIU receives many requests from the members for information concerning W-2 forms for income tax purposes. In order to assure the prompt servicing of all requests, Seafarers should be sure to include their current mailing address, social security number and book number on all correspondence. This will make the handling of these requests more convenient both for the Seafarers and the Union.



THE SIU INDUSTRIAL WORKER

UIW Members Vote 96 Percent In Favor Of New Constitution

NEW YORK—United Industrial Workers members in six ports approved by a 96 percent majority, the proposed new constitution which will guide the Union in its undertakings, now and in the future. At the same time the members approved the five nominees who will serve as interim officers until the union elects permanent officials at its first convention.

The voting on both measures was held January 3 in all ports. A rank-and-file balloting committee, which was elected by the members at an earlier meeting, supervised the balloting procedure during that day.

Five Approved

The five nominees who were approved for interim offices, and

their positions, were: Steve Cardullo, national director; Jack Miller, Atlantic Coast area director; Lindsey Williams, Gulf Coast director; Al Tanner, Great Lakes director, and Al Kerr, secretary-treasurer.

Same Union—New Name

The membership's approval of the constitution in no way changes the structure of the former Marine Allied Workers Division; however,

the union, under the constitution, will hereafter be known as the United Industrial Workers of North America (UIWNA).

Members Instructed

The need for such a constitution arose from the requirements of the Landrum-Griffin Act. The members were instructed and made familiar with the details of the Act in special material sent to them prior to the voting day. They were advised by the Union to study the constitution so as to learn of their rights and privileges as members.

The first regular convention of the UIWNA will be held sometime next May. At this time, they will elect five permanent officers.



Rank-and-file balloting committee in Philadelphia prepares to receive voters earlier this month. L-R are: Gallo Priori, A. A. Gallagher; Joe Duffy, Crest Aluminum; Odel Watts, Airmaster Corp.

These Are Your Union Meetings—Attend Them!

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

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

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

Here is the schedule of the next meetings:

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

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

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

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

Vote Changes Union's Name

As a result of the referendum vote, members of the division should note that the name has been changed. The official designation of the division is now the United Industrial Workers of North America, affiliated with the SIU.

The structure of the division will remain as it has been with the new name reflecting the scope of the division's activities.

UIW Members Collect \$7,065 In Dec. Benefit

The United Industrial Workers Welfare Plan paid out 47 benefit claims to members or their dependents during the month of December, according to the Plan. This was down considerably from the preceding month when 100 claims went to members. During this month a total of \$9,640 was paid to UIW members. In October the total was \$11,951. The total paid out to Industrial Workers during December was \$7,065.09.

The following members received the most sizable benefit checks during the month: Edward Smith of All American Metals, \$587.50; Carmen Severino, Airmaster Corp., \$416.25; Hilda Garcia, American Casting, \$312.85; Frazier Mitchell, Airmaster Corp., \$301.58 and Frank DiGuglielmo, All American Metals, \$268.69.

Maternity benefit claims were unusually high during the month of December. A total of 19 such claims were paid to Industrial Union members during that period.

With SIU Industrial Workers

This is one in a series of features which the SEAFARERS LOG will publish regarding members of SIU-affiliated unions working in maritime production and allied fields.

BROTHER JOHN A. HUNTLEY has been employed in the paint shop at the



UIWNA - contracted Schaevitz Engineering Co. since April of 1955. He had previously been working for a large refrigeration concern before joining Schaevitz.

BROTHER JAMES J. SANTARPIO is also an employee of the



UIWNA - contracted Schaevitz Engineering. He works as a machinist helper at the concern and has been employed there since October of 1958. Before coming with his present employer, Brother Santarpio worked for an electrical concern. He is single and resides at 300 East Park Avenue in the city of Camden, NJ.

Industrial Union Voters In NY



Members in New York are shown as they lined up to cast their ballots in the constitutional voting earlier this month. They approved constitution and five interim officers.

Milo Expands Staff; Casting Co. Moving

NEW YORK—The UIW-contracted Milo Machine Tool Co. expects to add perhaps from 25 to 30 additional employees within the month as a result of the firm's submission of a low bid on a large ordinance contract.

Milo, which normally employs 10 to 12 workers, envisions the need for the extra workers—mostly 1st and 2nd class machinists—as a result of the added work load placed on it by the requirements of the contract.

The firm was formerly located at 72 Sedwick St., in Brooklyn. The company recently signed a new contract with the Marine Allied Workers Division of the SIU, which boosted pay rates and granted other additional benefits to the MAWD members at the plant.

NEW YORK—American Casting Co. of Brooklyn, as part of its general expansion plans, is building a new plant at Plainview, Long Island. The UIW-contracted firm expects to move into the new operation sometime next June and about 75 percent of its present employees will be working at the Long Island site.

American Casting manufactures both lead and wire security seals used on coin bags and also the type commonly seen on electric, water and gas meters. In addition it makes lead stampings and castings for the plumbing trade.

The firm has been at its present location, 30 Main Street, for over 40 years.

See Action On Jay-Kay By NLRB

NEW YORK—Certification of the SIU's Marine Allied Workers Division—now known as the United Industrial Workers—as bargaining agent for the employees of the Jay-Kay Corporation should be forthcoming soon, it's reported.

Last month, the New York Regional Office of the National Labor Relations Board rejected all the charges made by the "independent" Amalgamated Local 355 and recommended that the NLRB in Washington concur with its findings. Local 355 had opposed the SIU affiliate in the Jay-Kay election but was soundly defeated.

The Amalgamated Local 355's objections were seen as a means of enabling the group to continue to collect dues from Jay-Kay workers who had received no representation in return for their payments.

It's expected that NLRB headquarters in Washington will take action shortly on the regional office recommendations. When the Board acts, it will clear the way for the UIW to start on contract negotiations and take other steps to assure genuine representation for Jay-Kay workers. The company employs up to 600 or more workers in the height of its busy season.

The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.



Send 'em to the LOG

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$8,800 in maternity benefits and a maturity value of \$1,100 in bonds:

Christina Kuhrt, born September 22, 1960, to Seafarer and Mrs. Louis Kuhrt, Aurora, Colorado.

Jacyntha McDougall, born October 5, 1960, to Seafarer and Mrs. Joseph F. McDougall, Houston, Texas.

Laurdes Laureano, born July 6, 1960, to Seafarer and Mrs. Andre Lopez Laureano, Newark, N.J.

Jennifer Thomas, born October 29, 1960, to Seafarer and Mrs. Fred Thomas, Texas City, Texas.

Kerry Lynn Rowland, born November 19, 1960, to Seafarer and Mrs. Jack Rowland, Genoa, Texas.

Donald Nelson, born August 20, 1960, to Seafarer and Mrs. Frank Nelson, West Lake, La.

Jonathan Richard, born November 15, 1960, to Seafarer and Mrs. Lester J. Richard, Maple Wood, La.

Paula Cox, born October 29, 1960, to Seafarer and Mrs. Milton Cox, Gulfport, Miss.

Feby Julia Sarayno, born November 28, 1960, to Seafarer and Mrs. Julio Sarayno, Brooklyn, NY.

Lisa Ann Daniels, born November 29, 1960, to Seafarer and Mrs. Peter Daniels, Fairless Hill, Pa.

Linda Odom, born November 24, 1960, to Seafarer and Mrs. Earnest Odom, Chickasaw, Ala.

Tenia Sears, born September 14, 1960, to Seafarer and Mrs. Jack Sears, Galveston, Texas.

Orlin Sargent, born October 28, 1960, to Seafarer and Mrs. Alvin Sargent, Mobile, Ala.

Mary Elizabeth Burton, born October 11, 1960, to Seafarer and Mrs. Edward Burton, Jr., New Orleans, La.

Danny Willis, born September 12, 1960, to Seafarer and Mrs. Perley Willis, South Norfolk, Va.

Denise Violette, born October 5, 1960, to Seafarer and Mrs. Edward Violette, Seattle, Wash.

Michael Wall, born October 10, 1960, to Seafarer and Mrs. James Wall, Pasadena, Texas.

Sandra Gelbia, born August 15, 1960, to Seafarer and Mrs. Peter Gelbia, New Orleans, La.

Mary Claire Torino, born May 26, 1960, to Seafarer and Mrs. Samuel Torino, Mount Clemens, NY.

Michael D. Boyd, born October 27, 1960, to Seafarer and Mrs. Robert Boyd, McComb, Miss.

Mary Celeste Nickels, born October 4, 1960, to Seafarer and Mrs. Eugene Nickels, Baltimore, Md.

Deborah Brown, born August 21, 1960, to Seafarer and Mrs. James Brown, Baltimore, Md.

Kathleen Zeller, born October 31, 1960, to Seafarer and Mrs. John G. Zeller, Baltimore, Md.

David Thompson, born October 18, 1960, to Seafarer and Mrs. Ronald Thompson, Everett, Mass.

Joseph Mellon, born October 18, 1960, to Seafarer and Mrs. Joseph Mellon, Wilmington, Delaware.

Marilyn Moore, born October 24, 1960, to Seafarer and Mrs. Harold Moore, Channelview, Texas.

Mary Ann O'Brien, born October 21, 1960, to Seafarer and Mrs. Robert O'Brien, Salem, Mass.

David Taylor, born September 13, 1960, to Seafarer and Mrs. Bennie Taylor, Sea Level, NC.

Cynthia Bryan, born October 22, 1960, to Seafarer and Mrs. Ernest Bryan, Pasadena, Texas.

Janet Mongrief, born November 4, 1960, to Seafarer and Mrs. Junior Mongrief, Galveston, Texas.

Luis Compos, Jr., born November 7, 1960, to Seafarer and Mrs. Luis Compos, Baltimore, Md.

Patricia Knox, born November 9, 1960, to Seafarer and Mrs. George Knox, New Orleans, La.

Elizabeth Kondylas, born July 20, 1960, to Seafarer and Mrs. Nicholas Kondylas, Baltimore, Md.

Dale Wilkerson, born December 4, 1960, to Seafarer and Mrs. Herman Wilkerson, Mobile, Ala.

Elizabeth Hawkins, born December 3, 1960, to Seafarer and Mrs. Thomas Hawkins, Savannah, Ga.

Frederick Jupitz, born October 14, 1960, to Seafarer and Mrs. Carl Jupitz, Baltimore, Md.

Dora Jean Palmer, born November 16, 1960, to Seafarer and Mrs. Antonio Palmer, Baltimore, Md.

Gary Culpepper, born September 2, 1960, to Seafarer and Mrs. Thurlow Culpepper, Portsmouth, Va.

Donna Wallace, born November 26, 1960, to Seafarer and Mrs. Earl Wallace, LaMarque, Texas.

Elizabeth De Louise, born August 20, 1960, to Seafarer and Mrs. Gerry De Louise, New Orleans, La.

Joycelyn Manardo, born December 7, 1960, to Seafarer and Mrs. Sylvester Manardo, Slidell, La.

Carroll Jones, born November 2, 1960, to Seafarer and Mrs. Walter Jones, Pasadena, Texas.

Michael Rosales, born August 16, 1960, to Seafarer and Mrs. Orlando Rosales, San Francisco, Calif.

Joseph Sasser, born December 10, 1960, to Seafarer and Mrs. Aaron Sasser, Yonkers, NY.

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.)

Jens P. Neilsen, 66: Brother Neilsen died of a respiratory condition on September 4, 1960 at the Fitkin Hospital, Neptune, NJ. He began sailing in the deck department in 1943 and had been receiving special disability benefits since 1958. Surviving is his widow, Mrs. Elsie M. Neilsen of Ocean Grove, NJ. Burial was at Hamilton, NJ. Total benefit: \$4,000.



Henry R. Armstrong, 37: Brother Armstrong died of a stomach ailment aboard the SS John B. Waterman at Kawasaki, Japan, on May 19, 1960. He had been sailing since 1952 in the engine department. Surviving is his mother, Mrs. Hannah Armstrong of New York, N.Y. Burial was at the US Army Cemetery, Kawasaki. Total benefit: \$4,000.



Allen Day Voorhees, 48: Brother Voorhees was assumed drowned and lost at sea on September 11, 1959 while aboard the SS Del Mar. He had sailed since 1939 in the deck department. Surviving are two sisters, Mrs. M. V. Himbert and Mrs. A. V. Frederick, appointed joint administrators of his estate. Place of burial is listed as at sea. Total benefit: \$4,000.



Herman Frank Webber, 23: Brother Webber passed away on May 27, 1959 at the Veterans Administration Hospital, Cleveland, Ohio. Death was due to a heart condition. He had been sailing in the deck department since 1958. Surviving is his mother, Mrs. Elizabeth Webber of Cleveland. Burial was at West Park Cemetery, Cleveland. Total benefit: \$500.



Henry F. Machlinski, 52: Brother Machlinski died of a kidney ailment on August 16, 1960 at the US Public Health Service Hospital, Baltimore, Md. He began sailing as a tugboat fireman in 1956 and had been receiving special disability benefits since 1958. Surviving is his widow, Mrs. Martha Machlinski of Baltimore. Burial was at St. Stanislaus Cemetery, Baltimore. Total benefit: \$4,000.



Newell Keyes, 64: A heart ailment was the cause of death for Brother Keyes on October 27, 1960 while aboard the Seatrail Savannah at New Orleans, La. He had sailed in the steward department since 1939. Surviving is his widow, Mrs. Anita Keyes of New York City. Burial was at Ferncliff Cemetery, Hartsyville, NY. Total benefit: \$4,000.



Claude A. Virgin, Jr., 60: A lung condition was the cause of death for Brother Virgin on July 29, 1960 at New Orleans, La. He had sailed in the engine department since 1951. His widow, Mrs. Louise B. Virgin of Atlanta, Ga., survives. Burial was at Decatur Cemetery, Decatur, Ga. Total benefit: \$4,000.



Antonio Viera, 52: Brother Viera died of a lung condition on November 7, 1960 at Rio Piedres, Puerto Rico. He had sailed in the engine department since 1942. He is survived by his widow, Mrs. Luisa Viera of Trujillo Alto, Puerto Rico. Burial was at Trujillo Alto Cemetery. Total benefit: \$4,000.



Joseph Perreira, 42: Brother Perreira died of a stomach ailment at Central Emergency Hospital, San Francisco, Calif., on October 27, 1960. He had been sailing in the steward department since 1947. He is survived by his widow, Mrs. Elizabeth Perreira of San Francisco. Burial was at Golden Gate Cemetery, San Francisco. Total benefit: \$4,000.



Roy Hassey, 53: A cerebral hemorrhage was the cause of death for Brother Hassey on November 23, 1960 aboard the SS Madaket in Kobe, Japan. He had sailed in the deck department since 1948 and is survived by Connie Senear of San Francisco, Calif. In accord with his wishes, he was cremated and buried at sea. Total benefit: \$4,000.



Augustus Francis, 58: Brother Francis died of a heart condition at home in New York City on November 21, 1960. He began sailing in the steward department in 1943 and had been receiving special disability benefits since August, 1960. His widow, Mrs. Rosalie Francis of New York City, survives. Burial was at Frederick Douglass Cemetery, Staten Island, N.Y. Total benefit: \$4,000.



Herbert Sullivan, 59: Brother Sullivan died of injuries sustained during the collision of the SS Alcoa Corsair on October 22, 1960. He had sailed in the steward department since 1948 and is survived by Mrs. Marie A. Leonard. His place of burial was Greenwood Cemetery, New Orleans, La. Total benefit: \$4,000.



Frank J. Brown, 60: A heart condition was the cause of death for Brother Brown on November 15, 1960, at the Church & Home Hospital, Baltimore, Md. He had been sailing as a tugboat captain since July, 1957. Surviving is his widow, Mrs. Bertha Brown of Baltimore. Burial was at Holy Redeemer Cemetery, Baltimore. Total benefit: \$4,000.



SEAFARERS

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Italian Crew Aids Injured Seafarer

Seafarer Walter G. Butterton, who ran into some bad luck in November while aboard the Santa Venetia, has written to tell us of his gratitude to the officers and crew of the Italian liner Ascania.

"I broke my leg on the Santa Venetia about four days east of Bermuda," Butterton writes. "The captain sent out a call for help, and within two hours, this Italian passenger ship, the Ascania came by."

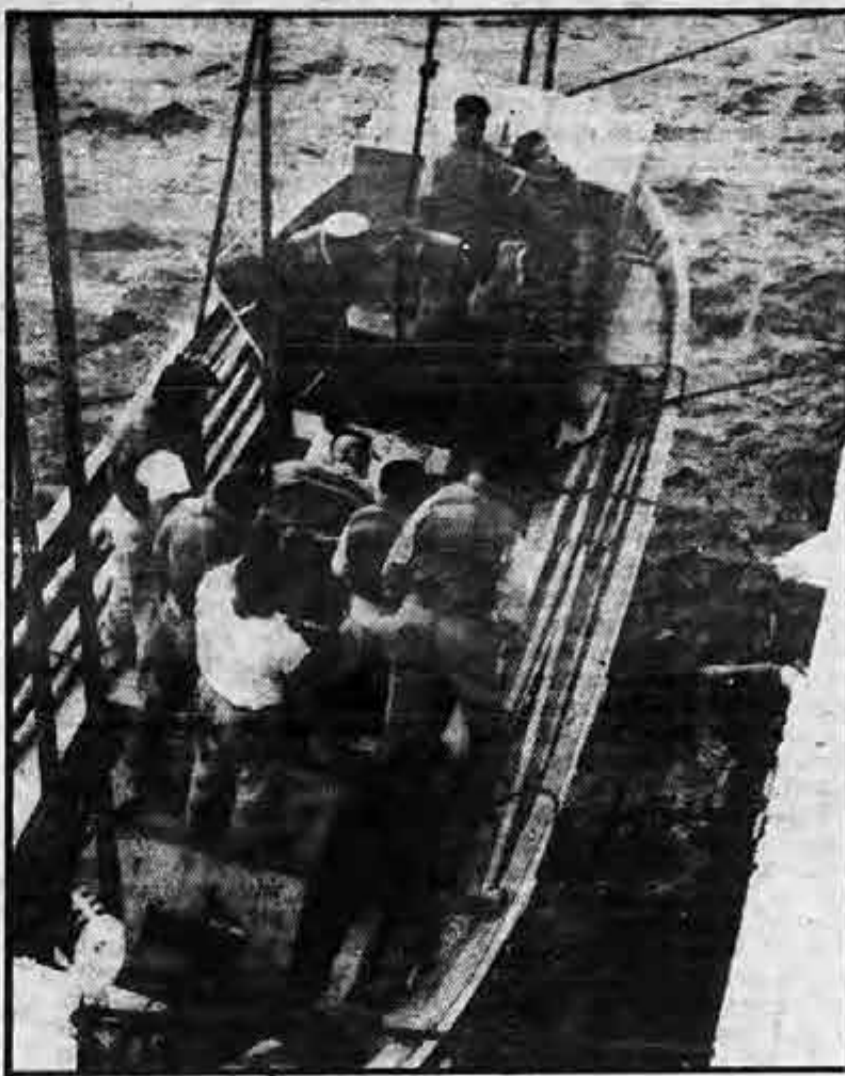
Butterton relates that the liner lowered a lifeboat, and picked him up. "They carried me to their ship where my leg was put into a splint, and I was given shots to ease the pain," he relates.

The aides aboard the Ascania were not able to set Butterton's broken leg. "But they took good care of me and saw to it that there was no infection. They put new bandages on the wound each day and were very kind."

The injured Seafarer, who was serving as bosun aboard the Santa Venetia, praised all members of the Ascania crew. "I have never been treated so well anywhere on any ship. They even saw me to the hospital when we reached the shore," he declared.

At the hospital, the Italian crew provided Butterton with postcards, stationery and pens, and asked him to write them to tell how he was getting along. Butterton had to spend Christmas in the hospital, but the kindness of the Ascania officers and crew made it a merry Christmas indeed.

The Santa Venetia officers and crew, over the signature of the master, cabled the Ascania crew: "Please accept the personal thanks of myself, my officers and crew for relieving our anxiety about our bosun. We specially wish to commend the brave sailors in the rescue lifeboat for their efforts."



The lifeboat rescue crew of the Italian liner Ascania helps hoist their lifeboat aboard the Ascania. In a litter in the boat is Seafarer Walter G. Butterton, who broke his leg while aboard the SIU-contracted Santa Venetia. The Ascania responded to a call for help from the Santa Venetia skipper when Butterton, bosun aboard the vessel, was injured.

The skipper of the Ascania, Salvatore Giuffre, wired back: "Thanks for your appreciation. Sailors' loyalty which imposes fraternal help,

not by rules but from the heart, is always alive in everyone who spends his life at sea. Walter feeling better, taking care of him."

Sailing Ship Master Hired Crews At Jail

The following article, submitted to the LOG by Captain R. J. Peterson, who began his seagoing career in the days of the old sailing vessels, tells of a skipper of yore who recruited his men in an unorthodox manner, far removed from the Union hiring halls of today.

Waters, skipper of the bark Lucknow, was known to sailors as the "Squinty Eye." No man with him made more than a single passage on his ship. He would make the man run away and pocket his pay. A hard case was Waters. He had no wife and no home other than the ship's cabin.

In Santos, one morning, "Squinty Eye" was seen in the scuppers, wrestling and rolling with one of his crew. Waters got up first, looked at himself and growled, "Damn it! My flannel suit is all messed up. I must go down to the cabin and change gear to see the consul." Then, as an after thought, he pronounced, "Anyway, I got the best of the Liverpool fireman who signed on as a sailor aboard my ship."

Charged Month's Pay

Captain Waters, when short of sailors, would go to prisons in Latin America to see their wardens. He would bribe them and take out of prison any man that seemed like a sailor able to pull his weight on the rope. Waters, of course, paid the fine against the prisoner and charged it as a month's advance, plus the slopchest.

On Saturday evenings at sea, when a sailor went aft to buy the slops of "dog's wool and oakum," Waters made the man sign the account at the bottom of the sheet. Later, after the man had run away, Waters would fill in the sheet with



items from the shops which were never bought.

One day, in Newcastle, Australia, Waters called from the poop, "Hey, mister mate, I want you!" Down in the cabin were the ship's articles for the mate to see the signatures.

A Little Forgery

"See here, mister mate," insisted Waters, "if you can sign this man's name at the bottom of the slopchest list." He paused and then continued, "I tried and can't sign his name as it is on the articles."

The mate, calm, said, "Captain, if you can't forge the man's name, I'll not do it for you."

CS BALTIMORE (Cities Service), Oct. 30—Chairman, Adolph Capote; Secretary, F. Nelson. Delegate contacted Hall regarding milk delivery. Milk to be delivered promptly. Repair list submitted. Repairs and replacements already under way. \$2 in fund. Things running smoothly.

TRANSEASTERN (Transoceanic), Oct. 23—Chairman, B. C. Browning; Secretary, Edward Blanton. Elected new ship's delegate. Need new port-hole caps in fireman's room. Ship's delegate to take repair list to captain.

GATEWAY CITY (Sea-Land), Oct. 26—Chairman, Al Case; Secretary, Gary Dixon. Discussions were held on medical supplies received in New York, and paying dues in Puerto Rico. Discussed the problem of getting in too late to pay off and also getting a little draw before payoff.

FAIRPORT (Waterman), Oct. 1960—Chairman, R. A. Statham; Secretary, None. One man logged for failing to return to vessel. Brought back by Immigration 15 days later. Disputed OT and equalization of same to be taken up with patrolman. Smooth sailing. Fan room cluttered up. Hospital needs overhaul.

CHILORE (Ore Navigation), Oct. 23—Chairman, John Bergeria; Secretary, H. R. Hutchins. One man missed ship in engine department and one man missed ship in steward department. Fans to be installed. Other fans to be looked over.

BRADFORD ISLAND (Cities Service), Oct. 30—Chairman, G. Meltzer; Secretary, None. Will spray all rooms for roaches. Crew to start a ship's fund. No complaints.

ORION COMET (Orion), Oct. 22—Chairman, Vincent Meehan; Secretary, James Nicholson. Quite a bit of old food aboard. Water has been bad. Motion made to try to replace men who have to pay off for any reason. Elected new ship's delegate. Steward asked to put out a better night lunch. Crew asked to be more careful with the washing machine.

ATLANTIS (Petrol), Oct. 30—Chairman, Thomas P. Cummins; Secretary, J. L. Pagan. Ship's delegate reports everything going along well. Thanks to everyone for cooperation during trip. Payoff upon arrival. All hands reminded to vote. One man missed ship in Portland, Me. Headquarters requested all men to stay on board upon arrival in Portland for payoff in the Gulf.

MT. EVANS (Cargo & Tankship), Oct. 16—Chairman, M. C. Barton; Secretary, J. W. Picou. Captain has not enough money for draws. All hands should check OT at payoff. Some disputed OT. Bunch burners not being kept in working order. Will see patrolman concerning same. Suggestion made to have steward stores checked when received.

MT. EVANS (Cargo & Tankship), Sept. 27—Chairman, M. C. Barton; Secretary, John W. Picou. Meeting called to air beefs. Captain said any foul-ups will be logged. Ship to be fumigated upon arrival in US. Motion made for all hands to go ashore or nobody goes at all. Suggestion made to keep three doors in crew quarters closed and use door by gangway. All hands will please flush toilets after use.

FELTORE (Marven), Nov. 4—Chairman, D. B. Albright; Secretary, E. A. Boyd. \$10 in ship's fund. It is suggested that bombs be obtained by steward to get rid of roaches. Life jackets should be placed in engine room and bridge. It is suggested that false rumors and foolishness be eliminated from ship's black board.

MT. EVANS (Cargo & Tankship), July 19—Chairman, Louis Marshall; Secretary, John W. Picou. Man drowned in New Orleans, La. It is suggested that a pool be made on arrival to pay for flowers sent to Brother Saylor's funeral.

CS NORFOLK (Cities Service), Oct. 31—Chairman, M. Hitchcock; Secretary, Tom McCaffery. No beefs. Everything fine. One man failed to join ship in Linden. One man hurt and was replaced.

STEEL AGE (Isthmian), Nov. 6—Chairman, James M. Hand; Secretary, V. G. Orenco. Captain will iron out some of the beefs. Money draws will be given on arrival at Wilmington. All repair lists have been submitted. Ship's fund is \$55.42. Two men left behind. One man hospitalized in Calcutta and one in Port Said. Winner being accused of misbehavior. Vote of thanks to cooks for a job well done.

DEL VIENTO (Mississippi), Oct. 30—Chairman, Roy Ayers; Secretary, Hugh Welles. All coastwise beefs were taken care of. No disputed OT. Elected a ship's delegate. No clothing is to be hanged on rails in passageway.

HERCULES VICTORY (Hercules), Nov. 12—Chairman, Jerry Broadus; Secretary, Joe E. Thomas. Elected OT. Ship's captain doing work that belongs to the deck department. Men are asked to refrain from soiling in water fountain and to cooperate in keeping the messhall and pantry clean. Cooperation is asked in flushing toilets.

STEEL AGE (Isthmian), Aug. 21—Chairman, James M. Hand; Secretary, Vincent G. Orenco. Capt-in will give draws every five days. Will also give draws on approved OT in Calcutta. Beefs taken care of. Laundry room will be moved on main deck. Ship's fund is \$21.02. Will hold a pool upon arrival. P-16 of money to be donated to ship's fund.

SEATRAN GEORGIA (Seatrains), Nov. 20—Chairman, Ralph Hampton; Secretary, Joe McLarin. Two men getting off. Everything running smoothly. Ship's fund is \$10.16. Request that president's reports be sent to ship as soon as possible along with other necessary communications. Vote of thanks to the steward department.

STEEL RECORDER (Isthmian), Nov. 11—Chairman, John Risbeck; Secretary, H. R. Hansen. No beefs. Everything running smoothly. Ship's fund is \$6.06. Donations are welcomed. Draw in travelers' checks for Japanese currency. No daily draw.

DIGEST of SIU SHIP MEETINGS

JEFFERSON CITY VICTORY (Victory Carriers), Nov. 13—Chairman, J. Farrand; Secretary, J. Griffin. \$4.54 in ship's fund. Elected the ship's delegate. Vote of thanks to the steward department.

DEL AIRES (Mississippi), Nov. 5—Chairman, M. Fabricant; Secretary, N. A. Huff. One man hospitalized in B. A. Quite a number of logs. Fund stands at \$27.30. Few hours of disputed OT. Ship's delegate to see patrolman about men on watch in engine room attending fire and boat drill. Ship needs fumigation. There is a shortage of fresh fruit.

MV NEW YORKER (Erie & St. Lawrence), Nov. 24—Chairman, A. Leiten; Secretary, C. Makuch. Everything in order. No beefs. Held election for a ship's delegate. An exceptional Thanksgiving Dinner was served. Will inquire about a clothing dryer as there is very little space to dry clothes. All departments are co-operating to make this a happy ship.

GATEWAY CITY (Sea-Land), Nov. 27—Chairman, A. Case; Secretary, P. Reyes. Some disputed OT. Ship's fund is \$3.63. Donation suggested for the fund. Will get in touch with the ship library to renew some books and magazines.

ERNA ELIZABETH (Albafross), Nov. 25—Chairman, Albert Isaac; Secretary, R. Motika. Will see agent about shore leave at Huntington Beach, California. A vote of thanks for the outgoing ship's delegate for a job well done. It is requested that all members vote if at all possible.

STEEL DIRECTOR (Isthmian), Nov. 20—Chairman, Tony Gaspar; Secretary, H. C. Hunt. Everything running smoothly. Ship's fund is \$13. A \$5 donation made to library. It is suggested that cooks wear white hats during working hours. All hands should cooperate in keeping longshoremen out of messhalls and pantries. It is requested that radios be lowered while others are sleeping.

MT. SHASTA (Cargo & Tankship), Nov. 22—Chairman, E. Bates; Secretary, H. Smith. Some disputed OT. Smooth voyage so far. Ship's delegate wishes to thank all crewmembers for their cooperation. A vote of thanks to Brother Bates for a job well done. No correspondence received from headquarters. A vote of thanks to the steward department.

SEAMAR (Calmar), Nov. 21—Chairman, J. R. Marshall; Secretary, J. A. Turkington. No beefs. Repairs on order. Chips will take care of port-hole dogs.

ALCOA RANGER (Alcoa), Nov. 12—Chairman, C. Williams; Secretary, L. Pate. Ship's delegate resigns. It is requested that unauthorized persons stay out of galley. Bunks to be repaired.

ARIZPA (Waterman), Nov. 22—Chairman, C. Van Parker; Secretary, Arthur R. Rudnicki. Very good trip. One man hospitalized in Bremen. Picked up two men in Rotterdam and one in Antwerp. Some disputed OT. To see patrolman about expediting repairs.

SAMPAN HITCH (Suwannee), Nov. 20—Chairman, J. B. Henley; Secretary, A. Bell. Everything going smoothly. Vote of thanks to the steward department for a job well done.

STEEL MAKER (Isthmian), Nov. 11—Chairman, Moose; Secretary, Ainsworth. \$32.05 in the ship's fund. Motion made to have American money put on board for draw instead of travelers' checks.

DEL SUD (Mississippi), Nov. 20—Chairman, Mike Dunn; Secretary, H. Ellis. One man missed ship in Santos but rejoined ship on way north. One man left in the hospital in Buenos Aires. Good trip. No logs or beefs. Balance in general fund is \$50.5. Some disputed OT. Wish to obtain a new washing machine.

FAIRLAND (Sea-Land), Nov. 13—Chairman, John Sweeney; Secretary, Chas. Goldstein. If ship docks before 3 PM, crew will not paid same day. \$20 in the ship's fund. Will see food man about a better grade of food and coffee and a little more variety.

CITY OF ALMA (Waterman), Oct. 29—Chairman, Robert Hall; Secretary, Fletcher Johnson. Captain pleased

with conduct of crew. Payoff will probably be in New York. \$128 collected from crew for Eddie Cannon, deceased. This money sent to Father Murphy in Seattle to be used for seamen. None received on ship by the captain. Patrolman should make some ruling for men regarding transportation to sign-on port when a ship is diverted to Europe.

SEATRAN NEW YORK (Seatrains), Nov. 20—Chairman, C. E. Lee Jr.; Secretary, Douglas Conn. No beefs and no disputed OT. Everything running smoothly. No money in the ship's fund. Elected a new ship's delegate.

ALCOA PENNANT (Alcoa), Nov. 20—Chairman, Abraham Acorones; Secretary, W. Badeson. Will see patrolman about getting a new electric coffee pot. Toilet in bad need of repair. Vote of thanks to the steward department.

DEL ORO (Mississippi), Nov. 20—Chairman, George H. McFall; Secretary, Vincent J. Fitzgerald. One man missed ship in Santos. One man quit ship in Freeport, Texas, on three hour notice. \$23.45 in the ship's fund. Crew wishes to go on record as being in favor of a retirement pension to be negotiated as soon as possible. Motion made to buy \$10 worth of new magazines. Suggestion made to put 80 days' stores aboard this vessel.

KEVA IDEAL (Keva Corp.), Nov. 19—Chairman, R. Schwartz; Secretary, J. E. Armstrong. Everything running smoothly. Sailed short one wiper, one day man and one crew pantry man. A vote of thanks to the steward department.

CS NORFOLK (Cities Service), Nov. 24—Chairman, Frank Reese; Secretary, M. Hitchcock. Report to be turned in to the patrolman concerning the ship's guard manhandling crewmembers in Philadelphia. One man missed ship in Linden and one missed ship in Philadelphia. Discussion held on food problem. Steward is not putting out fair enough menu.

CS BALTIMORE (Cities Service), Nov. 24—Chairman, A. Capote; Secretary, C. Ennist. New ship's delegate to be elected. Men are requested to use gangway and not side port while at dock. Ship's fund is \$2. A small donation to be given at payoff. Will draft a letter to contract committee to increase supply of fresh milk.

EAGLE VOYAGER (Sea Transport), Nov. 27—Chairman, John D. Dwyer; Secretary, John H. Delgado. Captain will buy new washing machine in Japan. One man flew back to New York. Captain to contact company and union to find out who is supposed to paint the pumproom below the deck. Bosun and deck maintenance sourcing steward department. Ship's fund is \$31.

Young 'Sea-Dog'



Seafarer Charles P. Lord of Baltimore, who sails in the engine department, puts his dog "Cracker" through her paces. That's not an optical illusion—the dog really has only three legs. The one and a half year old fox terrier, three-legged since birth, gets about as well as any dog.

Victory Has Good Trip

(The following report from the Jefferson City Victory was submitted to the LOG by ship's delegate E. Walsh.)

The year and the voyage will soon come to a close. Many spectacular events occurred during the year, but our trip was quite the opposite, yet praise worthy. Other than minor incidents, the voyage was a heart's desire.

When a crew comes aboard, all's well until they get the wrinkles out of their bellies. Then they gripe. On this vessel it was a different story. The menu was excellent, food well prepared, night lunch was ample. We must agree that our baker, Andy Goudy was in the galley from early to late preparing goodies that were available round the clock.

Our pantryman, Mr. Dofredo, a

specialist in making salads which we all enjoyed, must have special mention. Our messmen always served with a smile and members on sanitary duty were better than those of other ships I've sailed on.

Captain Goerinne went all the way in response to requests we made. He's very stern but considerate. As for engine department top brass, all repairs were taken care of immediately. This is a clean ship. It was a pleasure to serve a crew that cooperated so well. Happy New Year and bon voyage.

We only hope that everyone sails with as good a crew.

'Kid Stash'

by Seafarer Zhemeck



Offers 7-Month Vacation Plan

(Ed. note: The following letter was addressed to SIU President Paul Hall with a request it be printed in the LOG.)

Dear Sir and Brother:

Being a member of the Seafarers for the past 17½ years, I read with interest the exchange of letters between yourself and Brother Victor Brunell, ship's delegate on a Delta Line ship.

The exchange of letters and the findings of various committees of our Union intrigued me considerably. You are probably well aware of the fact that after a certain number of years at sea, a man's mind turns to the problem of security for his family and himself. Therefore the questions of vacation and job security after vacation arises. I can remember the time when we in the Seafarers had no vacation plan at all, and when you left a ship, that was it.

There was no such thing as being able to cash in your discharges, so to speak. But today, such a thing is a basic fact—in dollars and cents, and it amounts to quite a bit, according to the length of time one has served aboard an SIU-contracted vessel.

The following is my own personal idea concerning the vacation problem and job security after vacation.

A seaman in the past would leave a vessel with no vacation money to look forward to, and at times lived with very little money coming in. Or he may have left the vessel due to illness in his family etc. But this same seaman has always been able to return to a job at sea, after a fairly short—or long period, depending on his choice of run and job. So the problem of job security after vacation amounts to this:

(1) Assuming a man has been on the beach from three to six months due to ill health or ill health in the family. He naturally assumes a heavy load of bills which must be paid.

(2) The man, after being on the beach for a time, has now reached the top of the rotary shipping list AND HAS HIS CHOICE OF JOB, SHIP AND RUN, which, of course, is our way of doing things.

(3) Now this man has struck a good ship; he has the run he wants and he has a very good paying job. So he decides to stay. And now comes the clincher — after one year he decides to take a vacation, BUT — he wants his job back after the vacation . . . in contradiction to our shipping rules.

(4) Our Vacation Plan calls for, at the present, a payment of \$400 a year paid quarterly or any way a man wishes to collect within a year's time. He may wait the full year if he wishes to collect it.

I believe that if a new vacation plan is formulated — and this is strictly my own opinion, it can be worked out as follows:

(1) Granted that our man has had problems and has amassed a load of debt.

(2) The lowest paying shipboard job is now \$280 per month with an overtime rate of \$1.80 per hour.

(3) Assuming our man is responsible and that his rating is higher than the \$280 — and even at the \$280—why can't he, within reasonable time, say six months, have his debts paid and a few dollars saved up? This is not hard what with the Welfare and Medical Plan we now have.

I believe in view of all these facts that consideration should be given to a plan as follows:

(A) After seven months sea-time on a vessel, if a man wants to have his vacation that he should be allowed his full \$400 vacation money.

(B) That the man should be able to leave the vessel and re-register—not for his old job and ship — but in the regular shipping rule manner.

(C) This makes for good shipping and causes no hard-

LETTERS
To The Editor

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ships on parties involved, namely the next guy in the same predicament and with the same problem.

In closing, I wish to again state that the opinions expressed are my own and I will bring them up for discussion at our next shipboard meeting. I have shown this letter to quite a few "A" men and they are in agreement with the seven-month vacation plan.

George Meltzer Sr.

No Compulsory
Vacation Rule

To the Editor:

In reply to a letter sent to Brother Paul Hall by crew members of the Monarch of the Seas in which suggestions were made for a compulsory vacation system—with a crewmember having the right to return to his original job.

It was stated that these brothers are willing to take a vacation even after 10 months on a ship—if they could be assured of having another job without pay reduction after taking their vacation. One question, please.

Since when has any Union brother needed to be reassured that he could have a job? It seems to me that the Union books we carry, and the rotary system of shipping would be assurance enough.

It was also stated that this system of permanent jobs was in effect in other maritime unions. That is very true. All one ever sees on the shipping boards of these other unions is relief jobs.

Yes, brothers, that system has worked out well for a privileged few. I think they are called company stiffs. We don't have any privileged few in this organization and I hope we never have them. In my opinion the only workable system is the rotary shipping board.

I hope the day never comes when the majority of the jobs on our board are relief jobs. So remember, brothers, you have nothing to fear; just register and take your chances like the rest of us. We have our obligations too. The rotary shipping system is the result of a long hard fight to protect the job security of our membership.

The day may soon come when we will be faced with the decision of compulsory vacation. When that day comes, remember, there are many thousands of union brothers whose interests are at stake.

J. J. Levin
Ship's delegate
Steel Voyager

Old Timer
Sends Greetings

To the Editor:

Although I am retired, I still have the good old SIU close to my heart, and I go down to the hall every now and then for old time's sake.

So once again, I say to the officials, the editor and his able staff, and the membership in general of this great and powerful Union:

Greetings and salutations for the merriest Christmas ever, and the happiest, prosperous new year for our great Union.

George H. Seeberger

Seafarer Wants
Shipboard Phones

To the Editor:

The question of delayed sailing has come up on a great many ships. I hold that when a man must come back to the vessel, it's for the convenience of the ship. But when crews put in for delayed sailing, the company claims "act of God" etc.

However, if there is no telephone aboard ship, the crewmember is forced to come back to the vessel to find out if it will sail on schedule. I maintain that this constitutes a call-back. If there were a phone aboard, crewmen could call to find if sailing time has changed. It would not be necessary for him to leave home until time to board the ship and turn to before sailing.

Where no phone is provided, the crewmember is inconvenienced by the company's failure to provide proper communication. Efficient communication is a necessity in the business world and the company which fails to provide for it shows an utter disregard for the time of the crewmembers. The company that wastes the time of its crews should be penalized.

Here is an example of the wasted time which results when there is no shipboard phone: A ship is due to sail at 1 AM and the crew is supposed to be aboard at midnight, an hour before sailing time. If a crewmember lives any distance away from the ship—and he usually does—it would be foolhardy for him to go back home.

The time taken in travel would use up any time he might spend at home. Normally, the man would stay aboard, even if he doesn't have to turn to until 8 AM. He loses the whole night simply because there's no way for him to check a possible change in sailing time.

Joseph Pasinosky

Norfolk Men
Enjoy Dinner

To the Editor:

The delicious Thanksgiving meal served at Vic and Ted's Restaurant on the corner of Ninth and Granby Streets in Norfolk to accommodate SIU members, families and friends was a great success and deserves mentioning.

Therefore, on behalf of members and families who were present, I wish to extend our appreciation to both the SIU—who made it all possible—and the entire staff of Vic and Ted's who made the occasion so pleasant.

Incidentally, Vic is an SIU member and was on a ship recently, and he would appreciate your patronage whenever you are in Norfolk. You may, if you like, use the SIU meal books which are honored at Vic and Ted's.

L. B. Bryant Jr.

Crews, Officers Aid Seafarers Ill at Sea

"The brotherhood of the sea" proved to be all that it says in December when the crews and officers of two vessels stood by shipmates who were stricken with illness, one of them fatally.

Turner Parker, fireman aboard the *Coeur D'Alene* (Victory Carriers) suffered a stroke December 17 when the ship was two days from port off the East Pakistan coast. Parker died Christmas day and was buried by his shipmates in Chittagong.

Carl Mann, AB became ill while aboard the *SS Wacosta* (Waterman) and was taken ashore by the US Navy at Midway Island.

Raymond H. Bunce Jr., ship's delegate on the *Coeur D'Alene* victory reported that Parker complained of severe chest pains and was immediately placed in the ship's hospital, where he was kept on a liquid diet. Sedatives and oxygen were also administered to keep the patient comfortable.

"I would like to commend the efforts of Captain Rothrock and the chief mate, Mr. Vermont, who were at Parker's side from the time he was stricken until he was placed on a launch and taken to a hospital at Chittagong," Bunce wrote.

The delegate also praised the whole deck department for keeping a close watch over the ailing man before he was taken to the hospital.

After Parker was taken to the hospital, the crew tried to send him some of his pay, but regulations prohibit American money from being sent into the country. The ship, carrying a load of rice, was unable to secure a berth and had to ride at an outer anchorage for a while.

Bunce and his shipmates had promised themselves that they would see that Parker was well

cared for, but he passed away shortly after reaching the hospital.

The Union was notified as well as Parker's relatives. A sister of the dead man authorized burial in Pakistan and the crew took care of the details.

Aboard the *Wacosta*, the crew tried to make life more pleasant for Seafarer Mann. They give much credit to Captain H. R. Anderson and chief mate O. Pascale, as well as to the Navy ship Hornet and Navy airmen who dropped medicine for Mann.

The Navy doctor on the Hornet transmitted instructions to Capt. Anderson on how to administer the medicine. The crew credits this action as the one which saved Mann's life. Subsequently he was taken to a hospital on Midway.

On Manhole Grill

Crew Has Hotcakes

(The following report was submitted to the LOG from the *SS Omnium Freighter* (Mol Shipping), newly-contracted to the SIU).

Necessity is the mother of invention.

The galley range was in such shape that it was impossible to use it as a grill, and the ship did not have a grill. We took one of the man-hole covers—spare—and ground and polished it. Boy, you should taste those hotcakes.

Holidays At Sea Feature Fine Foods

The holiday season has come and gone, leaving behind the memory of some specially good feeds aboard SIU-contracted vessels.

The lucky Seafarers aboard the *MV New Yorker* (Erie & St. Lawrence) and the *SS Hurricane* (Waterman) had cocktails for dinner. The *New Yorker* menu for Thanksgiving had martinis and the *Hurricane* Christmas menu listed cocktails.

Roast turkey with oyster dressing, ham and roast beef proved to be the favorites, appearing on all Thanksgiving and Christmas menus received by the LOG.

Highlights of the *Del Sol* (Mississippi) Thanksgiving menu were chilled vienna sausage, consomme royale, broiled lamb chops, broiled fresh flounder, pies and coffee.

Some of the high spots of the *New Yorker* Thanksgiving menu were hors d'oeuvres, antipasto, spring onions, glazed ox tongue, pickled beets, pies, cake, and ice cold beer.

Seafarers aboard the *Orion Star* (Orion) on Thanksgiving day could choose eggs stuffed with caviar, olives stuffed with anchovies, various consommés, steamed Alaska red salmon with almond butter, grilled sirloin steak, and plum pudding with hard sauce.

Aboard the *Ocean Evelyn* (Ocean Transport) on Thanksgiving, Seafarers were able to have a champagne sauce with their baked ham.

The Christmas menu aboard the *Alcoa Planter* (Alcoa) was traditional with turkey, ham and roast beef. In addition to cocktails, the *Hurricane* menu offered eggnog and punch on the Christmas dinner menu.

Knot Ship's Knot



Seafarer Butch Morris is at the oars of the *What Knot*, built by Bosun Ed "Tiny" Anderson while on the *Sword Knot* (Suwanee) on the missile range.

Seafarer Builds Boat

Some Seafarers go in for building model ships—most of them run not much more than a foot long, but Ed "Tiny" Anderson, lately bosun on the missile tracking *Sword Knot* (Suwanee), builds them bigger.

On his last trip with the *Sword Knot*, he built a "sister ship" for the *Sword Knot* and called her the *What Knot*.



Anderson

The *What Knot* is not a model. It's a 10-foot trim little craft with a speedboat bottom. Anderson built her during the lull in duties aboard the missile ship—in between rocket shots when the ship wasn't chasing all over the South Atlantic.

The craft was launched from the *Sword Knot* and Seafarer Butch Morris tried her out with a pair of oars. The boat is built with

a transome which can hold an outboard motor and it looks as if it can make a good many knots.

Anderson built the boat of good solid mahogany and equipped it with a long foredeck to keep her from shipping water while cruising at top speed.



Seafarer On His Way Home

To the Editor:

I received a SEAFARERS LOG recently and was very glad to get it. My son had them sent to me when he went into the Army last year. He will be out of the service soon and I would like all his friends to know that by March, he will be home. You can reach him at this address: Paul J. Catalanotto, 2428 Ursuline Ave., New Orleans, La. I am sending this LOG to him—I know he will be pleased to get it.

Mrs. M. Catalanotto

Widow Thanks Union For Aid

To the Editor:

Although belated, it is with utmost gratitude and sincere wishes that I convey my greetings to you.

Thanks to the Welfare Plan and those other Union brothers who assisted me in the dark and needful moment at the departure of my husband. Forgive me for not having taken the time sooner to write you.

I have been and still am very depressed and melancholy, and as yet have not learned to live without someone who was so dear to me. I know you can understand how I feel.

Will you convey my special thanks to Mr. McAuley for his kindness and to Mr. Hall for his most encouraging letter. Those things mean so much when you are troubled. May God continue to bless you. And I pray for the

continued success of your organization.

Mrs. Frank A. Ross

Wife Aided By Benefit

To the Editor:

I wish to extend my thanks to the Seafarers Welfare Plan.

I was in the hospital almost eight weeks this summer. First for an operation on my leg so that I could walk again, and then for a broken arm.

The Seafarers here in Baltimore were—most kind, seeing that I had the blood I needed and doing everything they could to help. My husband, Charles W. Thorpe, was at sea at the time on the *SS Mount McKinley*.

It is nice to know, even with our husbands gone to sea, that the wives of Seafarers are looked after and taken care of. Hats off to the SIU and the Welfare Plan.

Mrs. Charles W. Thorpe

Kind Thoughts Are Appreciated

To the Editor:

Your kind sympathetic letter was received with the enclosed check for the death benefit of my dear beloved husband. I want you to know that it is very much appreciated, and I want to thank you for your kind thoughts. Please give my kind regards to all the members of the Union.

Mrs. Elsie May Nielsen

Seafarer Gets Married

To the Editor:

I would like to let all of my friends in the SIU know that I've taken the big step. The wedding ceremony was October 8, 1960 at the Baptist Church on 1700 Frederick Ave., Baltimore. The reception was at home at 2138 Hollins St., Baltimore 23, Md.

J. Martin

LETTERS To The Editor

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Runaways Face Reprisals

To the Editor:

I see in the LOG that the Liberian runaway office in New York has revoked the Liberian registration of a ship because it was chartered to Russia.

This won't last long. Our State Department and Liberia have led with their chins again. Khrushchev will send his minister to Monrovia and the Soviet minister will pound the table and holler; we'll hear no more about canceled registrations.

The American runaway operator has gone out into the world looking for trouble and he's likely to get it. Many runaway ships and shops will be con-

fiscated by foreign governments. The runaway operator hates the American working man, but when his overseas properties face confiscation, he will holler for the American worker to don a uniform, grab a gun and rush out to protect his properties.

We should make it abundantly clear that we will not fight to protect runaway properties, capital which fled overseas to escape US standards. Let the runaway look to the Liberian army and navy for his protection. He has no moral right to US tax-supported military protection.

Runaway Alone

The runaway operator should understand that he is strictly on his own in a big, dangerous, disorderly world. The foreign worker may accept lower wages than an American, but he may be tough, mean and even revolutionary. The American runaway operator by his treatment of cheap foreign labor, invites resentment, hatred and reprisal. It's his "red wagon," not ours.

Morris Horton,
Radio operator, *SS Evelyn*

Thanks SIU For Welfare

To the Editor:

I want to thank you and all members of the Seafarers International Union for the SIU Welfare Fund check I received for death benefit of Francis Regan. I also want to thank you for your kind offer of assistance and I shall be happy to call on you if necessary.

Mrs. Anna Regan

Family Gives Thanks To Union

To the Editor:

On behalf of my mother, Mrs. Elizabeth C. Griswold, I am writing to let you know she received the Seafarers Welfare Plan check in benefit of George B. Griswold. She also wishes to join me and thank you for your kind condolences and offer of assistance. Most sincerely,

Mrs. Romola G. Kroschel

SIU Library Is Proposed

To the Editor:

We in the SIU spend some \$12,000 a year for scholarships—that's money well spent.

But at the same time, why not do something for the education of the entire membership? A solid technical library at the SIU hall where Seafarers can read and borrow books on electricity and other non-fiction is needed.

I have a good library of books on electricity which I might be getting rid of soon—and if I knew that there was a place where they might be used at the New York hall, I'd give them to the Union. There may be other members with technical books who would be willing to lend or donate books to a library at the hall.

Propose Lectures

The SIU could even borrow books from the American Merchant Seamen's Library for certain periods on request in order to service a Union Library. Such a library could even be expanded to include lectures and discussions.

Bryan Gibson

Alaska Welcomes Alcoa Planter Crew

(The following information on the Alcoa Planter's (Alcoa) visit to Sitka, Alaska, was submitted to the LOG by Z. Y. Ching and Leonard Paradeau, ship's delegate.)

On November 20, the SS Alcoa Planter was the first American vessel to dock at the new \$65 million pulp mill at Sitka, Alaska.

Many sailors from the Gulf states had their first view of our new addition to the U.S. Friendly pilot whales and friendly seagulls and snowcovered mountains, roads, people and ships brought out a few caustic comments of course, but on the whole, the cold, wet, crummy climate was admirably endured by all.

Coffeetime track stars were kind of bogged down in the snow, but the wine "got through" as the saying here goes—and all enjoyed a fine time.

Incidentally, common things like dog sleds didn't seem to be in evidence, so the crew had to use taxis into town. The cab tariff was from \$3.50 to \$4. Bars were open until 0200 and that "gem of the North," the Half-Mile Club, closed its doors to swamp out at about 0600. Seriously, it's not a bad little port and the "natives" were friendly.

The ship was paid off and signed on in Aberdeen, Wash., on December 2. The last port of loading was Olympia, Wash. A note about the excellent stores just has to be mentioned — T-bone steaks were the best. Conditions aboard were—as the great senator from Alabama always said, "Everything made for love."

The old C-1 had a little rough luck in Dutch Harbor in the Aleutians before coming to port. The heavy weather bounced the Planter around—she was traveling light—and a crack developed on the port side just forward of the midship house.

The crack developed in spite of the fact that the ship has a belly-band. A plate was put in for temporary repairs when the Planter reached Sitka.

As a matter of fact, the band itself was split by the heavy seas. By early January, the Planter made New York harbor and was put in drydock for more permanent repairs.



Relaxing with some good cheer during holiday party on the Alcoa Planter are (l. to r.) McCorvey, AB; Buddy Bollinger, bosun; and Emerick, FWT.



The leading lights of the steward department aboard the Alcoa Planter (l. to r.) gather around the table: Sabino, saloon pantry; Z. Y. Ching, steward; Barone, chief cook, and Hazelton, crew messman.

STEEL NAVIGATOR (Isthmian), Oct. 30—Chairman, W. B. McNeil; Secretary, Harris L. Bennett. Two men placed in hospital. Some repairs taken care of. The rest are to be turned over to the Union. Same with the disputed OT. Ship's fund is \$132.10. A vote of thanks to steward department. One of the smoothest run departments the crew has ever sailed with. Will see patrolman about water picked up in foreign ports.

STEEL CHEMIST (Isthmian), Oct. 1—Chairman, McMullins; Secretary, Ackerman. Mess hall to be painted before reaching New York. \$31 in ship's fund. Union should check closely when shipping men as to their qualifications. Shop chest too high priced. Vote of thanks to the steward department for trying extra hard to please crew.

NATIONAL DEFENDER (Nat'l Shipping & Trading), Oct. 2—Chairman, J. Bullock; Secretary, J. E. Hannan. Seems to be a fine ship and crew. OT should be split up as close as possible. To get OT of pumpmen straightened out. Washing machine was repaired. Vote of thanks to the steward department. Would like to have more fresh fruit while ship is at drydock. Will try to get passes to PX since we are carrying a MSTIS cargo.

FLORIDIAN (Erie & St. Lawrence), Oct. 30—Chairman, Blaky; Secretary, Harvey Morris. Money to be given the night before arrival. Payoffs to be in the port where the ship is on the first of every month. Ship's delegate wants to resign. Feel everyone should take his turn. Some disputed OT. Contract covering this company's ships should be made up covering working rules, wages, time off.

ALICE BROWN (Bloomfield), Oct. 30—Chairman, Walter Craven; Secretary, George Hair. Three men from the British National Seamen's Reform Movement came aboard in Southampton, England to give a speech. They are trying to get funds and backing. Crew gave \$30. There is 50 hours of disputed OT. Mate not working with delegates.

ELEMIR (Marine Carriers), Oct. 23—Chairman, Johnson; Secretary, Chas. Hurlburt. There are no beefs. No disputed OT. No money on board. The captain reports there will be money upon arrival in Bombay for draws and other necessities.

MT. WHITNEY (Cargo & Tankship), Nov. 14—Chairman, Ange Panagopoulos; Secretary, James Lagosh. New chief cook signed on. Wish to thank chief cook for a good job and wish him success on other ships. Delegate is paying off on mutual consent.

OCEAN ULLA (Maritime Overseas), Nov. 25—Chairman, V. E. Monte; Secretary, M. J. Lynch. Ship's fund is \$6.28. It is requested that crew have a better grade of night lunch. Ship's delegate advised crew about leaving chairs on deck.

SEAGARDEN (Peninsular Navig.), Oct. 9—Chairman, V. E. Monte; Secretary, A. G. Alexander. Elected a ship's delegate. Long trip ahead but we have a nice bunch of fellows to work with. No beefs. No disputed OT. Motion made to send a letter at next port regarding the forwarding of the mail. Suggestion made to have deck engineer fix all fans in the rooms.

STEEL ARTISAN (Isthmian), Nov. 12—Chairman, none; Secretary, Robert Rivera. Captain said he would not get milk in Singapore or Manila. However, we did receive milk in Singapore. One man hospitalized in Manila. One man missed ship in Manila and rejoined in Bangkok. \$38.49 in fund. Some disputed OT. Three men logged.

STEEL ADVOCATE (Isthmian), Dec. 10—Chairman, L. Guellnitz; Secretary, A. Carpenter. Everything running smoothly. \$5.89 left in treasury. One man logged. Some disputed OT. Motion made to investigate water conditions on ship. Boiler cassings to be repaired. Vote of thanks to steward department. Members urged to use washing machine properly.

STEEL TRAVELER (Isthmian), Dec. 9—Chairman, James Welch; Secretary, Walter Nash. Ship's fund \$27.41. Crew members are asked to keep voices down in passageway as men are trying to sleep.

SUZANNE (Bull), Oct. 26—Chairman, Chairman, Leo Paradise; Secretary, Bill Doran. Foc'les are being painted at beginning of trip. Crew asked to cooperate by keeping quarters clean. \$9.91 in ship's fund. Vote of thanks to Leo Paradise for his efforts towards squaring away beefs of previous voyage as well as securing extra provisions for this voyage. One dollar per

man to be added to fund. Vote of thanks to New York patrolman for good payoff.

STEEL RECORDER (Isthmian), Dec. 4—Chairman, John Risbeck; Secretary, A. Violante. One man missed ship in Pusan. Logs not lifted for crewmembers. \$6.08 in fund. No disputed OT. Patrolman is not to be bothered by crew for quicker payoff. Will ask for larger travelers' checks.

OCEAN ALICE (Maritime Overseas), Dec. 4—Chairman, J. Sullivan; Secretary, Warner Pedersen. Repair list in and part of work done at sea. \$11.50 in ship's fund. Some disputed OT. Vote of thanks to steward department. It is requested that rooms be cleaned and stripped before leaving ship after payoff.

DIGEST of SIU SHIP MEETINGS

ACHILLES (K & M Ship Management), Dec. 20—Chairman, Gardner; Secretary, Purines Parker. One man getting off. Will ask to have coffee changed. Ice cream has had taste and canned milk is spoiled.

STEEL DESIGNER (Isthmian), Dec. 4—Chairman, D. Butts; Secretary, N. Muffin. Petition from last trip read concerning black gang. \$11.58 in ship's fund. Ship's delegate resigned. New delegate was elected.

TRANSEASTERN (Transeastern), Nov. 27—Chairman, B. C. Browning; Secretary, E. Blanton. One man hospitalized in Gdynia, Poland. Some disputed OT. Repair list to be turned in to the captain. Special meeting to be called with patrolman on food issue.

DEL VALLE (Mississippi), Nov. 30—Chairman, Henry Lopez; Secretary, Hugo Carducci. No beefs. No disputed OT. Trip uneventful. It is requested that washroom be kept clean at all times.

ALCOA PIONEER (Alcoa), Nov. 13—Chairman, H. R. Hallman; Secretary, H. K. Long. Captain said that there would be a payoff this trip. Some disputed OT. \$35 on hand this voyage.

ROBIN GRAY (Moore-McCormack), Dec. 4—Chairman, Recco Albanese; Secretary, Thomas Maley. Things running smoothly. \$23.27 in ship's fund. Chief steward was directed by members to arrange for the labeling and distribution of Christmas packages.

DEL SUD (Mississippi), Dec. 4—Chairman, Michel J. Dunn; Secretary, Donald W. Roberts. Everything running smoothly. New washing machine put on board in New Orleans. New movie machine paid for in full.

STEEL FABRICATOR (Isthmian), Dec. 3—Chairman, E. D. Scroggins; Secretary, K. Kirwin. Water situation to be taken up in San Francisco with patrolman. Draws on wages or on OT will also be given. \$25 in ship's fund.

ALCOA ROAMER (Alcoa), Dec. 3—Chairman, Adolph Danne; Secretary, C. A. Crabtree. Crew mess to be painted next trip. Will request a new washing machine. Vote of thanks to steward department for a job well done.

MOUNT EVANS (Cargo & Tankship), Nov. 6—Chairman, M. C. Barton; Secretary, John W. Picou. All repairs taken care of. Ship's delegate resigned. Elected new delegate. It was suggested that Steward passageway be sougeed and painted. Suggestion made to have deck & engine take care of wash room and steward department take care of recreation hall. Vote of thanks to steward department.

JOHN C (Atlantic Carriers), Nov. 28—Chairman, Everette A. Hord; Secretary, E. Trakimavich. Better food preparation needed. Ship's delegate will see about moving the washing machine below main deck. Will report butter to food committee.

AZALEA CITY (Sea-Land), Dec. 12—Chairman, M. Richelson; Secretary, C. B. Jensen. Wiper removed from vessel at San Juan, and was placed in hospital. \$7.20 in the ship's fund. Some disputed OT. Will contact patrolman to see about company getting a phone on board ship in port. Sailing time often changed and men have no place to contact if office is closed.

OCEAN DINNY (Maritime Overseas), Nov. 27—Chairman, E. Pappas; Secretary, Paul L. Whitlow. Repairs and painting from last trip will be done during the present voyage. Stenciled number on bunks will tell crew their duties for fire and boat drill. It is suggested that spray bombs aboard be used for roaches. Cooperation is asked in keeping all unauthorized personnel out of crew quarters and passageways. Vote of thanks to steward department for a wonderful Thanksgiving dinner.

STEEL SEAFARER (Isthmian), Oct. 16—Chairman, L. Alexander; Secretary, Dick Grant. Everything running smoothly. All rooms being painted out. Crew is asked to help keep all shore personnel out of quarters. Special vote of thanks to the steward department for a very good job.

MANKATO VICTORY (Victory Carriers), Nov. 27—Chairman, Fred Travis; Secretary, John J. Breen. Patrolman criticized for laxness in not reporting a PB member for sailing beyond his time allowance. Master has warned that logging will follow excessive drinking on voyage. Vote of thanks to Fred Travis for a good job.

BRADFORD ISLAND (Cities Service), Nov. 24—Chairman, Robert Burns; Secretary, Thomas Brennan. Purchased new TV. Ship sailed short-handed. Everything running smoothly. All brothers eligible to vote will please do so as election is now going on.

STEEL VENDOR (Isthmian), Dec. 9—Chairman, Murray Savoy; Secretary, Bill Stark. Trip has been very good. Very little disputed OT. \$250 Safety Award money turned over to the ship's treasurer for ship's dryer. Crew cautioned to have a sober payoff. Vote of thanks to steward department for very good food.

COTTONWOOD CREEK (Bulk Transport), Dec. 18—Chairman, C. P. Moore; Secretary, P. J. Harayo. New ship's delegate to be elected. There are no OT sheets on board. Please send some in next mail.

DEL AIRES (Mississippi), Dec. 3—Chairman, M. Fabricant; Secretary, S. W. Nolan. \$26 in ship's fund. Elected a ship's delegate. Ship's delegate advised members of procedure in bringing beefs to department delegates. Discourse on food situation.

STEEL SCIENTIST (Isthmian), Dec. 10—Chairman, Angel Maldonado; Secretary, Florencio Omega. No complaints during trip. Safety meeting held on Armistice Day. Repair list prepared. \$18 balance in treasury. Some disputed OT.

COUNCIL GROVE (Cities Service), Dec. 18—Chairman, Lewing; Secretary, James Whalley. Letter from CS Baltimore was received requesting support in raising milk allotment. Beneficiary cards brought up to date. Motion made to maintain present rotary shipping system. Cooks to devote more time to preparing food.

OCEAN JOYCE (Maritime Overseas), Dec. 11—Chairman, W. Newberg; Secretary, Garrett Wile. \$33 in fund. One man left in hospital in Calcutta. Chief engineer did some repairs in galley. Welfare cards to be given each member.

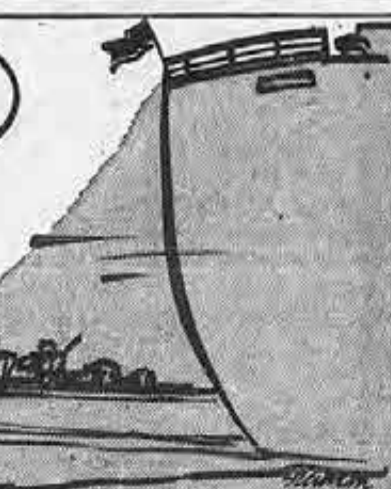
STEEL VOYAGER (Isthmian), Nov. 20—Chairman, Herman Fruger; Secretary, W. H. Simmons. One man missed ship in New York. Some disputed OT. Ship's delegate wishes to resign. \$7 in ship's fund. \$19 taken up from three departments for flower donation for Francis Regan. Motion to do away with travel checks and give cash in advance. Photographer from headquarters was aboard in New York.

CHILORE (Ore Navigation), Nov. 20—Chairman, John Bergeria; Secretary, H. R. Hutchins. Contributions requested at payoff for ship's fund. Will see patrolman about seaman that was hurt.

SEATRAN GEORGIA (Seatrains), Dec. 18—Chairman, John Cole; Secretary, Joe McLaren. Repair list to be taken up by captain. \$2.66 in treasury. Electric iron is in messmen's foc'sle for crew use.

YORKMAR (Calmar), Dec. 4—Chairman, E. H. Bayne; Secretary, L. D. Pierson. New welfare cards received and filled out. Three men knocked off OT by mate for no reason. Will make up repair lists.

SEATRAN NEW JERSEY (Seatrains), Nov. 24—Chairman, M. Welch; Secretary, E. Pollis. \$36 in ship's fund. Few beefs to check with patrolman. Trying to get a new washing machine. Elected a ship's delegate. Discussion held on night lunches and milk.



SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

Penn Transporter Now 'Dry' Ship

NEW ORLEANS—Sporting a new look after an extensive face-lifting job, the SIU-manned Penn Transporter, formerly a T-2 tanker, took on a cargo of grain for India here in her new capacity as a bulk carrier.

The conversion of the former T-2 reflects the rapid disappearance of that type of tanker from the oil trades, as well as the decline of the Liberty ship as a bulk carrier. The converted ship can carry several thousand tons more than a Liberty ship could and put in four or five more knots per hour as well.

Done In Germany

The owners of the Transporter, Penn Shipping, had the job done in a Lubeck, Germany, shipyard. The face-lifting involved the removal of the forward house and the placing of the bridge back aft, as well as removal of the center tanks and tanker gear. In its place, large hatches were installed for easy loading and unloading of

bulk cargo. The wing tanks were left as grain can be stored in these and when the ship is riding empty they can serve as ballast tanks.

The company is contemplating additional conversions of other vessels. A number of other steamship companies are either planning on such conversions or have already undertaken them. Other conversions are more ambitious ones, involving lengthening of the T-2s and installing new midsections, either to enlarge their oil-carrying capacity or to make bulk carriers out of them.

The crew of the vessel was flown to Germany to take the ship back light to this port where she is taking on her first cargo.

The conversion of tankers into

bulk carriers is based on the belief that the movement of surplus US grain to underdeveloped countries will continue for many years to come. India, for example, is expected to receive large scale shipments for at least the next five years, while equally-large grain movements are sure to go to Pakistan. That country is normally short of food and this year is suffering from severe drought which is sure to bring on demands for increased cargo hauling.

Any increase in the "50-50" formula to provide more cargo for US ships would also promote the conversion trend particularly with large numbers of idle T-2s available.

PERSONALS and NOTICES

Tony Terealsi

Howard S. Gillespie would like to hear from you. You can reach him at Box 452, Lewisburg, West Va.

Robert W. Purvis

Important you get in touch with your father.

George Charles Peterson

Your wife is anxious to hear from you. Contact her at 450 Ellis Street, Apartment 301, San Francisco.

Lionel Abramson

Urgent you contact Mario Auschnitt, East End Welfare Center, 309 East 108th Street, New York 29.

John Calvo

Get in touch with Henry Isaacson, 38 Park Row, Room 804, New York 38, NY.

Antoine (Tony) Johnson

Get in touch with your father at 312 3rd Street, Bridge City, Westwego, Louisiana.

Y. R. Tallberg

Your wife has to go into the hospital, and she has also changed her address. Please contact her at 116 Everton, Apt. 2, Houston 3, Texas.

Benjamin (Frenchie) LeBlanc

Contact Van and Edith, Route 1, Box 35, Stanwood, Wash.

Giles Glendenning

Anybody knowing his whereabouts please contact his mother, Mrs. Julia G. Glendenning, 4212 Groveland Avenue, Baltimore 14, Md., LI 2-6518 or his sister, Dorothy Veit, SO 6-6611, Glen Burnie, Md.

Steve Senak

Contact Miss Jo Ann Senak, 211 E. Locust Street, Benld, Ill.

Leslie J. Brihart

Our new address is 342 Montclair Avenue, Alamo Heights, San Antonio 9, Texas. Write or come home soon. Mother.

Crew, Penn Challenger

July 28 to Nov. 8, 1960

Important you contact William F. Vaughan, oiler, ward A-3, US Public Health Service Hospital, Staten Island, NY. This concerns health of crewmembers.

James S. Wood, AB

Please contact Jack C. Thayer, 4109 Alberca Circle South, St. Petersburg, Florida, and let him know where he can reach you.

Paul Frederick Watts

Anybody knowing the whereabouts of the above please advise him to contact Joe Volplan at SIU headquarters.

Patrick "Pat" Cleary

Get in touch with Andrew Paul Mazurek, c/o SIU, 450 Harrison Street, San Francisco, Calif.

Bernard J. Hunter

Urgent you contact Jiggs Jeffers at once at 337 Emily Street, Philadelphia, Pa.

John T. Doyle

Last heard from in 1952 in San Francisco, the above-named is asked to contact his brother William Doyle at 152 No. Alexandria Ave., Los Angeles, or in Beverly Hills at 8478 Melrose Place. Or he can contact his brother Frank at

314 56th Street, Brooklyn. Doyle sails on the Far East run as cook and baker.

John Ballard or John Balod

Heirs of the above man who died in 1960 are asked to get in touch with Herbert J. Rose, 26 Court Street, Brooklyn 1, NY. He is supposed to have sailed with the Sailors Union of the Pacific.

William E. Odum

Your discharges left on the Del Mundo have been mailed into the New Orleans hall and will probably be returned to the postoffice to be held there.

James E. Johnson

Your son is ill. Contact your daughter at Rt. 1, Box 24A, Ramsey Road, Grand Bay, Alabama, or call Davisville, Fla., 7130F.

Gerald R. Schartel

Bob Grieve has your money. Get in touch with him.

JOHN J. MORRISON

John Mackarack or anyone knowing whereabouts of the above, please contact mother in the Bronx.

Seafarers who have baggage in storage at the New Orleans hall are urged to claim it as soon as possible in anticipation of the shift to the new building in that port.

(For more personals, see page 24)

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

PRESIDENT

Paul Hall

EXECUTIVE VICE-PRESIDENT

Cal Tanner

VICE PRESIDENTS

Claude Simmons Lindsey Williams

Earl Sheppard Al Tanner

SECRETARY-TREASURER

Al Kerr

HEADQUARTERS REPRESENTATIVES

Bill Hall Ed Mooney Fred Stewart

BALTIMORE 1216 E. Baltimore St. Eastern 7-4900

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

NEW ORLEANS 523 Bienville St. Buck Stephens, Agent TEle. 524-8626

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NORFOLK 416 Colley Ave. Paul Gonsorchik, Agent MADison 7-1063

PHILADELPHIA 2604 S. 4th St. S. Cardullo, Agent DEwey 6-3618

SAN FRANCISCO 450 Harrison St. Walter Sibley, Agent DOuglas 2-4401

SANTURCE, PR 1313 Fernandez Juncos, Stop 20 Phone 2-5998

SEATTLE 2505 1st Ave. Ted Babkowski, Agent MAIn 3-4334

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

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

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

(Print Information)

NAME

STREET ADDRESS

CITY

ZONE

STATE

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

ADDRESS

CITY

ZONE

STATE

The SIU And Maritime In 1960

A year of important changes and significant developments has just been completed in the maritime industry and within the SIU. Of top importance to Seafarers was the overhaul of their union's structure through amendment of the Union's constitution. Starting out the year as the SIU Atlantic and Gulf District, the Union became the SIU Atlantic, Gulf, Lakes and Inland Waters Districts, with the change in name reflecting the broader structure and altered pattern of Union activity.

The revision of the Union's constitutional structure, which carried by a majority of over 90 percent was just one of several important events. Others included a new contract wage and overtime scale, increased vacation benefits, improved welfare benefits and striking organizing gains in the tugboat field and on the Great Lakes.

The long-range program in improvement in shoreside facilities for Seafarers also made considerable strides during the year.

Progress On Runaways

The biggest issue still pending in maritime at the end of 1959 was the maritime union fight on the runaways, an issue which still stands in the front rank of problems confronting seamen. Still to be resolved is the question of the rights of American unions to represent the crews of runaway-flag vessels, and in that area, unions won two very important court decisions in 1960.

Last April, the US Supreme Court ruled that Federal courts cannot bar unions from peaceful picketing of runaway ships. The case involved a Marine Cooks and Stewards picketline on a Liberian-flag tramp, in December, the Pennsylvania Supreme Court ruled that disputes between



Picketline on Egyptian ship hit mistreatment of US ships, seamen.

American unions and runaway ship operators come under US labor law. These two rulings, couple nicely with a previous National Labor Relations Board decision giving the SIU the right to represent the crew of the runaway-flag SS Florida. The chances of effective union organizing of such ships are now brighter than ever.

Another runaway loophole was put under attack as the Maritime Trades Department set up a joint conference on the Lakes which will function against runaway shipping on both sides of the border. The objective is to block the use of British West Indian registries, or in some instances the British flag itself, as a runaway haven.

Wage, Vacation, Welfare Gains

Bread and butter gains for SIU men in 1960 were considerable. Increases in wages and overtime pay went into effect on February 15, and those were followed by a boost in the annual vacation payment to \$400, plus considerable liberalization and improvement in hospital, surgical and medical benefits for families of SIU men. The hospital benefit for Seafarers was placed on a daily basis to assure proportional benefits at all times no matter how many or how few days were spent in the hospital.

Great Lakes Vote Victories

Some of the most striking gains in years were recorded in the organizing arena and reflecting the new structure of the union. In the shipping field, the SIU Great Lakes District scored a series of smashing successes. Elections were won in four major fleets, operating a total of 45 vessels. In one of these fleets, Boland and Cornelius, the Union routed an

effort by Jimmy Hoffa, Teamster president, to move into the maritime field on the back of a company-sponsored "independent" association.

Other Gains In Organizing

Similarly, the SIU made important gains in the tugboat field, winning a number of elections, the most significant being a vote by 850 East Coast railroad deckhands for SIU affiliation. Other elections were won in Gulf tug operations while a large group of Lakes tug and dredgemen voted to affiliate with the SIU.

Important successes were racked up by the SIU Puerto Rican Division with the most outstanding being election victories in trucking and in the fish cannery field, where the Teamsters were active in opposition. The biggest wins were in the National Packing cannery, which employs 300 workers, and in Valencia-Baxt Express, the largest trucking operation on the San Juan waterfront.

SIU representation in the fishing field was vastly strengthened when two large groups of fishermen, the 2,000-member Alaska Fishermen's Union and the 1,200-man Atlantic Fishermen's Union both voted to affiliate with the SIU of North America.

Protest Against Arab Blacklist

Another notable development in the year was the SIU's protest against the blacklisting of American-flag ships by the Arab League and the mistreatment of SIU men on several of these blacklisted vessels.

When the US Government showed little interest in dealing with the complaint, the SIU and the International Longshoremen's Association retaliated by tying up the Egyptian-flag vessel Cleopatra in New York. The picketline was maintained for 23 days, being withdrawn after the State Department gave positive assurance to the AFL-CIO that it would act on Union complaints and on abuse of seamen.

Domestic Ships Versus ICC

In the legislative field, the outstanding development was the SIU's fight for a fair shake for the domestic shipping industry. The SIU's attacks on the pro-railroad bias of the Interstate Commerce Commission, along with the protests of the few remain-

and its procedures. It seems likely now that the domestic shipping industry is going domestic shipping companies, have led to calls for overhaul of the Commission



Boland seamen agreed, voted SIU to cap Union organizing success.

ing to get long-overdue Government consideration and this could be translated into considerable job opportunities for SIU men.

New Orleans, Phila. Halls

Two big strides were taken during 1960 toward providing modern, comfortable and spacious shoreside facilities for Seafarers waiting to ship out. In January, ground was broken on construction of a New Orleans hall for Seafarers which is now virtually completed. The new hall is in the heart of the French Quarter and will boast ample facilities for shipping, feeding, recreation and other Seafarers' needs. Meanwhile, a shiny new facility for Seafarers in Philadelphia opened in September.

Here are some other highlights of 1960 in the Union and in maritime:

The Manhattan Beach TB hospital closed in February. Patients were transferred to other PHS hospitals or Veterans Administration facilities. . . . SIU welfare and vacation benefits passed \$20 million in January. . . . the Liberty ship Valley Forge ran aground near Singapore and was a total loss. All of the crew was taken off safely. . . . Major oil companies and the American Merchant Marine Institute violently attacked proposals for an oil import quota which would have assisted the American-flag tanker fleet.

Among those who passed away in 1960 was Harry E. O'Reilly, executive secretary of the Maritime Trades Department, AFL-CIO. He died at the age of 61 after a long illness.

The Alcoa Steamship Company won the National Safety Council contest for the second year in a row. . . . the International Maritime

Workers Union tied up two run-away-flag cruise liners in New York, the Nassau and the Victoria, until the operators got an injunction. . . . Nominations for 43 posts in the SIU election got underway, and voting began in November. . . . The SEAFARERS LOG went on a monthly schedule in July and expanded its coverage of affiliated unions. . . . Runaway-flag ship-owners started grabbing up ruble charters, carrying oil for Russia. . . . Five crewmembers were killed when the Alcoa Corsair collided with an Italian freighter in the Mississippi below New Orleans. . . . The IMWU tied up the Liberian-flag Ore Monarch in Philadelphia and the ship is still there with her iron ore cargo aboard.



Safety campaign gets a boost from the City of Alma.



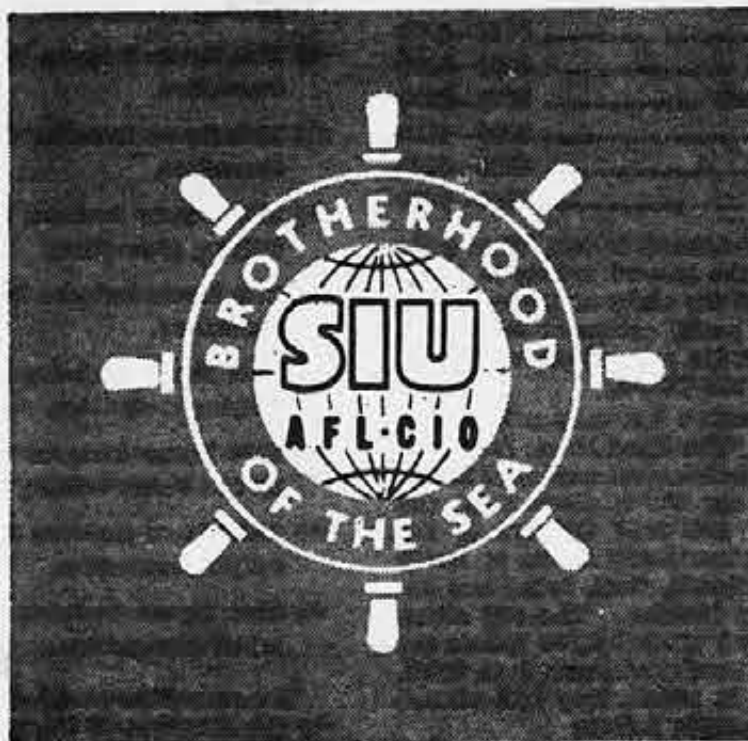
Modern facilities of new Philadelphia hall are shown in photograph of hiring deck. Hall opened in September. New Orleans hall is due to follow suit.

Year-to-year consistency in births and deaths is pointed up by the 1960 figures on deceased Seafarers and new arrivals in SIU families. Welfare Plan reports received by the LOG show payments on 113 death claims for 1960. In 1959, the total reported in the LOG year-end review was 106, in 1958, it was 103. (These are not complete figures since they were compiled before the calendar years ended and reflect only payments reported to the LOG in that period.)

On the new arrivals, a total of 324 payments were reported in the LOG for 1960, compared to 326 in 1959 and 326 in 1958.

Like the vital statistics, shipping figures also held to a steady pace. From December 9, 1959, through November 30, 1960, 28,409 jobs were shipped in all ports. This compares to a full 12-month total of 29,627 jobs for the period December, 1958, to December 9, 1959. It shows that deep-sea shipping has held up for Seafarers despite the decline in the industry and the over-all slump in the US economy.

UNION TALLYING COMMITTEE REPORT



SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

ELECTION 1961-1964

To Be Read At 'Election Report' Meetings of February, 1961

UNION TALLYING COMMITTEE'S REPORT

January 13th, 1961

(To Be Read at "Election Report Meetings" of February, 1961)

New York—February 6, 1961.

Philadelphia—February 7, 1961.

Baltimore—February 8, 1961.

Detroit—February 10, 1961.

Houston—February 13, 1961.

New Orleans—February 14, 1961.

Mobile—February 15, 1961.

WE, the undersigned, Union Tallying Committee, duly elected at special meetings on December 27th, 1960, in the seven (7) constitutional ports, two (2) from each port, submit the following report and recommendations:

On December 28th, 1960, at 9:00 AM, we met with Al Kerr, Secretary-Treasurer. He gave each committee member a copy of the Union constitution and suggested that we read those sections of our constitution dealing with the Union Tallying Committee in detail.

A full quorum picked up the ballots from the Commercial Bank of North America located at 1400 Broadway, New York City, as per the constitution. (See correspondence annexed, showing official documents exchanged.)

The committee then took over one complete room on the second deck of our Headquarters building as the place in which we would do our work while in session.

In compliance with Article XIII, Section 5 (d) of our Union constitution we accepted from among ourselves, George Ruf, R-1, as chairman of the committee.

We then received from the headquarters offices of the Union, all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots #1 through #8150, which had been issued to the following ports as follows:

PORT	BALLOTS ISSUED
Boston	1—200
New York	6401—8150
Philadelphia	201—700
Baltimore	701—1700
Norfolk	1701—1900
Jacksonville	1901—2100
Miami	2101—2200
Mobile	2201—2950
New Orleans	2951—4450
Houston	4451—5200
Wilmington	5201—5400
San Francisco	5401—5800
Seattle	5801—6050
Detroit	6051—6150
Puerto Rico	6151—6400

The committee then checked the numbers on the stubs received from the various ports, and these numbers, when checked against the numbers on the stubs of all ballots printed and issued and ready for voting, were found to coincide, port by port.

Your committee then checked the dates of the voting rosters and compared them against the minutes of the special meetings for the election of the polls committees in the various ports. We found in every instance that polls committee had been elected on each day in which voting was conducted in the various ports.

Where no polls committee could be elected, no voting took place, as is required by our constitution. We note that on the last day of voting in Norfolk, Jacksonville, Miami, Wilmington and Detroit, no polls committee could be elected. In these cases, as per the constitution, the port agent took over the duties of the polls committee.

We checked the unused ballots that

were on hand in headquarters offices that had not been issued. The stubs on these unused ballots were numbered 8151 through 8500, a total of 350 ballots.

Your committee then checked the unused ballots that were returned from the various ports, including the Port of New York, which are listed as follows:

PORT	UNUSED BALLOTS
Boston	90—200
New York	7629—8150
Philadelphia	484—700
Baltimore	1335—1700
Norfolk	1775—1900
Jacksonville	1957—2100
Miami	2143—2200
Mobile	2692—2950
New Orleans	3952—4450
Houston	5039—5200
Wilmington	5291—5400
San Francisco	5663—5800
Seattle	5980—6050
Detroit	6056—6150
San Juan	6346—6400

The above unused ballots, when combined with the unused ballots in headquarters and the stubs of the used ballots in all ports, compares equally in number with the amount printed by the printer for the Union.

The committee has seen a bill from the printer, "The Rand Press, Inc." who printed the ballots that were used in the conduct of our Union election for the Election of 1961-1964 Officers of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. The bill states that they had printed 8,500 ballots for the Union, numbered from 1 to 8,500. In addition to which, they had printed 200 blank sample ballots.

The committee has checked the election files, maintained by headquarters offices as per the Union constitution, and has found signed receipts from the following ports for the following amount of sample ballots, broken down, as follows:

PORT	BALLOTS
Boston	10
New York	25
Philadelphia	10
Baltimore	25
Norfolk	10
Jacksonville	10
Miami	5
Mobile	25
New Orleans	25
Houston	10
Wilmington	10
San Francisco	10
Seattle	10
Detroit	5
Puerto Rico	10

Total200

We, the committee, have checked the files of headquarters offices and have seen signed receipts by the various port agents for the official ballots that had been sent to them by headquarters offices. We have checked these signed receipts and the serial numbers on them against the loose stubs received, and against the stubs still attached to the unused ballots. Eight thousand one hundred and fifty (8,150) official ballots were sent to all ports, the stubs on them bearing serial numbers one (1) through eight thousand one hundred and fifty (8,150). We received back stubs (including the ones on the unused ballots) numbered one (1) through eight thousand one hundred and fifty (8,150).

The following is a breakdown of the ballots that were sent to the Ports by headquarters, as well as a breakdown of the unused ballots returned to Headquarters, ballots used, and total ballots cast:

PORT	BALLOTS RECEIVED FROM HEADQUARTERS	BALLOTS USED	BALLOTS UNUSED AND BALLOTS RETURNED	BALLOTS CAST
Boston	1—200	1—89	90—200	89
New York	6401—8150	6401—7628	7629—8150	1228 *1
Philadelphia	201—700	201—483	484—700	283
Baltimore	701—1700	701—1334	1335—1700	634
Norfolk	1701—1900	1701—1774	1775—1900	74
Jacksonville	1901—2100	1901—1956	1957—2100	56 *2
Miami	2101—2200	2101—2142	2143—2200	42
Mobile	2201—2950	2201—2691	2692—2950	491 *3
New Orleans	2951—4450	2951—3951	3952—4450	1001 *4
Houston	4451—5200	4451—5038	5039—5200	588 *5
Wilmington	5201—5400	5201—5290	5291—5400	90 *6
San Francisco	5401—5800	5401—5662	5663—5800	262 *7
Seattle	5801—6050	5801—5979	5980—6050	179 *8
Detroit	6051—6150	6051—6055	6056—6150	5
San Juan	6151—6400	6151—6345	6346—6400	195 *9

TOTAL VOTES CAST IN ALL PORTS.....5,217

*1 This figure includes the twenty-seven (27) ballots that were voided by the Union tallying committee.

*2 This figure includes the twelve (12) ballots that were voided by the Union tallying committee.

*3 This figure includes the three (3) ballots that were voided by the Union tallying committee.

*4 This figure includes the fifty-six (56) ballots that were voided by the Union tallying committee.

*5 This figure includes the twenty (20) ballots that were voided by the Union tallying committee.

*6 This figure includes the thirty-six (36) ballots that were voided by the Union tallying committee.

*7 This figure includes the one hundred sixty-four (164) ballots that were voided by the Union tallying committee.

*8 This figure includes the twenty-eight (28) ballots that were voided by the Union tallying committee.

*9 This figure includes the ninety (90) ballots that were voided by the Union tallying committee.

The committee would also like to bring to the attention of the membership the fact that some write-ins that appeared illegible or on defaced ballots will not be included in this report. The reason for this is that some ballots containing write-ins happened to be voided because the ballot on which they were written was illegally defaced or illegible.

The following correspondence was handled by the Union tallying committee:

January 3rd, 1961

Mr. R. Harold Bach,
Executive Vice-President
Commercial Bank of North America
New York, New York

Dear Mr. Bach:

As Vice-President of Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, in charge of the minutes thereof, I herewith certify that, in accordance with the Constitution of this Union, the membership has duly elected the following to constitute the Union tallying committee for the 1960 election:

C. J. Lohr	D. Hicks
A. Falco	L. Gillis
R. Johnson	G. Ruf
J. Ziencis	J. C. Cohen
D. L. Parker	E. Kelly
G. Litchfield	S. Messina
R. Vaughan	P. O'Connor

Article XIII, Section 5 (d) states, part: "The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decisions as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tally-

ing Committee, but no less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the Committee's proceedings."

In accordance therewith, the Union has authorized that any nine (9) or more of the above accept delivery of, and sign a receipt for, all of the envelopes which have been mailed to you under the course of the said elections.

It is hereby requested that you certify that all the envelopes received by you have been properly safeguarded in your vault, that you have surrendered them to the said Union Tallying Committee, and that no other than appropriate bank personnel, have had access to the said envelopes.

Very truly yours,
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA—ATLANTIC,
GULF, LAKES AND INLAND
WATERS DISTRICT, AFL-CIO

By
CLAUDE SIMMONS, Vice-President

Witness:

AL KERR, Secretary-Treasurer
CS/AK/bl

January 3rd, 1961

Mr. R. Harold Bach,
Executive Vice-President
Commercial Bank of North America
1400 Broadway
New York, New York

Dear Mr. Bach:

The undersigned members of the Union Tallying Committee, acting under and pursuant to Article XIII, Section 5(d) of the Constitution of the Seafarers International Union of North America—

Atlantic, Gulf, Lakes and Inland Waters District, acknowledge receipt of the envelopes sent to you from the various ports for the election held during 1960 and delivered this day to us.

C. J. Lohr

Antonio Falco

D. L. Parker

George Litchfield

Donald Hirks

George Ruf

E. Kelly

Salvatore Messina

Ray Vaughan

January 3rd, 1961

Seafarers International Union
675 Fourth Avenue
Brooklyn 32, New York

Gentlemen:

This is to certify that all the envelopes received by this Institution addressed to Mr. R. Harold Bach, Executive Vice-President, in the name of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, have been properly safeguarded in our vault.

We have today surrendered the above mentioned envelopes to the Union tallying committee. No one other than appropriate bank personnel has had access to the said envelopes contained in our vault.

Very truly yours,

IRVING GOULD, Asst. Secretary

Signed/ ALICE GOODMAN

WITNESS

In addition to the foregoing correspondence, the depository for the ballots, the Commercial Bank of North America, turned over to this Committee a letter addressed to the Seafarers Tallying Committee, c/o Mr. Harold Bach, Executive Vice-President, Commercial Bank of North America, 1400 Broadway, New York City, New York. The letter was from John Cole, C-8, and Leo Cronsohn, C-801 which was dated December 25th, 1960. Your Committee will deal with this letter in that portion of this report, entitled "Comments and Recommendations Pursuant To Article XIII, Section 5(c) of the Union Constitution."

January 13th, 1961

Mr. John Cole
118 Hilltop Acres
Yonkers 4, New York

Under the terms of our Constitution, this Committee has no authority to evaluate complaints of the type described in your letter of December 25th, 1960.

Therefore, in line with the instructions contained in your letter, the letter has been referred to the President of our Union for presentation to the membership for their deliberation and decision.

George Ruf, R-1, Chairman
Union Tallying Committee

January 13th, 1961

Mr. Leo Cronsohn
136 Avenue "C"
New York 9, New York

Under the terms of our Constitution, this Committee has no authority to evaluate complaints of the type described in your letter of December 25th, 1960.

Therefore, in line with the instructions contained in your letter, the letter has been referred to the President of

our Union for presentation to the membership for their deliberation and decision.

George Ruf, R-1, Chairman
Union Tallying Committee

During the conduction of the election for officers just concluded, there were seven hundred and forty-nine (749) possible voting days. Of the seven hundred and forty-nine (749) possible voting days there were ballots cast on four hundred and thirty-three (433) days. Of the remaining three hundred and sixteen (316) voting days, there were two hundred and sixty-nine (269) days on which it was not possible to get a quorum for the election of a polls committee, therefore, no voting could be conducted. On forty-seven (47) days, there was a quorum and a polls committee elected, however, no votes were cast on those forty-seven days.

Needless to say, since so many of the Union's membership has served on polls committees, there are many days when a polls committee is elected that no votes are cast as all of the members on the beach in that particular port have already voted or are not eligible to vote. In addition, we also know, that there are many times when it is not possible to have a quorum to elect a polls committee, as a result of which no votes can be cast that day at all.

"COMMENTS AND RECOMMENDATIONS PURSUANT TO ARTICLE XIII, SECTION 5(c) OF THE UNION CONSTITUTION"

During the period of time in which the Union tallying committee was in operation, several discrepancies on the conduct of the election have occurred, but none of which would change the outcome of any job on the ballot. However, for the benefit of the membership, we are listing them, port by port, as follows:

NEW YORK:

On December 17th, 1960, the polls committee of the Port of New York had let Martin Badger, B-799, sign the roster for ballot number 7,408 before it was noted that the ballot was mutilated. Upon noticing that the ballot was mutilated, the polls committee then voided the ballot and had Brother Badger sign for ballot number 7,409 which he was allowed to vote. Your committee has counted the ballots cast for the day as valid ballots cast.

In addition to the above discrepancy, the Port of New York polls committee on December 5th, 1960, allowed a member to vote that was not in good standing. As a result of their error, this committee, the Union tallying committee has voided the day's votes that were cast in the port.

PHILADELPHIA:

On November 23rd, 1960, the Philadelphia polls committee sent a statement to headquarters that ballot number 626 was missing. The committee evidently had mailed the letter prior to their finding out that the ballot wasn't missing, but that they had merely put the wrong ballot numbers on the roster as having been issued. Accordingly, they then sent to headquarters a letter stating the correct facts. Your Union tallying committee in checking the stubs and roster for the day against the stubs and roster for the day, found that they agree. Therefore, your committee has included the ballots cast in the Port of Philadelphia on November 23rd, 1960, in the valid ballots cast for the port.

On November 28th, 1960, the Philadelphia polls committee issued ballot number 342 to Alfred Hamm, showing his book number as H-721, when it should have been H-741. Your Committee has counted this day's ballots cast as valid ballots cast in the port for the day.

BALTIMORE:

On November 9th, 1960, the Baltimore polls committee issued ballot number 999 to S. R. Gordon, showing his book number as G-542, when it should have been G-452. Your committee has counted this day's ballots as valid ballots cast in the port for the day, as the error made was only a transposition of numbers.

On December 5th, 1960, the Baltimore

UNION TALLYING COMMITTEE'S REPORT

polls committee issued ballot number 1185 to Allen D. Beverstock, showing his book number as B-1058, when it should have been B-1053. Your committee has counted this day's ballots as valid ballots cast in the port for the day.

NORFOLK:

On November 4th, 1960, the Norfolk polls committee voided ballot number 1701 that had been signed for by W. F. Pulliam, P-626. This ballot was voided on the roster by the polls committee because they couldn't find their rubber stamp with which to stamp the man's book. However, they recommended that the day's ballots be counted as valid ballots. In line with the Norfolk polls committee's recommendations your Union tallying committee has counted the aforementioned day's ballots as valid ballots cast.

On November 21st, 1960, the Norfolk polls committee for the day, failed to fill in the date and name of the port in the certification contained on the envelope in which the ballots for the day were contained. Your Union tallying committee has counted these ballots for this day as valid ballots cast.

On November 30th, 1960, the Norfolk polls committee issued ballot number 1757 to A. F. Morris, M-1164, and then voided same without giving any reason. They then issued Brother Morris ballot number 1758 which he was allowed to vote. Your Union tallying committee has tallied the votes cast in the Port of Norfolk on November 30th as valid ballots cast.

JACKSONVILLE:

On November 1st, 1960, the polls committee for the port of Jacksonville allowed a member to vote that was not in good standing. As a result of this error, this committee, the Union tallying committee, has voided the day's votes that were cast in the port.

On December 6th, 1960, F. Caine, C-698, one of the polls committee members for the Port of Jacksonville failed to list his book number alongside his name on the roster sheet for the port for the day. Your Union tallying committee has counted the ballots cast this date for the port as valid ballots, inasmuch as Brother Caine had signed the roster and the special meeting minutes of the day showed that he had been duly elected to the polls committee.

MOBILE:

On November 9th, 1960, the Mobile polls committee issued ballot number 2361 to F. L. Wilkerson, showing his book number as W-603, when it should have been W-643. Your committee has counted this day's ballots cast as valid ballots cast in the port for the day.

On November 18th, 1960, the polls committee for the Port of Mobile allowed a member to vote that was not in good standing. As a result of this error, this committee, the Union tallying committee, has voided the day's votes that were cast in the port.

On December 1st, 1960, the polls committee for the Port of Mobile issued ballot number 2527 to Charles Waldrop, showing his book number as W-375, when it should have been W-371. Your committee has counted this day's ballots cast as valid ballots cast in the port for the day.

On December 12th, 1960, the polls committee for the Port of Mobile issued ballot number 2570 to G. Marzett, showing his book number as M-1042, when it should have been M-1043. Your committee has counted this day's ballots cast as valid ballots cast in the port for the day.

NEW ORLEANS:

On November 10th, 1960, the polls committee for the Port of New Orleans issued ballot number 3199 to L. McCul-

lough, showing his book number as M-338. Your committee has counted this day's ballots cast as valid ballots cast in the port for the day.

On November 12 and December 13th, 1960, the polls committee for the Port of New Orleans allowed a member to vote that was not in good standing. As a result of these errors, this committee, the Union tallying committee, has voided the votes for each of these two days that were cast in the port.

HOUSTON:

On November 12, 1960, the Houston polls committee issued ballot number 4674 to S. Garcia, showing his book number as G-51, when it should have been C-53. Your committee has counted this day's ballots cast as valid ballots cast in the port for the day.

On December 13th, 1960, the polls committee for the Port of Houston issued what they thought was ballot number 4909 to N. E. Gronberg, G-390. After Brother Gronberg had cast his ballot, he then informed the polls committee that they had actually given him two ballots and that he had cast both ballots. A check of the stubs revealed that ballots 4909 and 4910 had been stuck together and that what Brother Gronberg reported was correct. Therefore, your committee, the Union tallying committee has voided the day's votes that were cast in the port.

On December 22nd, 1960, the polls committee for the Port of Houston allowed a member to vote that was not in good standing. As a result of this error, this committee, the Union tallying committee, has voided the day's votes that were cast in the port.

WILMINGTON:

On the following dates, the polls committees for the Port of Wilmington allowed members to vote that were not in good standing:

November 2nd, 1960; November 7th, 1960; November 10th, 1960.

December 21st, 1960; December 28th, 1960; December 30th, 1960.

As a result of the aforementioned errors, this committee, the Union tallying committee, has voided the votes that were cast in the port for the days above mentioned.

In addition to the above discrepancies, the Port of Wilmington polls committee on November 10th issued ballot 5225 to Mike Dikun, showing his book number as D-338, when it should have been D-348. They also issued ballot 5226 to R. F. Motika, showing his book number as M-138, when it should have been M-134. Your committee, the Union tallying committee has taken no action on these two discrepancies as these two ballots were a part of a day's ballots that had been voided by this committee. However, if this day's ballots had not been voided otherwise, your committee would not have voided this day's ballots on the basis of the two aforementioned discrepancies.

SAN FRANCISCO:

On November 4th, 1960, the San Francisco polls committee issued ballot number 5530 to Walter Seaman, showing his book number as S-578, when it should have been S-758. Your committee has counted this day's ballots as valid ballots cast in the port for the day, as the error made was only a transposition of numbers.

On the following dates, the polls committees for the Port of San Francisco allowed members to vote that were not in good standing:

November 1st, 1960; November 2nd, 1960; November 3rd, 1960; November 7th, 1960; November 10th, 1960; November 12th, 1960.

December 28th, 1960.

As a result of the aforementioned errors, this committee, the Union tallying committee, has voided the votes that

were cast in the port for the days above mentioned.

SEATTLE:

On November 1st and December 8th, 1960, the polls committees for the Port of Seattle allowed a member to vote that was not in good standing. As a result of these errors, this committee, the Union tallying committee, has voided the votes for each of these two days that were cast in the port.

SAN JUAN:

On the following dates, the polls committees for the Port of San Juan allowed members to vote that were not in good standing:

November 1st, 1960; November 3rd, 1960; November 10th, 1960; November 14th, 1960; November 15th, 1960; November 16th, 1960; November 18th, 1960; November 28th, 1960; November 30th, 1960.

December 5th, 1960; December 7th, 1960; December 12th, 1960; December 15th, 1960.

As a result of the aforementioned errors, your Union tallying committee, has voided the votes that were cast in the port for the days above mentioned.

CONCLUSION

As one of its closing actions, this Union tallying committee gives the following breakdown of votes that were voided, by port, date and number of votes cast on the voided date:

PORT	DATE	TOTAL VOTES VOIDED
New York	Dec. 5, 1960	27
Jacksonville	Nov. 1, 1960	12
Mobile	Nov. 18, 1960	3
New Orleans	Nov. 12, 1960	29
New Orleans	Nov. 13, 1960	27
Houston	Dec. 13, 1960	12
Houston	Dec. 22, 1960	8
Wilmington	Dec. 2, 1960	12
Wilmington	Dec. 7, 1960	6
Wilmington	Dec. 10, 1960	12
Wilmington	Dec. 21, 1960	3
Wilmington	Dec. 28, 1960	1
Wilmington	Dec. 30, 1960	2
San Francisco	Nov. 1, 1960	70
San Francisco	Nov. 2, 1960	36
San Francisco	Nov. 3, 1960	17

PORT	DATE	TOTAL VOTES VOIDED
San Francisco	Nov. 7, 1960	12
San Francisco	Nov. 10, 1960	9
San Francisco	Nov. 12, 1960	12
San Francisco	Dec. 28, 1960	8
Seattle	Nov. 1, 1960	22
Seattle	Dec. 8, 1960	6
San Juan	Nov. 1, 1960	24
San Juan	Nov. 3, 1960	7
San Juan	Nov. 10, 1960	9
San Juan	Nov. 14, 1960	11
San Juan	Nov. 15, 1960	3
San Juan	Nov. 16, 1960	10
San Juan	Nov. 18, 1960	1
San Juan	Nov. 28, 1960	6
San Juan	Nov. 30, 1960	4
San Juan	Dec. 5, 1960	2
San Juan	Dec. 7, 1960	4
San Juan	Dec. 12, 1960	5
San Juan	Dec. 15, 1960	4
TOTAL		436

You can readily see by comparing the number of voided ballots against the final tally of ballots that is annexed to and made a part of this report, that the voided ballots would not have changed the outcome of any job on the ballot.

Earlier in this report, your Union tallying committee referred to this section of the report as where they would deal with a letter received from John Cole C-8, and Leo Cronsohn, C-801.

Under the terms of our constitution, Article XIII, Section 5, sub-section (c), this committee, in addition to its other duties, is charged with the responsibility of the receipt and evaluation of any protests by any member who claims an illegal denial of the right to vote.

A careful examination of the letter from Brothers Cole and Cronsohn reveals that these two brothers are not claiming an illegal denial of the right to vote, but are making a complaint against some of the provisions of the Union's constitution, as well as complaining against alleged actions by various Union members.

This committee, because of the above-mentioned provision of our constitution,

UNION TALLYING COMMITTEE'S REPORT

has no authority to evaluate complaints of the type described above. We are limited by the constitution, to evaluating claims of an illegal denial of the right to vote. In this capacity, your committee checked the election records which show that Brother Cole voted on November 7th, 1960 in the Port of New York and that Brother Cronsohn voted on the same day in the same port. As a result of this, your committee has advised Brother Cole and Brother Cronsohn, by wire, that their letter has been received and read by this committee, but that this committee, under the terms of our Union constitution, is not empowered to act on their letter. In addition, and as was requested by Brother Cole and Brother Cronsohn in their letter, this committee has turned their letter over to headquarters to be read to the membership.

This committee finds that the protest of Cole and Cronsohn, is the only protest, written or otherwise, with respect to the conduct of the election. Your committee finds that the balloting took place in strict accordance with the constitution, and that what errors were made, were all of no importance, and of no measurable effect and could not influence the voting results and were dealt with in accordance with the spirit of the constitution.

It is of course, impossible to tally write-in votes that are illegible or where the ballot has been defaced. Therefore, in the case of write-ins that are illegible or when they appear on defaced ballots, this committee has carried such ballots under the heading of void ballots, in which category they properly belong. We recommend that the procedure on write-ins followed by this committee be upheld, inasmuch as it is impossible to count write-in votes

where the name written in is illegible or a voter defaces the ballot. If a man wants to write in a name, he ought to do so clearly, if he wants his write-in to be effective, and he must be careful not to place illegal marks on the ballot. This committee feels very strongly on this point.

The official tally of this committee is annexed to this report and made a part of it. Subject to the appropriate action of the membership at the "Election Report" meetings, it represents the basis for the action called for in Section 6, Article XIII, of the constitution.

Dated: January 13th, 1961

C. J. LOHR, Book #L-155
Elected in the Port of New York
ANTONIO FALCO, Book #F-423
Elected in the Port of Philadelphia
ROBERT JOHNSON, Book #J-85
Elected in the Port of Detroit
JOHN ZIEREIS, Book #Z-12
Elected in the Port of Houston
D. L. PARKER, Book #P-84
Elected in the Port of Mobile
GEORGE LITCHFIELD, Book #L-170
Elected in the Port of Baltimore
RAY VAUGHAN, Book #V-129
Elected in the Port of New Orleans
DONALD HICKS, Book #H-694
Elected in the Port of New York
LEO GILLIS, Book #G-255
Elected in the Port of Philadelphia
GEORGE RUF, Book #R-1
Elected in the Port of Detroit
J. C. COHEN, Book #C-688
Elected in the Port of Houston
E. KELLY, Book #K-197
Elected in the Port of Mobile
SALVATORE MESSINA, Book #M-1135
Elected in the Port of Baltimore
PHIL O'CONNOR, Book #O-54
Elected in the Port of New Orleans

OFFICIAL TALLY SHEET FOR ELECTION OF 1961-1964 OFFICERS

* DENOTES THAT MAN WAS ELECTED

	BOSTON	NY	PHIL.	BALT.	NORF.	JAX.	MIAMI	MOB.	NO	HOUST.	WILM.	SP	SEAT.	DET.	SAN JUAN	TOTALS
President																
Paul Hall, H-1	83	1,127	265	588	70	56	41	478	942	555	88	244	169	5	166	4,877*
No Votes	4	57	12	38	3	0	1	6	34	11	1	10	7	0	17	201
Voices	1	39	4	8	1	0	0	7	22	19	1	7	3	0	12	124
Write Ins	1	5	2	0	0	0	0	0	3	3	0	1	0	0	0	15
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Executive Vice-President																
Cal Tanner, T-1	82	1,078	262	562	71	56	39	480	933	550	87	238	167	5	150	4,760*
No Votes	5	108	17	65	2	0	3	5	50	18	1	16	9	0	35	334
Voices	1	39	4	7	1	0	0	6	18	19	2	7	3	0	10	117
Write Ins	1	3	0	0	0	0	0	0	0	1	0	1	0	0	0	6
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Secretary-Treasurer																
Al Kerr, K-7	82	1,074	259	569	72	56	38	471	936	547	88	240	167	5	149	4,753*
No Votes	6	114	19	59	1	0	4	14	49	22	0	16	9	0	35	348
Voices	1	36	4	6	1	0	0	6	16	18	2	6	3	0	10	109
Write Ins	0	4	1	0	0	0	0	0	0	1	0	0	0	0	1	7
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Vice-President In Charge Of Contracts																
Claude Simmons, S-1	81	1,074	253	565	71	56	39	479	935	550	88	239	167	5	153	4,755*
No Votes	7	116	24	63	2	0	3	7	40	21	1	17	9	0	32	351
Voices	1	34	4	6	1	0	0	5	16	16	1	6	3	0	10	103
Write Ins	0	4	2	0	0	0	0	0	1	1	0	0	0	0	0	8
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Vice-President In Charge Of The Atlantic Coast																
Earl (Bull) Shepard, S-2	81	1,061	262	582	71	56	39	472	943	551	88	235	168	5	148	4,762*
No Votes	7	124	17	46	2	0	3	14	39	19	1	19	8	0	37	336
Voices	1	37	4	5	1	0	0	5	19	15	1	7	3	0	10	108
Write Ins	0	6	0	1	0	0	0	0	0	3	0	1	0	0	0	11
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Vice-President In Charge Of The Gulf Coast																
Lindsey J. Williams, W-1	83	1,068	259	568	72	56	40	476	954	550	87	240	169	5	144	4,771*
No Votes	5	122	19	60	1	0	2	9	26	22	2	16	7	0	40	331
Voices	1	35	5	5	1	0	0	6	20	15	1	6	3	0	11	109
Write Ins	0	3	0	1	0	0	0	0	1	1	0	0	0	0	0	6
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217

OFFICIAL TALLY SHEET FOR ELECTION OF 1961-1964 OFFICERS

*DENOTES THAT MAN WAS ELECTED

	BOSTON	NY	PHIL.	BALT.	NORF.	JAX.	MIAMI	MOB.	NO	HOUST.	WILM.	SP	SEAT.	DET.	SAN JUAN	TOTALS
Vice-President In Charge Of The Lakes and Inland Waters																
Al Tanner, T-12	78	1,059	254	567	72	56	39	477	921	547	88	235	166	5	148	4,712*
No Votes	10	130	24	62	1	0	3	9	63	24	1	20	10	0	38	395
Voids	1	25	4	5	1	0	0	5	17	16	1	7	3	0	9	104
Write Ins	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	6
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Headquarters Representatives																
John Cole, C-8	31	210	103	167	31	14	11	103	253	206	31	87	73	0	47	1,367
William (Bill) Hall, H-272	72	1,014	217	505	63	54	37	436	847	478	77	215	145	5	133	4,298*
Edward (Eddie) Mooney, M-17	72	946	219	523	60	54	36	441	866	472	76	195	141	5	131	4,237*
Freddie Stewart, S-8	67	940	207	487	43	43	30	394	783	414	62	180	127	5	125	3,907*
No Votes	16	366	72	175	13	0	9	57	137	59	15	73	48	0	107	1,147
Voids	9	204	30	45	12	3	3	42	117	135	9	36	3	0	42	690
Write Ins	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Totals	267	3,684	849	1,902	222	168	126	1,473	3,003	1,764	270	786	537	15	585	15,651
New York Port Agent																
Paul Drozak, D-180	56	738	169	362	55	47	32	372	697	424	71	175	116	5	110	3,449*
No Votes	32	459	111	244	18	9	10	113	284	150	19	80	62	0	77	1,668
Voids	1	19	2	7	1	0	0	4	12	12	0	6	1	0	7	72
Write Ins	0	12	1	1	0	0	0	2	8	2	0	1	0	0	1	28
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
New York Joint Patrolman																
John Arabasz, A-2	80	816	220	533	60	48	31	387	777	459	70	188	131	5	92	3,897*
E. (Scotty) Aubusson, A-8	60	950	200	474	50	48	32	391	764	436	68	191	120	5	113	3,902*
John Bucci, B-780	34	596	139	380	32	45	21	336	568	224	52	124	55	5	59	2,670*
Robert J. Burns, B-187	29	219	70	105	30	8	11	81	214	199	11	65	42	0	27	1,111
Daniel (Dan) Butts, B-628	18	275	70	117	27	9	4	73	224	173	12	63	58	0	59	1,182
John Cabral, C-200	28	137	48	71	18	8	5	49	133	115	10	43	40	0	19	724
Stephen Carr, C-70	32	351	80	133	35	14	9	85	255	234	18	87	68	0	40	1,441
Leo Cronsohn, C-801	18	100	37	75	17	4	4	44	136	108	6	35	41	0	16	641
Joseph (Joe) Di Giorgio, D-2	35	655	139	400	40	44	28	336	648	301	58	134	69	5	60	2,952*
S. G. (Steve) Di Girolamo, D-76	11	160	28	69	13	4	6	38	142	88	7	43	35	0	20	664
Harry D. Fitzgerald, F-371	27	186	79	123	18	9	5	59	182	157	12	53	48	0	27	985
Louis (Lou) Goffin, G-7	53	831	171	426	36	48	32	355	709	357	65	158	96	5	97	3,439*
Howard Guinier, G-3	49	849	157	405	28	44	29	350	659	317	57	145	87	5	96	3,277*
E. (Skippy) Guszczynsky, G-71	12	177	44	81	14	4	6	34	130	92	9	38	31	0	23	695
E. (Babe Miller) Hernandez, H-7	35	739	125	334	18	42	33	330	600	265	54	116	54	4	113	2,862*
Luigi Iovino, I-11	12	153	34	46	10	4	2	35	96	68	8	31	24	0	39	562
Robert C. Meloy, M-1056	21	110	58	87	15	9	8	51	128	148	9	45	60	0	19	768
Frank Mongelli, M-1111	27	626	106	331	14	41	21	316	507	200	50	89	42	5	57	2,432*
Peter Patrick, P-182	19	168	56	89	16	2	4	62	156	151	11	46	53	0	20	853
Charles Scofield, S-186	41	60	137	380	18	46	23	238	620	259	53	122	65	4	57	2,843*
William John Smith, S-60	17	180	105	82	23	6	3	62	162	137	12	60	51	0	34	934
Charles Stambul, S-578	18	111	46	57	7	3	2	32	107	83	10	36	31	0	17	560
Keith Terpe, T-3	51	776	182	434	43	50	29	384	734	412	57	155	115	5	105	3,532*
Raymond Torres, T-31	14	191	46	68	11	5	8	43	143	117	6	55	26	0	45	778
Norman E. Wroton Jr., W-256	16	124	65	81	45	3	5	55	121	151	7	49	46	0	27	795
No Votes	102	1,543	276	799	52	2	49	374	795	279	18	269	242	2	468	5,270
Voids	30	560	110	160	50	10	10	210	300	350	150	180	60	0	200	2,380
Write Ins	1	17	2	0	0	0	0	0	0	0	0	0	0	0	1	21
Totals	890	12,280	2,830	6,340	740	560	420	4,910	10,010	5,880	900	2,620	1,790	50	1,950	52,170
Philadelphia Agent																
Steve (Blackie) Cardullo, C-1	53	845	191	417	47	49	29	403	791	374	69	171	98	5	112	3,654*
Harry Gerle, G-269	28	200	77	143	22	6	10	59	153	168	20	63	69	0	32	1,050
No Votes	5	132	2	61	2	1	3	24	32	26	0	20	11	0	35	354
Voids	3	48	11	13	3	0	0	5	25	20	1	8	1	0	16	154
Write Ins	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Philadelphia Joint Patrolman																
John Hetzell, H-6	72	938	263	520	59	52	37	422	829	497	76	206	139	5	123	4,238*
Raymond (Ray) Oates, O-2	74	966	253	528	65	54	34	437	844	512	81	216	149	5	128	4,346*
No Votes	32	521	42	215	22	6	13	117	319	149	23	98	68	0	125	1,750
Voids	0	24	8	4	2	0	0	6	10	18	0	4	2	0	14	92
Write Ins	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
Totals	178	2,456	566	1,268	148	112	84	982	2,002	1,176	180	524	358	10	390	10,434
Baltimore Agent																
Rexford (Rex) Dickey, D-6	81	982	248	549	68	55	37	439	879	530	87	220	160	5	137	4,477*
No Votes	8	228	32	82	5	1	5	50	116	47	3	39	18	0	50	684
Voids	0	15	2	1	1	0	0	2	5	9	0	3	1	0	8	47
Write Ins	0	3	1	2	0	0	0	0	1	2	0	0	0	0	0	9
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Baltimore Joint Patrolman																
James C. Barnette, B-104	45	491	134	233	46	14										

OFFICIAL TALLY SHEET FOR ELECTION OF 1961-1964 OFFICERS

*DENOTES THAT MAN WAS ELECTED

	BOSTON	NY	PHIL.	BALT.	NORF.	JAX.	MIAMI	MOB.	NO	HOUST.	WILM.	SP	SEAT.	DET.	SAN JUAN	TOTALS
New Orleans Agent																
C. J. (Buck) Stephens, S-4	73	973	247	532	66	54	35	450	909	502	81	214	157	8	129	4,427*
No Votes	16	230	30	99	7	2	7	39	86	74	8	44	21	0	60	723
Voids	0	22	5	3	1	0	0	2	6	12	1	4	1	0	6	63
Write Ins	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
New Orleans Joint Patrolman																
George E. Annis, A-230	13	197	52	78	16	7	5	41	145	101	18	61	40	0	22	796
Carl E. (Red) Gibbs, G-60	27	338	83	134	29	8	7	75	161	168	19	70	72	0	40	1,231
Belarmino (Bennie) Gonzalez, G-4	45	710	145	385	32	45	34	335	628	283	65	148	79	5	95	3,034*
A. W. (Andy) Gowder, G-352	23	163	49	71	16	4	4	42	80	93	13	45	44	0	20	667
Jack O. Kennedy, K-228	23	197	69	88	20	6	6	99	117	125	16	64	48	0	37	915
W. J. (Bill) Mitchell, M-22	19	239	54	73	18	7	2	54	152	138	11	58	49	0	31	905
Milton J. Phelps, P-479	12	97	27	51	13	5	11	47	83	64	6	27	22	0	15	480
Eugene Ray, R-321	23	149	46	67	14	3	2	30	92	78	16	38	33	0	28	619
Albert (Hooks) Richoux Jr., R-261	12	59	25	31	8	1	8	50	108	57	2	21	13	0	16	411
Charles M. (Whitey) Tannehill, T-5	41	728	167	435	44	49	27	368	817	385	62	161	98	5	83	3,470*
Herman M. Troxclair, T-4	35	569	143	366	27	43	27	360	812	257	55	123	67	5	78	2,967*
Steven (Steve) Zubovich, Z-13	39	574	153	412	31	45	16	313	642	382	54	127	77	5	72	2,942*
No Votes	32	685	87	285	16	1	11	106	79	97	7	77	50	0	183	1,716
Voids	12	197	32	60	12	0	8	44	88	124	16	28	24	0	60	705
Write Ins	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Totals	356	4,912	1,132	2,536	296	224	168	1,964	4,004	2,352	360	1,048	716	20	780	20,868
Houston Agent																
Robert A. Matthews, M-1	81	1,024	246	560	66	55	38	464	914	545	86	226	160	5	132	4,602*
No Votes	8	169	34	70	7	1	4	24	78	32	4	30	16	0	56	533
Voids	0	32	3	4	1	0	0	3	8	10	0	4	3	0	7	75
Write Ins	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	7
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217
Houston Joint Patrolman																
Theodore (Ted) Babkowski, B-1	44	767	160	429	40	46	27	353	629	303	57	171	145	5	87	3,263*
Charles M. Kimball, K-2	62	858	201	476	55	49	35	439	819	495	67	186	116	5	106	3,969*
Oscar N. Raynor, R-520	23	161	69	82	16	5	5	51	97	98	22	39	23	0	28	719
James L. (Jimmie) Tucker, T-22	26	275	82	139	27	9	11	90	309	180	25	76	38	0	47	1,334
No Votes	17	297	44	116	8	1	4	29	82	32	2	32	28	0	82	775
Voids	6	92	10	26	2	2	2	20	66	68	6	18	8	0	40	366
Write Ins	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	8
Totals	178	2,456	566	1,268	148	112	84	982	2,002	1,176	180	524	358	10	390	10,434
Detroit Agent																
Martin (Marty) Breithoff, B-2	77	1,046	245	557	71	56	37	455	908	535	87	229	161	5	138	4,697*
No Votes	12	146	34	75	2	0	5	32	83	39	3	28	17	0	48	524
Voids	0	31	4	2	1	0	0	4	10	13	0	4	1	0	9	79
Write Ins	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	7
Totals	89	1,228	283	634	74	56	42	491	1,001	588	90	262	179	5	195	5,217

HEADQUARTERS TALLYING COMMITTEE'S BREAKDOWN OF WRITE-INS

NAME OF CANDIDATE	BOOK NUMBER	JOB FOR WHICH RECEIVED WRITE IN	BOST.	NY	PHIL.	BALT.	NORF.	JAX.	MIAMI	MOB.	NO	HOUST.	WILM.	SP	SEAT.	DET.	SAN JUAN	Total Votes Received
Robert Frazer	F-65	President	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Joe Algina	A-1	President	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
John Cole	C-8	President	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	4
Al Whitmer	Not Given	President	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
John Doe	Not Given	President	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Joseph Citizen Glurman	Not Given	President	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Gene Dakin	Not Given	President	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Homer Wilson Gill	Not Given	President	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
A. Hickey	H-225	Executive Vice President	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
John Cole	C-8	Executive Vice President	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Leo Cronsohn	C-801	Executive Vice President	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
John Doe	Not Given	Executive Vice President	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Joe Algina	A-1	Executive Vice President	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Nick Funkun	Not Given	Secretary-Treasurer	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
John Doe	Not Given	Secretary-Treasurer	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Joe Algina	A-1	Secretary-Treasurer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Leo Cronsohn	C-801	Secretary-Treasurer	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Joe Volpin	V-1	Secretary-Treasurer	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
John Cole	C-8	Secretary-Treasurer	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Charles Tannerhill	T-5	VP in charge of Contract	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Leo Cronsohn	C-801	VP in charge of Contract	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
John Cole	C-8	VP in charge of Contract	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
James Doyle	Not Given	VP in charge of Contract	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Mike Tomer	Not Given	VP in charge of Contract	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bill Hall	H-272	VP in charge of Contract	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
John Doe	Not Given	VP in charge of Contract	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Leo Cronsohn	C-801	VP Charge Atlantic Coast	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
John Cole	C-8	VP Charge Atlantic Coast	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Rexford Dickey	D-6	VP Charge Atlantic Coast	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Bill Hall	H-272	VP Charge Atlantic Coast	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
John Arabasz	A-2	VP Charge Atlantic Coast	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
W. W. Reed	R-339	VP Charge Atlantic Coast	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
James Bullock	Not Given	VP Charge Atlantic Coast	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
John Doe	Not Given	VP Charge Atlantic Coast	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Tex Strichlan	Not Given	VP Charge Atlantic Coast	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
John Cole	C-8	VP of Gulf	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Leo Cronsohn	C-801	VP of Gulf	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Al Tanner	T-12	VP of Gulf	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Stephens	Not Given	VP of Gulf	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
John Doe	Not Given	VP of Gulf	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Leo Cronsohn	C-801	VP in Lakes	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
John Cole	C-8	VP in Lakes	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Marty Briethoff	B-2	VP in Lakes	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Ray Oates	O-2	VP in Lakes	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
John Doe	Not Given	VP in Lakes	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Frenchie Ruff	R-1	Headquarters Rep.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Leo Cronsohn	C-801	Headquarters Rep.	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

HEADQUARTERS TALLYING COMMITTEE'S BREAKDOWN OF WRITE-INS

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**'Election Report' Meetings Will Be Held
In The Following Constitutional Ports:**

New York—675 4th Ave., Bklyn.
Philadelphia—2604 S. 4th Street
Baltimore—1216 E. Baltimore St.
Detroit—10225 W. Jefferson Ave.
Houston—4202 Canal Street
New Orleans—523 Bienville Street
Mobile—I South Lawrence Street

February 6, 1961
February 7, 1961
February 8, 1961
February 10, 1961
February 13, 1961
February 14, 1961
February 15, 1961