

Now back from run to Cuba, SIU-manned freight-Mercy Ship. er Morning Light (Waterman) is pictured loading prisoner ransom cargo at New Orleans early in May. She returned with load of Cuban refugees.



Progress Report. Shows nearly-completed exterior after brickwork was slowed by bad weather. Hall should be ready for Outside view of new SIU hall in Norfolk occupancy before next fall.



Scene at recent Philadelphia waterfront fire shows **Dock Fire**



Backs SIUNA-MTD Stand

House Tax Bill Hits Loophole For Runaways

Story On Page 8

SIU Co's Seek New Ship Aid

Eye Expanded 3 Bulkships Gulf Service For US Fleet

Story On Page 2

SIU TOPS RUNOFF, WINS SABINE TUGS

Story On Page 3

re. SIU tugs and others rushing to aid barge workers caught on burning pier. SIU-manned tug Saturn rescued eight men who jumped from pier to escape blaze.



Movie Time. "Standing room only" audience is pictured at movie screening in New Orleans SIU hall while reels were being changed on projector (rear, left). Feature films are shown in lunch break between job calls.

'Can't Catch Up'

NAVY STUDY CITES SHIPBUILDING LAG, **VITAL SHIP NEEDS**

Merchant Fleet 'Near Obsolete' Under US Replacement Program

See Page 7

Page Two

SIU Co's Make Bid For Bulkship Funds, **Added Gulf Subsidy**

WASHINGTON-In another attempt to get the Federal Government to reverse its policy of denying construction aid for modern bulk carriers, the SIU-contracted Penn Ship-

ping interests have applied ? for a subsidy to build three for three proposed 24,640 deadnew bulk vessels for operation in world-wide trade.

In a separate subsidy development, SIU - contracted Bloomfield Steamship has applied to the MA for operating subsidy on Trade Routes 13 (US Gulf-Mediterranean) and 22 (US Gulf-Far East). Bloomfield's present operating subsidy agreement only covers Trade Route 21 between the US Gulf, United Kingdom and Northern Europe.

Penn Steamship has applied for a construction subsidy to help pay

US, Canada Ship Talks Continuing

WASHINGTON-A series of top level meetings among US and Canadian labor and Government officials has been held during the past two weeks in renewed efforts Upper Lakes Shipping Company and the SIU of Canada.

Participants at various meetings both here and in Canada have included US Labor Secretary W. Willard Wirtz, Canadian Labor AFL-CIO President George Meany, President Claude Jodoin of the Canadian Labor Congress and SIUNA President Paul Hall.

Attending a North Atlantic Treaty Organization meeting In Ottawa, US Secretary of State Dean Rusk also reportedly discussed some of the issues in the dispute with Canada's new prime minister, Lester B. Pearson.

The Rusk-Pearson talks followed an earlier conference between Pearson and President Kennedy at Hyannis Port, Mass., where the shipping dispute was one of the topics of discussion.

Meanwhile, amid threats by CLC representatives to attempt a new boycott of American shipping in the St. Lawrence Seaway, picketing against Upper Lakes ships in the US continues.

weight-ton bulk carriers. In the past, however, the MA has refused to grant subsidies for bulk carriers. This follows a policy of giving Government aid only to general cargo and liner vessels, even though American foreign trade cargoes now consist mainly of basic raw bulk materials.

Last year, Secretary of Commerce Luther Hodges became embroiled in a public furor when he denied construction subsidies on two large ore carriers for the SIUcontracted Ore Navigation Inc.

Penn Steamship presently operates two tankers and four bulk carriers manned by the SIU in world-wide trade. Its proposed bulk carriers would have modern propulsion machinery capable of 16 knots. This, combined with efficient cargo-handling equipment to provide fast turnaround, would permit operation in competition with foreign-flag ships without operating subsidy, the company says.

Bloomfield first indicated its interest in expanding its subsidized operations last fall, when it applied to resolve the dispute between the for a 20-year extension of its existing contract with the Government for Trade Route 21. The original contract was granted in 1953.

The company now has four ships and would probably need four more to provide the 16 to 24 sail-Minister Allan J. MacEachen, ings per year it proposes on each of the two additional routes.

Kings Pt. Grad In Space Job

KINGS POINT, NY - US astronaut Elliot M. See visited here last month as a guest speaker before the corps of cadets at the Merchant Marine Academy and was feted like a conquering hero. See is a graduate of the Kings Point class of 1949, but never did go to sea on a merchant ship. He is one of the new team of American astronauts named last summer to test manned spacecraft and is working on the moon-landing vehicle being developed by Grumman Aircraft. He's a Navy jet pilot.





Touring SIU headquarters facilities during visit to US, Hydara Sisay, secretary of the Dock Workers Union in Gambia, Africa, is pictured with Naomi Spatz of the AFL-CIO Committee For the United Nations. SIU records department staffer (not shown) was explaining Union procedures on maintaining membership records when the cameraman came by.

Union-Made Goods Spark US Exports

"High-wage, highly-unionized" industries accounted for the bulk of US exports last year, according to an analysis by the AFL-CIO in the current issue of the "American Federationist." The study, an Eco-

ly magazine, points out that the US has "done very well" in the highly-competitive world market.

In 1962, as has been the case for more than a half a century, the US exported more goods than it imported. Last year's favorable "balance of trade" came to \$4.3 billion.

In "flat contradiction" of the claim that high wages are pricing the US out of world markets, the article points out that the wage gap has been more than overcome through "research, technology and skilled labor."

The problem of world tradeand of the US share of the market -is not a simple question of "underselling" competitors or even of producing better-quality goods, the analysis emphasizes.

One factor is the economic health and prosperity of the nations with which the US trades. The article points out: "Buyers in other countries, like people everywhere, tend to buy more when they are rich and thriving than when threatened by a rainy day.

"When its economy is booming, a nation imports much more than when there's a recession because

nomic Trends & Outlook fea- the boom not only creates needs ture of the AFL-CIO's month- for more goods to keep going but also because businessmen feel confident about buying."

Likewise, a slowdown in the US economy may have a crippling effect on the economy of nations which depend on the US as a market for their products-particularly raw materials. This, in turn, reduces their ability to buy American products.

So long as world trade grows, the US can increase its exports without damage to the economy of friendly nations, the article notes. But it suggests that before the battle for shares of market becomes too intense, the US should remember that the industrial nations with whom it "competes" for overseas business are also the chief customers for US products and America's political allies.

NLRB Nixes **Hoffa Union** Vote Bait

ST. LOUIS-The National Labor Relations Board has set aside a

Court Sets Frustees In

NEW YORK-The Bull Line-Kulukundis American-flag shipping operation took another step toward eventual reorganization last week when Federal Judge Thomas F. Croake appointed two co-trustees to handle a complete financial reorganization.

The trustees, Theodore W. Kheel and Raymond J. Scully, will conduct an investigation of company affairs and attempt to arrange a reorganization allowing the companies to remain in business. In the meantime, the trustees will be operating the companies.

The judge's action appointing the trustees included a stay to prohibit further forclosures and lien procedures against vessels in the Manuel E. Kulukundis shipping empire. Ten ships of about 25 owned by Kulukundis interests have already been sold.

Kulukundis is presently attempting to raise sufficient capital to reactivate the fleet under the trusteeship arrangement.

The judge's stay order preventing further liens on Bull Line-Kulukundis vessels does not prohibit sale of two of the ships, the Emilia, tied up in Brooklyn, and the Rocky Point in Baltimore. Two other ships, the Ines and the Elizabeth, have already been sold in Aden for the equivalent of \$280,-000 and \$224,000 respectively.

Monies derived from the sale of Bull Line-Kulukundis vessels will be used to pay creditors, which include the SIU and other shipboard unions, plus SIU crewmembers with liens against individual ships for wages due.



BALTIMORE_The SIU United Industrial Workers got a good head start on a newly-announced AFL-CIO organizing drive in this area by winning its third and fourth consecutive National Labor **Relations Board elections among** local plant workers.

The newest wins came in voting at Adell Plastics and at the Automotive Sales & Service Company.

A coordinated Baltimore-Wash-

May 31, 1968

Department Store Workers Back SIU



Officials and members of Retail, Wholesale and Department Store Union Local I-S support strike of SIU industrial workers at Jay-Kay Metals by urging shoppers outside Gimbel's Department Store, New York, not to buy the company's "Rotobroil" products. Strike against Jay-Kay over company's contract renewal offer has been going on since April 2 at plants in Long Island City and the Bronx. Local I-S President Sam Kovenetsky is in foreground (right).

March 21 election in which Teamster Local 405 won a narrow victory over SIUNA Transportation Services & Allied Workers Local 1 on the grounds that the Teamsters used free food as vote bait on election day.

Balloting among Marcella Cab Company drivers was set aside when an NLRB investigation found that the Teamsters gave out free food to the workers "under circumstances under which employees would reasonably believe that the gift was conditioned on their voting for the Teamsters in the election."

Meanwhile, over 200 drivers for Yellow Cab recently voted SIU-TSAW by almost four to one in a separate election conducted by the NLRB on a petition by the Teamsters.

TS&AW Local 1 was victorious over Local 405 by a wide margin of 186 to 55. The Teamster local had represented the 280 Yellow Cab drivers until about a year ago when the drivers voted them out and then affiliated with the SIU- few weeks ago by a count of nearly TSAW.

ington campaign to bring over 100,000 unorganized workers into the AFL-CIO fold was announced by Federation President George Meany earlier this month. He said the drive will be patterned after a similar concerted drive in Los Angeles.

Over 500 plants have been allocated among participating unions for the upcoming organizing campaign in this area.

In its latest successes, the SIU-UIW won a 10-7 victory at Adell Plastics covering 21 workers. Balloting earlier at the Automotive Sales & Service Company produced a count of 57-23 for the SIU-UIW. Pact talks at both concerns where the UIW has been declared the bargaining agent for company employees are already getting underway.

The two victories follow another pair of wins in this area. Capitol Generator Company was organized by the UIW by a 20-5 election margin in February, and Vulcan Detinning Company went UIW a three to one. and the set of the set of

SEAFARERS LOG

Page Three



Visiting New York for the first time, the new SIU-manned cable ship Long Lines (top) shows off cable-handling gear at the stern. Operated by Isthmian, the vessel will make training trips most of the summer before heading out to lay new trans-Atlantic cable link. Above (I-r), Seafarers Oscar Raynor, SIU Port Agent Joe DiGeorge and Seafarer William Sauder look over 2-way repeaters which are spliced into cable to amplify signal.

Bonner Hearings Recess Again

US Names New Labor Panel

WASHINGTON-President Kennedy last week named a permanent 12-man panel of labor and industry representatives as an advisory group to assist the Federal Mediation and Conciliation Service in efforts to resolve pending and future labor-management disputes.

The purpose of the panel is + to serve as a tool in "making The appointment of the advisory group is authorized by a seldom used section of the 1947 Taft-Hartley Act.

Members of the panel are | which said the President has acted industrial peace more certain evenly divided between labor and management and were named for partly upon the recommendation management and were named for of William E. Simkin, director of the mediation service. terms of from one to three years. No similar panel has been in office since 1950, according to a White House announcement,



House Bill Attacks **Special Tax Break** For Runaway Ships

WASHINGTON-A bill to make American runaway-flag ship operators subject to US tax laws was proposed in the House of Representatives last week by Rep. Thomas L. Ashley (D-Ohio). The proposal closely parallels the measures recommended earlier this year by the AFL-CIO Maritime Trades Department to close off the tax loophole favoring runa ways over American-flag vessels.

The MTD specifically proposed an amendment to Section 883 of the Internal Revenue Code of 1954 at its executive board ses-tween US and runaway ships posed bill would amend Section 883 to apply the same income tax

sions last February, to nar- in the same trade. The pro-

provisions to runaways as now apply to American-flag vessels.

Delegates to this month's SIUNA convention strongly supported attempts to secure this type of tax legislation. Introduced on May 23, the Ashley bill has been referred to the House Ways and Means Committee for consideration. Rep. Ashley is a member of the Merchant Marine and Fisheries Committee.

Under the language of his proposed legislation, vessel earnings would not be exempt from taxation "if a substantial part of the ownership and/or control of such ship, or ships, is vested in a citizen of the United States, or any partner, affiliate or subsidiary of such citizen, and if such ship, or ships, regularly serves a port or ports of the United States, and if a substantial portion of the gross income of such ship, or ships, is derived from commerce of the United States."

According to Navy Department figures covering runaway ships under "effective US control" as of January 1, 1963, up to 414 American-owned vessels would be involved.

The MTD proposal to attack the runaways on the tax front came a few days before the US Supreme Court formally ruled on February 18 of this year that American labor law could not be applied to cover the "internal management and affairs" of foreign vessels with alien crews. This ruling blocks for the present further organizing of runaway vessels.

"Quite clearly," Rep. Ashley (Continued on Page 8)

US Co's On Safari; **Hunt New Loophole**

Many US shoreside companies which originally set up foreign operations to avoid paying US taxes are now in a mad scramble of reorganization. Their aim is to slip through loopholes in the new +

foreign income provisions of the Revenue Act of 1962 which went into effect late last year.

The new tax law aims at taxing on a current basis many profits of US-owned holding and trading companies located in low-tax countries such as Switzerland, Liechtenstein, Monaco and others. Previously, earnings of US companies in these foreign tax havens were taxable only if they got back to the US as dividends.

foreign operations primarily to get under the law and avoid paying US taxes, though some were legitimately set up to provide funds for foreign investment and are an integral part of the countries where they are located.

The essential difference between land-based foreign operations and the American-owned runaway ship companies is that the ship firms are almost exclusively "non-beneficial" to the countries where they are located, since they hire few foreign nationals, rarely if ever visit the ports where the ships are registered and have no genuine link to the flag their ships fly.

ways to beat the law.

US companies set up many

The others have been hiring lawyers and tax experts by the carload to find ways of slipping through the loopholes too.

It has been pointed out by some

observers that the new 1962 tax law is so complicated that it may in the long run have exactly the opposite effect than was intended. and that instead of bringing more money into the US treasury, it may bring in less. The big companies can afford to hire tax experts by the dozen to figure out

Runaway Cruise Woes

SIU Sweeps NLRB Voting To Win Sabine Tug Fleet

HOUSTON-Crewmembers of the Sabine Towing Company of Texas have designated the SIU Inland Boatmen's Union as their collective bargaining representative in a run-

off election conducted by the+ National Labor Relations announced on April 26, with the Board, according to an announcement this week.

The SIU received 81 votes to 72 for the Sabine Towboatmen's Federation, an independent organization. There were four challenged ballots.

The National Maritime Union's United Marine Division had previously had a contract covering the Sabine boatmen. Early this spring. the Sabine Towboatmen's Federation petitioned the NLRB for a representation election on the company's vessels.) The SIU then intervened to procure a place on the ballot.

SIU receiving 78 of the votes cast. The Sabine Towboatmen's Federation got 58 votes and the NMU's United Marine Division, Local 340, received 21 votes. Two ballots were challenged.

A runoff election was then ordered by the NLRB between the SIU and the Sabine Towboatmen's Federation, the independent union.

The Sabine company's 22 boats operate as harbor tugs in Port Arthur and Orange, Texas, and traverse the Intercoastal Canal and the Mississippi River. They are also engaged in deep-sea tow-Results in the first election were ing and tidelands operations.

appear "pointed steadily in the direction of greater maturity and responsibility."

In naming the members of the

panel, the President said he hoped

it would be an aid in stabilizing

labor-management relations, which

"There is an evident new willingness on the part of both sides in our industrial life to solve disputes peacefully," the chief executive added.

Labor members of the panel include representatives of the AFL-CIO general counsel's office, Building & Construction Trades Department, United Auto Workers, Machinists, Steelworkers and the Bridge, Structural & Ornamental Iron Workers.

Among the management representatives is J. Paul St. Sure. president of the Pacific Maritime Association, who will serve a three-year term.

At the same time, hearings again went into recess on the controversial Bonner bill which would lead to compulsory arbitration of disputes in the maritime industry. The latest testimony heard by the House Merchant Marine and Fisheries Committee opposing the bill was by two Gulf officials of the International Longshoremen's Association. The hearings began in March.

Often, hiring the experts and going through the complicated procedures of reorganization cost a company more than it would have to pay to the US in new taxes. At times these companies find after the reorganization that they still have to pay taxes, but now to a foreign country instead of to their own. Still the maneuvering and reorganizations go on.

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HERBERT BRAND, Editor; IRWIN SPIVACE, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACE, NATHAN SKYER, ALEXANDER LESLIS, HOWARD KESSLER, Staff Writers.

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MIAMI-Some travel folders just don't tell you everything.

The brochure describing the Miami-Nassau run of the Panamanian-flag Yarmouth neglected to tell its passengers that the food fare for the trip would be bread (no butter), water and a dry lettuce salad.

The economy drive really hit this runaway-flag ship when, on a recent return trip to Miami, 24 waiters stayed in Nassau and the steward locked his cabin door, obviously in defense of his life.

A spokesman for the liner shrugged off the famine of the passengers by explaining that some of the debarking passengers looked obese" anyway.

The spokesman for the company didn't give any hint about how the crew looked.



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

May 1 - May 15, 1963

shipping and for ships in port, although the figures still show an ample number of jobs available on the board that were passed up by class A seniority men. The dispatch total for all ports was 1,246 jobs, compared to 1,413 during the previous period.

Registration was also off a bit, reaching a total of 1,381. was a further reduction in the number of men still registered on the beach at the end of the period. This figure stood at 3,458 at the close of business on May 15.

Only a few ports managed to report any increase in shipping for these two weeks in the face of the downtrend. This includes New York, Norfolk and Jacksonville, which were available.

The past two weeks witnessed a slight slowdown in SIU, showed some gains, plus New Orleans to a lesser degree. Philadelphia, Baltimore and Mobile were active but not busy. Houston fell back again and the rest of the ports, particularly on the West Coast, were slow.

> The number of ships in port was off the usual pace, but least of all in the sign-on column. This factor helped move men out in several ports. New York listed 46 visits, New

Orleans 41 and Houston 33. Philadelphia's 21 visits appar-However, the listings for all ports show that the net result ently didn't require much in the way of replacements, since that port shipped only 35 men for two weeks.

> A breakdown of the shipping by seniority groups shows that class A men took 55 percent of the jobs, class B men filled 34 percent and class C handled the balance. The rises were in the "B" and "C" portions, so this means class A men passed by a number of jobs in the various ports where they

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Question: What reading matter do you prefer most on a long trip?

Catalino Ramos: Detective stories are my favorite. Not only



are they interesting, but they keep you fasci-nated all the way through. I prefer Perry Mason stories to most other detective novels. Whenever I'm in port,

I always keep my TV tuned to Perry Mason.

t \$ t

G. Rocafort: Aside from the newspapers, I like books on travel. You do a lot of

travelling as . seafarer and I like to know just what the interesting facts are about a country or a port. Of them all, the US and Europe particularly are my

favorite travel spots. \$

\$ \$

and our industry.

I read the LOG.

I'm really inter-

ested in the Wel-

Adolph de Marco: The newspapers are what I like, but for the latest informa-



Union has taken to improve the welfare of its members.



Klaus P. Schluter: My favorites are the weekly news magazines

like Time, Life and Newsweek. They keep you posted on world affairs. Esquire has some good stories in it to supplement the reading matter in our SIU



t

Mike Anzalane: All kinds of reading matter are OK with me.

long





A good sea story seems to be in the wind here, as Seafarer Pat Regas (2nd from left) spins one for a group of fellow Seafarers at the New Orleans SIU hall. Pictured (I-r) are John W. Picou, Regas, Raul Vives and Nathan Goldfinger.

'Essential' Route May Win US Okay

NER RUN GETS 2nd CHANCE

WASHINGTON-Commerce Secretary Luther H. Hodges has set aside a decision of the Maritime Subsidy Board against a proposal by Atlantic Express Lines to provide subsidized passenger-cargo service to Europe from Baltimore, Philadelphia and Norfolk, and

has ordered a full review of + the company's proposal.

The Commerce Secretary's roll-on/roll-off facilities, to run decision to review the company's construction and operating subsidy application closely parallels a resolution passed at the recent tion on our jobs SIUNA convention calling for implementation of American-flag service on this trade route, which was designated as "essential" in Of all the news, 1957 by the Department of Commerce but is nevertheless still vacant.

fare and Pension Atlantic Express proposes to Plans to see what operate three specialized passen- ice on the North Atlantic route new steps our

ger and container ships, including | was adequate. from the Baltimore, Philadelphia jected by Maritime Administrator and the Hampton Roads area to the United Kingdom, the Netherlands, Belgium, France and Germany.

In its original application, the company had stressed the inadequacy of existing services from the Middle Atlantic area to North Europe. The plea was rejected 2-1 by the subsidy board, however. It upheld a previous ruling that serv-

Atlantic's application was re-Donald W. Alexander and James Gulick, deputy administrator. The dissenting vote was by General Counsel Lawrence Jones, who held that the service was inadequate and that there should be passenger service into the Middle Atlantic ports such as Atlantic Express proposed.

In reopening the application, Atlantic Express charged that the board's rejection was based on the erroneous finding that American vessels carried 41 percent of this country's traffic on the route in question. The company argued that 28 percent would be more correct.

While ordering a review of the subsidy board's split decision, Sec. Hodges said he was inclined right now to agree with the minority opinion, which pointed out that businessmen and farmers in the Middle Atlantic area had complained that inferior steamship services frustrated growth along the scaboard.

He questioned the original rejection of the company's application based on the finding that USflag services on the route involved were adequate., The Merchant Marine Act states that the nation's merchant fleet should carry a

"substantial portion" of this counforeign trade. Hodges

Rail Union Ads Spur Bill To Probe RR \$

WASHINGTON-The Railway Labor Executives Association is going all-out in its efforts to alert the public and the Congress to the dangers of the merger trend among

major railroads, moves which * could have an important af- been stalled in committee. fect on the remainder of domestic shipping in the US.

Spurred by the action of Sen. Vance Hartke of Indiana this month in asking the Senate to form a committee to study the financial structure of the railroad industry, the RLEA is seeking prompt Senate approval of his proposal (Senate Resolution 136). Separate legislation by other Senators urging a temporary moratorium on railroad mergers has

A series of daily newspaper advertisements taken by the RLEA and its member unions, including the SIUNA, have been appearing in newspapers in various parts of the country this month. They cite railroad "poverty" claims as a myth, based on the roads' nearly \$600 million in profits during 1962.

Urging public and labor support for the Hartke resolution and two Senate bills, S. 942 and S. 1138, designed to halt further mergers pending impartial study, the RLEA pointed out that not only is train passenger service being eliminated, but less-than-carload freight is next.

"The railroads are running as hard as they can do to avoid both -in a calculated effort to carry only high-profit carload freight.

"The railroads' pretext for wholesale slashes in service has been self-diagnosed 'poverty'-a publicity myth they spent millions of dollars to create.

"The facts expose this poverty as the myth it is. The railroads earned \$574,000,000 in profits in 1962. They have paid more than two-and-a-half billion dollars in dividends since 1956. They have increased their retained income to more than \$11 billion. The rail stock market value average rose more than 42% between October, 1962, and April, 1963.

"Bad as railroad service has become, it will get even worse if the railroad financiers continue to get their way. Proposed mergers, junking of lines, massive layoffs threaten to put the brakes on economic growth and endanger milltary defense."

Int'l Labor **Assist Nips**

NEW YORK - Spotlighting the need for trade union cooperation the world over, an International Ladies Garment Workers Union representative flew to Israel and convinced the Israeli labor federation that its members should not be used to help break a strike in the US.



Joseph Volpian, Social Security Director

Jobless Youth Poses Special Problem

The country's need for direct action and legislation in the areas of economic growth, employment and education is very well dramatized by what a top Labor Department official has called "one of the most explosive social problems in the nation's history"-namely, the youth unemployment crisis. The high jobless rate of young people, which is about triple that of adults, makes it plain that the national unemployment problem is much more serious than many realize.

More than 5.5 million young people will be seeking their first jobs in the next three years at the same time that low-skill non-farm jobs are disappearing, a Labor Department report points out. These youngsters will account for three of every four new labor force entrants in In general I use the 1963-65 period. Of this group of non-college-bound youth, nearly 3.5 million will have high school educations and some 2 million will he school drop-outs.





志 Willie Holmes, Sr.: I always take my Bible on every voyage. It's the

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志

best book in the world and everyone should read it in his spare time. When I'm not reading my Bible, I'd say that I keep up with Time magazine for an up-todate reporting on the news of the world.



trip

The report said that the job-finding problems of these teenagers are But I think myscomplicated by inadequate training, lack of vocational guidance, poor teries that are motivation and frequent job changes. "The handicaps faced by racial based on fact minorities, school dropouts, juvenile delinquents, physically or mentally keep my attention and interest disabled young persons and rural youth," it added, "create additional more than some burdens and employment problems."

Youth employment problems will be "especially acute" in some other types of states because the upsurge will not occur uniformly. The highest rate reading material. of increase of 14 to 19-year olds entering the labor force in 1960-65 will occur in the Pacific Coast states. California will have the greatest numerical boost, with a net gain of 297,000; New York will be second with some 113,000. In 11 states, the 1960-65 growth of teenage jobseekers will exceed the total increase of non-farm jobs which occurred in these states in the 1957-62 period.

The report said these states will have the greatest difficulty in providing jobs for young workers: New York, Pennsylvania, Ohio, Michigan, West Virginia, Connecticut, Indiana, Illinois, Kansas, Delaware, Louisiana and Montana. In some states where the youth employment problem already may be difficult, the report noted, the situation will be aggravated by the reentry into the labor force of college graduates and married women.

One encouraging trend was cited, however. The proportion of teenagers at work or seeking work who also continue with their schooling increased from about one-third in 1950 to nearly one-half by 1960. The sharpest improvement occurred in the Northeast, where the percentage rose from 25 percent to 47 percent. Even so, the report warned, many out-of-school teenagers will be searching for work even if this trend increases.

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

told the subsidy board:

"I believe the Congressional declaration of policy should be interpreted to mean we should consider a 50 percent objective as a goal."

Moving? Notify SIU, Welfare

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

Over 200 workers at the Elberton, Ga., plant of the Rhoda Lee Blouse Company and 100 other workers at Rhoda Lee plants in New York and Mt. Carmel, Pa., had previously been out on strike for nine weeks.

The strike began on February 19 when the union refused to accept substandard contract offers from the company. While picket action went on in the bitter cold of winter, the ILGWU charged the company was importing blouses made by union help in Israel and was marketing them with a company labe' sewn over the "Made-In-Israel" label.

Meeting with Israeli labor officials, an ILGWU official easily convinced them of the need for supporting fellow unionists.

The result was a substantial contract victory via a new 3-year pact providing wage hikes of four percent now, three percent more in September and another three percent in May, 1965, plus other important improvements.

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Cargo Preference Practices Overseas Listed In US Study

WASHINGTON-Countering foreign complaints about the application of the US 50-50 cargo law, a report submitted by the Maritime Administration to the Senate Commerce Committee points out how preferential laws and discriminatory practices by a number of countries favor their own +-

shipping.

The report cites the use of cargo preference and preferential taxes in 14 countries that limit the participation of US and other foreign ships in their import-export trade. However, it notes some progress toward improvement of the situation where cargo preference is unfairly practiced.

Some of the findings by the MA, the Federal Maritime Commission and the Department of State are the following:

Columbia requires preferred use of its own fleet in transporting cargoes for governmental agencies, which amount to the largest portion of its imports.

French ports require that all "foreign" vessels must employ time brokers, for entrance, clear- fully-boxed Bibles awarded in a one too. ance, translation of documents and special drawing. other services. US shippers charge that use of this agency is unnecessary and a needless cost, and also permits "leaks" of confidential information to their competitors.

Indonesia and Guatemala both require that certain cargoes be carried on ships owned by their governments or under their flags.

The Philippines requires that all cargoes for Phillippine corporations or government be carried on Philippine-flag vessels.

Peru requires that a portion of cargoes be reserved to Peruvian ships.

In Morocco, legislation is pending which would require that 40 percent of all imports and 30 percent of all exports move on Moroccan ships.

In Taiwan, the Chinese Nationalist Government imposes various taxes against foreign ships which prevents them from being competitive with Nationalist Chinese ships.

The Italian Tobacco Monopoly has never given US-flag carriers a fair opportunity to share in the tobacco movements, the study found.

Some progress also has been made toward easing these practices, however,

In March, Uruguay eliminated preferences

shipping which had imposed a 150 | Chile and Venezuela now permit percent surcharge on the valuation pooling arrangements to be made of all its imports carried on foreign with US shipping lines, and vessels.

A few other South American somewhat toward US-flag shipping. | competitive service.

Brazil has released excess cargo to US-flag carriers in areas where nations have also softened up its own vessels provide minimum

Drawing Prize Boosts Seafarer's Win Streak

Seafarer Rudy Tjong is a man with winning ways, as he proved once again during the recent SIUNA convention in Washington. Tjong was among the rank-and-file Seafarers who attended the SIUNA ses-+

sions, and wound up as a win- year, they might just as well for-

The Bibles were provided as part of a convention display by the Union Labor Memorial Bible Society. The organization seeks to promote the purchase of unionmade Bibles for memorial purposes and gifts, and offered several as prizes in a drawing held before the convention ended.

Besides Tjong, the winners included another Seafarer, Don Rood, plus Mike Jocubowski of the SIUNA Transportation Services & Allied Workers in Chicago, and Jay Winters of the SIUNAaffiliated International Union of Petroleum Workers on the West Coast.

Won \$11,000

This was only the latest example of Tjong's ability to snare prizes wherever he goes. In 1954, for instance, he won \$11,000 on the television show "Stop The Music." At that time he was teaching at the Berlitz School of Languages in New York.

Tjong last shipped on the Ocean Evelyn (Ocean Transportation) in the engine department and has been an SIU member since 1960. When he's not sailing, he lives in New York with his wife Alice; two sons, Robert, 7, and Alan, 3, and daughter Nancy, just 2 months old.

Incidentally, if anyone reading for national - flag this has a sweepstakes ticket this

Courtiers Maritimes, special mari- ner of one of the four beauti- get about it because Tjong has



Seafarer Rudy Tjong displays memorial Bible he won in drawing held at SIUNA convention. Three others won similar awards.

CANTIGNY (Cittles Service), March 4--Chairman, James Phillips: Secre-tary, Delvin Reynolds. Launch serv-ice beef to be taken up at payoff. William Scruggs was elected ship's delegate. Motion that transportation should be paid to men at Union hall when dispatched. Vote of thanks to all delegates.

FANWOOD (Waterman), March 7-Chairman, Johnnie Hoggle; Secretary, W. H. Rhone, Motion made to retire members that have 20 years scatime regardless of age on full pension. Members request Union and company to get together on paying on a day-to-day basis. Safety meeting held to enforce safety rules. Vote of thanks to steward department for a job well



Plan Vacation Safety In Advance

Summer is approaching and many Seafarers will soon be taking advantage of their \$800 annual vacation payments to spend some time on the beach, traveling with their families while the kids are out of school.

It's important to take an occasional vacation from work, but never take a vacation from safety. Accidents can happen all year round, either at work or play, and Seafarers should always be alert to danger so they can avoid it and minimize accident problems for themselves and their families.

Most modern vacations are centered around the family car. Touring national parks and famous places, visiting friends and relatives, or just running out to the nearest seashore, the automobile is a close companion during most people's vacations. This makes the care and use of the family buggy an important factor for promoting summer safety.

Before starting out on a trip of any length check the car thoroughly to be sure everything is in good working order. Make sure the tires, lights, steering and brakes are all ready to go. Carry some emergency equipment, like a flashlight, emergency flares and a first-aid kit.

Don't load up your car like a moving van, but take only what you need. An overloaded car is difficult to drive, will tire you out, and cuts down considerably on your safety factor. If you must carry a heavy load slightly over-inflate your tires to take the extra weight, If carrying the load inside the car will block the rear-view mirror, use a cartop carrier.

For safety on another front while you are away, remember that prowlers watch for empty homes. Stop all deliveries-milk, newspapers, mail-because such uncollected deliveries are a sure sign that nobody's home. Be sure to lock all doors and windows, but leave the shades up.

Once you start out, don't speed. Remember that a heavily-loaded car takes longer to stop than a relatively empty one. Take your time and make it a real vacation with plenty of stops to see the scenery. When you stop, be sure to pull well off the road, shift into neutral or park, and apply the hand brake.

Night driving is naturally more dangerous than daytime driving, so try to avoid it. If you must drive at night, at dusk or during rain or fog, slow down a bit. In the country, be on the lookout for animals which may wander on the roadway at night.

Once you get to your favorite vacation spot the best rules to follow for safety are those suggested by plain common sense. A vacation ruled by a lot of "do nots" is no vacation, but neither is a stay in a hospital or in a cast. The best way to get the most out of your vacation in safety and fun is to just use your head. Keep in mind your age, physical capabilities, athletic skills (and those of the rest of the family), then go out and enjoy yourselves.

A safe vacation should enable you to go back to work feeling fine and fit. At home, on your ship or in your car, never take a vacation from safety.

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

MOBILE (Sea-Land), Feb. 24—Chair-man, W. A. Thomas: Secretary, S. M. Simes. Everything running smoothly. Crew would like to know when it is going to get an air-conditioner for the crew messhall like the one in the shoon mast Surgestion made the saloon mess. Suggestion made that delegate from each department be present at safety meetings. Vote of thanks to steward department.

SAN FRANCISCO (Sea-Land), Feb. 19-Chairman, Irvin Moen) Secretary, L. Blanton. Raymond Lavoine was elected to serve as ship's delegate. Repair lists discussed and submitted. Lack of hot water discussed. Patrol-man to be called for discussion with company concerning repairs.



WASHINGTON CARRIER (Washington Carriers), March 13-Chairman, John S. Burke: Secretary, Thomas D. Ballard. No beefs reported by de-partment delegates. O. Samdal elect-ed as ship's delegate. See captain regarding keys for foc'sles and if American money will be available for draws in India.

MOBILE (See-Land), March 25 -Chairman, W. Thomas; Secretary, 5. M. Simos. No beels reported by department delegates. Victor Silva department delegates. Victor Silva elected to serve as new ship's dele-gate. Matter of air-conditioning in messhall will be referred to patrolman. The presence of safety committee representative is requested aboard

SEATRAIN LOUISIANA (Seatrain),



Fire Watch On Choctaw

Photo from Japan shows unidentified Seafarer on deck (circled) during 24-hour fire watch maintained on the Choctaw (Waterman) while a fire burned in the ship's cargo holds for six days. One Seafarer was lost fighting the fire, which burned while the ship sailed from Korea to Japan when local firemen were unable to provide necessary fire-fight-ing equipment. The fire was finally put out in Moji. Fire watch kept hoses trained on fire area to keep it cool. Seafarer Malcolm Cross sent in the photo.

STEEL ARCHITECT (Isthmian), March 2—Chairman, R. F. Weaver; Secretary, L. M. Morsette. Ship's delegate to talk to Union patrolman regarding rust in water tanks and drinking water, \$25 in ship's fund. No beefs reported by department heads. heads.

WILD RANGER (Waterman), March 16-Chairman, B. P. McNulty: Secreto - Chairman, B. P. McNulty secre-tary, M. J. Nolan. No major beefs reported by department delegates. Will talk to patrolman regarding launch service. Vote of thanks given to steward department.

DEL MONTE (Delfa), Feb. 24 --Chairman, Henry C. Gerdes; Secre-tary, Ray E. Ellioft, No beefs re-ported by department delegates. Crew asked to keep all passageway doors locked in foreign ports. John T. Kelly elected to serve as ship's delegate. delegate.

BULK LEADER (American Bulk), March 17-Chairman, R. Spencer; Secretary, M. F. Kramer, Ship's dele-gate asked captain about OT and launch service money due crew from Chittagong. Was told to refer mat-ter to patroiman. Vote of thanks given to steward department for fine job and to John Pratt, baker, who put out excellent pastry. Ship needs to be fumigated.

STEEL ADMIRAL (Isthmian), March 24—Chairman, Daniel Dean, Secretary, C. F. Boyle. AB failed to join ship in San Francisco. Personal effects and gear still aboard. \$10.50 in ship's fund.

WARRICR (Waterman), March 23-Chairman, Walter Compton; Secra-tary, Francis McCall, Ship's delegate reported no launch service at Inchon due to ice. Two men missed ship in Japan and rejoined in next port, One man left in hospital in Japan. Vote of thanks to crew pantryman.

HENRY (American Bulk), March 31 --Chairman, D. Wagner; Secretary, S. T. Aralez. Question on lodging discussed and will be referred to patrolman at payoff. All repairs were taken care of. No beets reported. Vote of thanks given to steward de-partment for job well done in all respects. respects.

OCEAN ULLA (Marilime Overseas), March 30-Chairman, Peter Sernyks Secretary, Frank Kustura. Motion made that launch service should be provided for men paying off and coming on in Pilot Town. Extra money provided for excess plane bag-gage. Motion to pay transportation from any port that a seaman pays off, R. J. Burnes was elected ship's delegate. Discussion on rusty water. Vote of thanks to crew measman.

March 24—Chairman, Nerbert C. Jus-tice; Secretary, Charles Wysockl. 536 in ship's fund. Discussion on having a two-way speaker installed from crew mess to galley, as it is almost im-possible for orders to be received correctly from messroom to galley when ship is underway.

MT. VERNON VICTORY (Victory Carriers), March 27-Chairman, noney Secretary, John Flanagan, Crew wishes to extend a vote of thanks to Capt. Thomas E. Hansen for his personal attention in applying aid to the wiper who injured himself in a fall and had to be transported ashore via police launch. Articles to be via police launch. Articles to be checked pertaining to port of payoff and transportation.

COE VICTORY (Victory Carriers), March 24-Chairman, Skaalgard; Sec-retary, Toner. No beefs reported by department heads. Motion to have negoliating committee do something about living conditions on all ships. by improving sleeping accommoda-tions, locker space and cramped quar-ters. This motion was prompted by a letter in the March 8 issue of the LOG. Entire crew conturs.

YAKA (Weterman), March 17 --Chairman, V. Meehan; Secretary, W. M. Pedersen, Ship's delegate will have agent at payoff check into OT for crew messman and pantryman who fed passenger in crew messroom. 817 in ship's fund, Crew does not concur with bonus rate of \$10 per trip on the penalty cargo issue. Vote of thanks given is aleward depart-ment

THE United States must be prepared today — and throughout the foreseeable future—to deal immediately and effectively with any emergency that may be forced upon us . . . Our maritime industry would play a central role transporting essential materials not available in the national stockpile, to feed domestic industries and carrying the major portion of our troops, their equipment, and supplies to overseas areas.

"In an emergency situation involving the NATO alliance, some reliance might be put on NATO nations to assist in providing our emergency shipping needs. It is probable, however, that the total combined shipping requirements of the NATO nations will exceed the total shipping capabilities available. Additionally, some delay is to be expected before allocation of shipping on an international basis can be fully effective. Of utmost significance is the fact that the interests of the United States are global, and emergencies may well arise wherein our interests would not be identical with those of our European allies.

"In an emergency situation not involving the NATO alliance, privately-owned shipping under the flags of NATO nations and other free world nations could possibly be chartered. Charter rates and insurance costs would in all probability be very high.

"At the outbreak of World War I, shipping available for charter to American interests became extremely scarce. Charter rates skyrocketed. We were forced to improvise a shipbuilding program which was both costly and inefficient, and peak production was not reached until after the war ended. We learned in World War I that the law of supply and demand is real. We were subject to the same lesson again in World War II...

"The United States is the world's largest consumer of industrial raw materials. Our industrial economy now depends on sea transportation for import of vast amounts of petroleum, metal ores, and other raw materials, and for export of finished products. No other types of transportation can meet these tremendous requirements.

"Today, US-flag ships carry a very small amount of US ocean-borne commerce with foreign countries, and a negligible amount of the trade between foreign areas. Maritime Administration statistics for 1961 show that only 8.8 percent of US total ocean-borne commercial foreign trade was carried by US-flag ships. The requirement that at least 50 percent of our foreign aid material be carried in US-flag ships is a major factor in achieving even the 8.8 percent figure.

"The ability to meet our anticipated military and civillan economy wartime needs must be insured to the maximum practicable degree in peacetime by the ready availability of active, privately-owned merchant ships employed in gainful ocean commerce. Only actively-employed merchant ships can provide the rapid response required. Further, it is only the active merchant marine that will provide in peacetime the employment of skilled American seafarers in sufficient numbers to allow effective wartime personnel expansion of our maritime effort. The magnitude and quality of active US commercial tonnage in peacetime will determine, in the event of a future war, whether or not we will be required to initiate crash programs for shipbuilding and personnel procurement. Even so, we cannot presume that time will be available.

"Present Capabilities — Shipping availabilities include all shipping under US flag — including early activations from the National Defense Reserve Fleet—plus those ships under foreign flag which are committed by their owners to the United States in time of emergency.

World War II Program

"The vast proportion of our US-flag merchant tonnage was constructed under the World War II building programs. Approximately 94 percent of our dry cargo and 57 percent of our tanker tonnage is in the 15-year and older age bracket. Nearly all of these ships were massproduced for specific war-time purposes. Many of their design features were matters of expediency rather than choice. They have long been outmoded from the standpoint of modern design, are nearly to the end of their useful life, and are long overdue for replacement. "The capabilities of the ships . . . comprising the National Defense Reserve Fleet may be misleading. It should be pointed out that about 900 of the dry cargo ships are slow-speed Liberty types of extremely limited usefulness. ... Of 89 passenger ships/transports, 51 are 17-knot austerity transports and 23 are 15.5-knot Victory troopships. We can look forward to further depreciation of the overall potential of the Reserve Fleet, both from the standpoint of quantity and quality.

teristics of the C-3s and C4s (particularly Mariners), of Maritime Administration design. However, much is to be desired in the matter of modernization with respect to cargo-handling equipment and methods. Cargo vessels should be designed and equipped to load and discharge, using their own gear, in one-half the time now required by the existing C-3s and C-4s. At least one hatch of each vessel should be served by a 'jumbo' boom of 60 tons capacity and all hatches should be equipped with 10-ton booms. There is a definite need for a limited number of heavy lift ships equipped with oversized hatches and cargo booms capable of lifting up to 150 tons.

Special-Type Ships

"Special Type Cargo Ships: Roll-on/roll-off ships ... as well as ships with partial roll-on/roll-off capability offer advantages in meeting requirements for the overseas movement of mobile military equipment such as wheeled and tracked vehicles. Additionally, we encourage the continued development of 'container cargo' ships which are designed to carry containerized and pre-palletized cargoes.

"Tankers-American shipowners have built many tankers in the past few years-some constructed in the US for registry under US flag but most built abroad for registry under foreign flag. Of the US-flag tanker tonnage, 22.5 age space for provisions, and many other design aspects have an important bearing on endurance. Many of the foregoing factors, in addition to improving the wartime utility of a ship, also assure safer, more versatile and reliable performance in peacetime commercial operations.

"Future Outlook—The subsidized segment of the USflag merchant fleet has remained fairly constant during the past several years . . . The rate of replacement of subsidized ships is much slower than that considered necessary to avoid obsolescence 'in block.' A total of 97 ships were contracted for construction under the subsidized replacement program between October 1955 and January 1963.

"As of 15 January 1963, 223 of the 310 ships operating under operating-differential subsidy contracts were over 15 years old—196 of these were built during the years 1942 through 1946. Only 55 ships are in the five years old and under age group.

"Our unsubsidized shipping companies operate approximately 688 ships under US flag. Few unsubsidized operators have either a comprehensive or long-range plan for the replacement of aging ships on an orderly time schedule.

"For several years, increasing pressure has been exerted against 'flags of convenience' by maritime labor organiza-

Navy Chief Cites US Ship Lag, Vital Role For Domestic Fleet

WASHINGTON—A 19-page Navy staff report submitted by Vice-Admiral John Sylvester, USN, Deputy Chief of Naval Operations (Logistics), to the Senate Commerce Committee again calls attention, point by point, to the lagging status of the US merchant fleet as a potential naval auxiliary and in meeting current peacetime needs. Adm. Sylvester cited a series of deficiencies in US shipping which present-day shipbuilding programs cannot overcome at a time when American shipping, both subsidized and unsubsidized, nears almost total obsolesence.

Pointing to the aging condition of both the offshore and domestic segments of the merchant fleet, he declared that "ships engaged in coastal and intercoastal trade occupy a particularly significant position relative to the emergency use of transportation," and that modern bulk cargo vessels are the only means to assure meeting the "tremendous requirements" of the US for industrial raw materials from overseas. Excerpts from Adm. Sylvester's report, entitled "Current Appraisal of Ocean Shipping To Support The Defense Of The United States," are reprinted on this page.

percent is under 5 years old with 22.2 percent having a speed of 16 or over knots. Consequently, these newer ships make the over-all quality of our total tanker capabilities much better than the dry cargo category. The tanker building program should continue in order to provide orderly replacement of aging ships. It is recommended that future tanker construction incorporate design features as indicated below:

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"Speed: Where national defense allowance is made, and the ships are certified as suitable for speedy and economical conversion into naval auxiliaries, tankers should be capable of a sustained speed of 20 knots or more.

"Other Characteristics: Although tankers of larger DWT capacity can be utilized to a limited extent, the recommended general characteristics of commercial tankers most suitable for military purposes are 25,000 to 32,000 DWT, capable of carrying several types of petroleum products. At the same time there is still a requirement for smaller tankers of about 17,000 DWT to handle products to and from limited terminal facilities. All new commercial tankers should have a limited ability to transfer their cargo at sea. Further, this capability should be added to existing tankers when it is feasible to do so.

"Passenger Ships/Transports — Seven new passenger ships have been built since World War II and three have been converted from Mariner Class cargo ships . . . The largest and fastest of our post war construction is now in the 10-year-old age group . . . The remainder of our postwar construction was completed in 1958 . . . The older, and major segment of our total trooplift capability . . . is not fully suitable for possible future emergencies. The majority of our ships are old, deficient in speed, and lacking in other features that are important in minimizing the hazards of moving troops by sea. The construction of the two large high-speed passenger ships authorized by the 85th Congress would improve both the quantity and quality of our trooplift potential and enhance our maritime prestige. tions through the courts and the National Labor Relations Board. The Department of Defense does not take sides in the labor-management disputes, but does have an interest in the 'flags of convenience' issue. Our interest is based on two separate, but related considerations: First, from the point of view of purely military requirements for ocean shipping in situations of emergency, this Department is interested in assuring there is sufficient active merchant tonnage in the dry cargo category available under US flag to meet Department of Defense wartime ocean shipping requirements. Second, the operation of the US economy in peace or war is dependent (and increasingly so) on the continued importation by sea of large quantities of raw materials.

PRIOR to the outbreak of World War II, the part of US shipping that was engaged in the coastal and intercoastal trade was the largest segment of the US merchant marine. At that time, nearly 700 ships took part in the carhiage of our deep-water domestic trade. Shortly after our entry into the war, practically all of this shipping, which at that time represented about 60 percent of our total oceancarrying capability, was put into service, usually transocean, directly supporting the war.

"With the domestic deep-water fleet engaged, worldwide, in supplying the Allied Armed Forces, the domestic trade which they formerly carried was absorbed by other modes of transportation. The domestic deep-water common carriers have never regained their former status. As of September 30, 1962, only 23 ships were engaged in intercoastal trade and only 2 companies were furnishing common carrier intercoastal service.

"Dry Cargo Ships—Approximately 95 percent of the USflag tonnage of dry cargo is over 15 years old, of which about 78 percent is in the 15 to 19 year age group and about 16 percent is in the 20 year and older age group. Only 3.1 percent is under 5 years of age and 1.7 is from 5 to 9 years old.

"With regard to future construction of dry cargo ships, the Department of Defense recommends that the design characteristics listed below be incorporated to the maximum degree that is commercially practicable.

"Speed: When built under construction-differential subsidy contracts and certified as being suitable for economical and speedy conversion into naval auxiliaries, dry cargo ships should have a sustained sea speed of 20 knots or better. Dry cargo ships certified as otherwise suitable for military use in time of war or national emergency, should have the maximum sustained sea speed possible consistent with the commercial utilization of the ship.

"Other Characteristics: The most practical and useful types of general cargo vessels, from a military point of view, appear to be those having the capacity and characSPEED is the best defense that merchant ships can employ against an enemy. The faster the target, the more difficult it is to hit with submarine torpedoes—or to pinpoint with aircraft launched missiles. Fast ships can be operated independently over more devious routes than is possible in convoy operations . . . Vulnerability to submarine attack is significantly and progressively reduced as speeds of 20 to 25 knots and greater are attained.

"Other Features: Emphasis on added speed should not obscure the significance of other national defense features which can be built into a merchant ship. High standards of compartmentation reduce vulnerability to enemy hazards by localizing damage. Various preventive measures increase a ship's resistance to the spread of fire. Special mountings minimize breakdowns of essential machinery under shock.

"Endurance adequate for round-trip voyages at maximum sustained speed is a vital factor in wartime. Additional fuel capacity, the size of distilling plants, the stor"Ships engaged in coastal and intercoastal trade occupy a particularly significant position relative to the emergency use of transportation. Ships in the coastwise trades are the most readily available for emergency usage of any ships in the United States merchant fleet.

"At the onset of a major nuclear war, the domestic deepwater fleet would be uniquely fitted to act as a link between our coastal cities during the period of likely disruption of systems of land transportation. A large percentage of the ships in domestic trade would be at sea at any given time and would therefore be most likely to escape damage. Their ability to provide communications and transportation between coastal cities during the period just after an attack could be highly important. Systems of land transporation in the United States are especially vulnerable at many focal points. The ability of the domestic deep-water fleet to provide essential coastal and intercoastal movements or priority material might well be crucial.

"Crash building programs in wartime can only be avoided by maintaining a modern and adequate maritime posture in peacetime . . . Our shirbuilding programs should be planned to insure that ships contracted for in coming years will be actually competitive throughout their economic life span."

* * *

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SEAFARERS LOG

May 31, 1963

A-Power Urged For All Shipping

WASHINGTON-A proposal to put the US in the forefront as a maritime nation through the building of a modern, nuclear-powered merchant fleet has been made in a private study contracted by the Mari-+-

finding.a.

The study advises building a high-speed, high-capacity, nuclearpowered merchant fleet, arguing that then "for the first time the United States will be using its most powerful weapon, technology, in competing for cargo."

The study envisions a warehousetype vessel of 14,000 deadweight tons with a speed of at least 30 knots. The latest cargo-handling features would enable it to handle general cargo, bulk cargo, containerized and roll-on/roll-off operations.

A New York firm of naval architects which made the study for the MA defends its recommenmilitary grounds. Commercially the US would benefit because the

Bill Proposed On Runaways

(Continued from Page 3) stated, in introducing his bill to the House, "the main incentive of foreign registry of an Americanowned or controlled vessel wasand continues to be-exemption from income tax by any country.

"Although the 'flag of convenience' device may have assisted in serving the purpose of the Ship Sales Act at the time it was enacted, it has become increasingly evident that the flight of American shipping to foreign flags has adversely affected the US economy and has decimated our merchant

other. We allow the foreign-flag help compensate American-flag operators for this advantage, we in-

time Administration. In re- ships' high speed would of itself leasing the report, the MA generate cargo. In addition, many took no official stand on its of the biggest competitors of the US merchant marine would not have the capital nor the technological resources to match the new system, thus putting the US in a favorable competitive position with a more desirable service.

Militarily the new ships would be of great value because of their speed and increased cargo-handling versatility.

The most important conclusion of the proposal is that the US could recapture a large part of the world's cargo tonnage by a complete modernization of its fleet. This would lead to more ships, more jobs and increased profits for all concerned.

The study points out that ships dations on both commercial and presently being built are basically no different from those built during and after Warld War II. They are only slightly faster and use essentially the same cargo-handling techniques.

"Since the new ships will constitute the US fleet for the next twenty years, a period of 40 years will pass without any substantial improvement in the cargo-handling ability of the fleet." For this reason, the study proposes that nuclear ships should be designed and put into production as soon as possible.



NEW YORK, April 8-Chairman, Earl Shepard; Secretary, Edward Mooney; Reading Clerk, Robert Matthews, Motion carried to read new business only. fleet." He pointed up the "shocking sta-tistic" that while US occanborne foreign commerce has increased greatly since 1950, the relative par-ticipation of US-flag ships has shown a steady decline from over 65 percent in 1946 to 8.8 percent at the present time. "In effect we have a domestic merchant marine divided into Americant for the seamen's physical requirements. Built Line situation and new ships crewed. Report carried. Welfare services report presented. Quarterly Financial Commit-tee's report presented and accepted. Two American-flag and foreign-flag communications from members regarding pensions, shipping, and training pro-grams were read and discussed. Memberother. We allow the foreign-flag vessels the enormous advantage of escaping tax liability, and then to help compensate American-flag op-Auditor's reports accepted. Discussion



Rev. Bob Richards, US Olympic pole-vault champ (left), and Rev. Eugene T. Jensen, pastor of Jackson Avenue United Church next door to SIU New Orleans hall, pictured at church event in the hall.

N'Orleans SIU Hosts Church Fete

NEW ORLEANS - The SIU joined with church and civic leaders here recently to honor Dr. Martin Niemoeller, West German pastor and one of the six presidents of the World Council on Churches, who visited this port on a speaking tour.

Ministers of the Evangelical and **Reformed Churches lunched with** the German visitor at the Union hall on Jackson Street, which was given over to their use for the occasion.

The church event was arranged with Rev. Eugene T. Jensen, pastor of the Jackson Avenue United Church, located right next door to the SIU building.

Dr. Niemoeller, now 72, was a German naval officer and U-boat commander in World War I, who studied theology after the war and was ordained a minister in 1924. He was a world-renowned antagonist of the Hitler-Nazl regime in Germany, which led to his imprisonment in a series of German concentration camps from 1937 until his liberation in 1945.

Among the visitors to the hall for the occasion was another wellknown churchman, the Rev. Bob Richards, US Olympic pole-vaulting champion, who is presently doing a movie and television life story of Dr. Niemoeller.



Winning An Award Takes Teamwork

"Is she a good feeder?"

This is usually the first question a scaman asks before signing on for a voyage. Not only are mealtimes one of the few available diversions a sailor has while at sea, but the experienced hand knows that with a good meal under his belt he can handle almost anything the sea or weather throws his way.

Providing this uniformly good feeding on all ships is the prime reason for the shipboard feeding and sanitation program covering SIU vessels, which for the fifth year in a row has earned the entire Bloomfield fleet a perfect rating of 100 from the US Public Health Service and a Special Vessel Sanitation Commendation Award for 1962.

Good feeding and proper sanitation procedures go hand in hand, so the food program gives top priority to both, and has in the past helped win USPHS sanitation awards for many SIU-contracted ships and fleets. The simple fact is that you can't have tasty and attractive meals unless there's an orderly, clean, well-run galley to turn them out. Both properly-trained men and the proper conditions are needed to keep SIU-manned ships the best feeders in the world.

Certainly a USPHS citation is an achievement any crew can be proud of, but it takes many highly-skilled men working as a team to get a perfect score. Since the PHS sanitation rating is determined by over 160 factors relating to health and hygiene aboard ship, including handling, preparation and service of food, winning takes teamwork. The award depends not only on how well a man can cook, but on proper running of storerooms, inventory control and sanitary management.

Nobody can win an award by himself because too many little things figure in the judging, and one person can't be in all places at once and take care of everything. The award is a tribute to the messman as well as the steward.

Although earning a good USPHS rating is an impressive achievement, it is only a symbol after all. Simply getting an award is not the reason for putting so much planning and hard work into vessel sanitation. The real object is maintaining the health of the crew. When a man signs on to make a certain ship his home for sometimes a year or more, he is entitled to expect a healthful environment in which to live and work.

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



SIU food plan rep. Tom Beatty (left) and O. C. Webster, vice-president and port steward for SIU-manned Bloomfield Steamship fleet, look over USPHS sanitation award won by Bloomfield for fifth year in a row.

stitute one of the costliest subsidy programs on record."

In calling for the passage of his proposed amendment, Rep. Ashley told the House: ". . . We have a responsibility to protect American seamen and American-flag operators from cut-throat competition from US-owned vessels which pay substandard wages and escape payment of Federal income taxes imposed on all other American citizens and business firms.

"It is unthinkable that we should permit the national security to be weakened, the country's finances to be jeopardized and the entire American shipping industry to be destroyed, merely in order to perpetuate an artificial device through which runaway-flagship operators can escape the responsibility of paying their fair share of the tax burden."



Welfare Plan. Total present: 413. 5 5 5

\$ PHILADELPHIA, April 9-Chairman, Earl Shepard; Secretary, Frank Drozskj Reading Clerk, Steven Zubovich, Minutes accepted of all previous port meetings. Port Agent's report on shipping, blood bank drive and Teamster campaign accepted. President's March report read and accepted, after discussion on Bull Line and Teamster situation. Secretary-Treasurer's report for March accepted. Quarterly Financial Committee's report accepted. Communication re election of StUNA convention delegates presented accepted. Auditor's reports ac-cepted. Motion carried under new busi-ness that ship's delegates keep record file of crew's beefs and record of disposition. Motion regarding wage scale not seconded and ruled out of order. Dis-cussion on shipyard payoffs, cafeteria prices and reimbursement for ship's dele-gates under good and welfare. Total present: 92.

BALTIMORE, April 10-Chairman, Rex E. Dickey; Secretary, George Rose; Read-ing Glerk, Tony Kastina, Minutes of all previous meetings accepted. Report by Port Agent on shipping, departed broth-ers, standby jobs, library books in hall, convention nominations, Bull Line status. 3. Report accepted. President's report and Secretary-Treasurer's report for March Secretary-Treasurer's report for March were accepted. Quarterly Financial Com-mittee report was carried. Communica-tions regarding election of convention delegates accepted. Meeting excuses re-ferred to dispatcher. Auditor's reports accepted. Discussion in good and welfare, on procedure for nominating convention delegates. Total present: 185.

Long Lauds US Ship \$ Role

WASHINGTON-Senator Russell B. Long of Louisiana has reaffirmed the position he took at the SIUNA Convention earlier this month, in calling for expansion of the US-flag merchant fleet as one of the means of solving this country's urgent balance of payments

problem. The Louisiana Senator, speaking here at the Propeller Club's annual Maritime Day

Dinner, once again praised the vital service being performed by the American-flag fleet in the balance of payments area. He said that each year the merchant marine reduced the US international payments by at least a billion dollars.

"In other words," the Senator explained, "American and foreign shippers are purchasing a billion dollars of goods and services from our merchant marine which they would otherwise have to purchase from foreign concerns, thereby spending precious dollars abroad." Sen. Long emphasized that if US ships were carrying 50 percent

would "probably cancel out altogether our payments deficit as it exists today, thus eliminating the excuse for a monetary policy that is costing American consumers more than \$15 billion a

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

of American foreign trade this year in excess interest payments of all sorts."

> He also suggested that the Federal Government's \$200 million a year program of assistance to the merchant fleet be doubled to improve the competitive advantage of the US fleet over foreign shipping.

> "If, by the expenditure of an extra \$200 million in maritime subsidies, we can solve our balance of payments problem, we will then have erased the excuse for a monetary policy that is costing the American public \$3 billion on the Federal debt alone and as much as \$15 billion in the economy as a whole. The savings would exceed the cost many times," he added.

A Family Outing



Seafarer Phil Jordon and daughter Mary Ann, 6, pose near the model of a Cities Service T-2 tanker outside the hiring hall at SIU headquarters, where Jordan was showing the young miss what a ship looks like. His last trip out was on the Exra Sensibar (Construction Aggregates).



By Sidney Margolius Wife Spends At Rate Of \$19 An Hour

Many families still do not realize how useful consumer knowledge and effort can be in advancing their financial standing. Often you hear people say that it doesn't pay to spend too much time shopping, that you spend more on gas than you save. Nothing could be more wrong.

Actually, the average woman spends money in a supermarket at the rate of \$19 an hour. In contrast, her husband earns an average of \$2.50 an hour-the average industrial pay today. If you can work more efficiently at your buying, and save perhaps 10 to 15 percent of your spending, you often can earn by knowledgeable shopping and planning almost as much as you do on the job.

This is not to say that we should all quit our jobs and just shop. We need some capital to start with. But most families never will make much progress unless they work as carefully at their jobs as consumers as they do in their jobs as earners.

The plain fact is that we're all usually better trained as "earners" than as "buyers." Our young women today are trained to be secretaries, airline hostesses, even machine operators, but not in how to compare installment fees or even, sometimes, in how to buy a chicken if it has not been cut up into parts first. Our young men can build space ships but can't figure out how to buy insurance.

The buck you earn leaves you only 75-80 cents after taxes. The buck you save is a whole one. In this department's experience, gained from many personal interviews and correspondence with families all over the country, the seven most-frequent money leaks are:

- (1) Constant payment of high finance charges on installment purchases, often resulting in a habitual loss of five percent of a family's entire income.
- (2) Overspending for food, with some families feeding themselves nutritiously for as little as a dollar a day per person, and others in the same neighborhood and income bracket spending as much as \$1.75.
- (3) High housing and household operating costs, including surprisingly heavy outlays for utility bills, fuel and household supplies such as overpriced brand-name cleaning products.
- (4) Burdensome car expenses, with many families now spending noticeably more than the 12 percent of after-tax income, which is a safer limit for all car expenses, including depreciation.

SEAFARERS LOG

New Yorker Adds To Refugee Score **Rescues 24 Cubans**

MIAMI-The New Yorker (South Atlantic & Caribbean), which figured in the rescue of fleeing Cuban refugees on two occasions last year, has done it again. This time it picked up a group of 24 men, women and children from a floundering sailboat.

The SIU-manned New! Yorker was on its regular coastwise run headed for San Juan on the morning of April 29 when the sallboat Norma was spotted signalling for help. It was quickly determined that the boat was jam-packed with refugees escaping from Castro's Cuba and was taking on water rapidly.

Seafarers N. Dawson and L. Adams, both ABs, with the chief mate and 2nd mate, quickly went aft to try and get a line to the small boat and pull her close to midship. Then a pilot ladder and safety line were put over the side, so the Cubans could be brought aboard.

Seven children were pulled up bodily and rushed to the messhall for safety. Eight women were brought aboard next and, although one woman slipped from the ladder, she was guided back by the crewmen holding the safety line and came aboard without injury. When the nine men came aboard the rescue was complete.

Steward A. Karam and baker W. Deal had sandwiches and hot coffee ready by the time all were safely aboard, and cigarettes and cigars (non-Cuban of course) were handed out.

The entire crew joined in to make the remainder of their flight to freedom a pleasant one for the refugees, and heard, in turn, many stories of the conditions in Cuba that caused 24 people to risk their lives in a small boat trying to escape,

At San Juan the refugees were | Yorker crew pause for thought. As bestowed on them.

met by friends and a Cuban relief the ship's delegate put it in a letter group, and although the story had to the LOG, "when you think of a happy ending the parting was a this elderly Cuban taking all his hard one. Overcome with emotion, family and friends, letting his boat the elderly leader of the refugees go just to get away from Cuba, hugged, shook hands and thanked you really begin to wonder how the entire New Yorker crew again brave these people are to undergo and again for their help and the trials like this to get what Amerifriendship the American crew had | cans seem to think so lightly offreedom." His shipmates shared

The entire incident gave the New this sentiment.

End Of Cuba Sugar Harvest Hints Decline In Ship Trade

WASHINGTON-The heavy demand for shipping from Cuba during the height of the sugar harvest season has added 11 Free World ships to the list of vessels trading with Cuba, and brought the number of ships that may not haul any US Government-generated cargoes to 84.

Vessels calling on Cuba since the first of the year are subject to a US Government blacklist.

Of the 11 recently blacklisted ships, 3 are British, bringing the number of British ships on the list to 29; 2 are Greek, for a total of 20; 4 are Lebanese, for a total of 12; and one each are from Italy and Yugoslavia, bringing the total for those countries to four a piece.

The Norwegian figure is still five, the Polish four, Spanish two, Danish one, Japanese one, Moroccan one and Swedish one.

With the peak of the sugar harvest now over, there has been a gradual decline in Free World ships stopping at Cuba and officials expect any increases in the blacklist to be much smaller than in the past. . The latest report issued by the Maritime Administration shows a steady rise in the number of trips to Cuba made by the blacklisted vessels, beginning with 12 in January and rising to 32 in April.

Only one vessel, the British-flag Wendover, has been removed from the list since the first of the year, based on a committment to cease further hauling of cargo to Cuba.

SIU Research Ship In Indian Ocean



On station in the Indian Ocean since March, the SIU-manned research vessel Anton Bruun (Alpine) has begun a two year



- (5) Unnecessarily large expenditures for insurance, because of expensive weekly payments instead of putting the money aside and paying annually, or buying the wrong type of insurance, or insuring wife, children and mother-in-law instead of concentrating on Papa.
- (6) Heavy spending for commercial recreation, such as bowling.
- (7) Overpayment of income taxes (this writer has found about a third of the families interviewed pay more taxes than they need to, because they don't understand all the tax rules).

Granted that the income-tax laws are so complicated as to be rigged, in effect, in favor of higher-income taxpayers who can hire tax specialists. Still, taxes, installment fees, insurance and nutrition are no more difficult to master than some of the complicated tasks you have to do on your job.

Managing your money to avoid installment buying except when absolutely necessary is the first target for many families. It is a fact that today the installment buyer helps subsidize the cash buyer. Only a few years ago it was the other way around.

The biggest day-to-day savings your family can make are in your supermarket shopping. The average supermarket shopper spends just a little over 20 minutes on each shopping trip. The money-saving technique is to take the weekend supermarket ads and plan your meals around each week's specials, and also, compare specials offered by different stores. People get into the habit of buying at a favorite supermarket. But supermarket managers themselves say they respect most the shopper who looks for the specials.

We also suggest taking the time to shop with the greatest care, comparing costs per ounce, and the ingredients listed on the labels of various foods and cleaning supplies to see what they actually offer. It's really no harder than working at any other skilled job.

study of the ocean floor and marine life as part of the Indian Ocean International Expedition staffed by scientists from 20 countries. She is the former Presidential yacht Williamsburg, converted last year for use as an oceanographic vessel.



US marine biologists study undersea life brought up from the Indian Ocean bottom (left) during the Bruun's first cruise. Above, technician hauls up micro plankton net designed to provide sample of minute animal life. The SIU ship, first of its kind under union contract, will be cruising the Indian Ocean area for two years on assigned tracks as far south as 40' south latitude.

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SEAFARERS LOG

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Four SIU Oldtimers Join Pension Roster

Four more veteran Seafarers can now look forward to a retirement with dignity and ease as a result of trustee action this month. Representing members in all shipboard departments, the four amassed at

combined total of 80 years at in the engine department, he made sea and bring the full number his last trip on the Alcoa Pioneer of SIU oldtimers placed on pension (Alcoa) last year. He now makes so far this year to 24.

The new pensioners are: Donald S. Brooks, 53; Clarence T. Hafner, 66: Gibbs T. Liverman, 61, and Howard E. Rode, 40.

Born in Troy, NY, Brooks had a





Hafner

before he threw in with the SIU at Mobile in 1955. Shipping out headquarters.

his home in Chickasaw, Ala., with his wife Laura and their children.

Shipping out as a deckhand and later in the steward department, Hafner was born and raised in Wisconsin. He first shipped deep-sea with the SIU in 1946 after joining up in New York. A veteran of both World Wars, he made his last trip on the Wild Ranger (Waterman), and has returned to his native Wisconsin where he lives with his son and his family.

Liverman closed out a career at sea that spanned more than 20 years when he paid off the Robin Locksley (Robin) in 1961. Born in North Carolina, he joined the SIU at Baltimore in 1938 and sailed in the engine department. Now residing in Washington, DC, with his sister, Mrs. Janice Hill, he looks confidently ahead to a comfortable retirement with the ald of his monthly SIU pension check of \$150. Rode was born in Maryland and,

naturally enough, signed on with the SIU at Baltimore in 1945. His 20 years of shipping in the engine department ended aboard the Hastfew years of seatime under his belt | ings (Waterman) last August. Baltimore is now his year-round

Seatrain Perks Up **Puerto Rico Trade**

EDGEWATER, NJ-The SIU-manned Seatrain Savannah inaugurated Seatrain's new run to the Caribbean when it arrived at San Juan, Puerto Rico, on Monday, May 13. The new service is reported to be+

a complete success.

Two vessels, the New York in the new operation. Equipped NY-PR service at a future time, and the Savannah, are being used with fixed cranes, the ships will handle full containers and trailer vans on a sailing schedule calling for weekly runs.

The service will be a temporary operation until the end of the year, when a new Seatrain terminal and railroad yard will be ready at Isla hooked up to cabs. Grande in Puerto Rico. The com-

annah still is considered merely a suspension, since the company hopes to include Savannah in the

The interim operation is utilizing interchangeable container-van sist in insuring an enjoyable equipment which can move by rail, summer. water or truck. Although Puerto Rico has no railroads, the vans that come to Edgewater by rail flatcar can readily be handled the same as truck trailers by being

Later, when the Isla Grande pany then hopes to start full-time terminal is completed, boxcars will operations with shore cranes cap-move from inland points direct to attended while the engine is run-the area for stray bottles, stones, brought back from foreign lands.



of the steward department, who is shown ready to make a buy from the cigarette machine at the Philadelphia SIU hall. Since the picture is on the record, we hope it wasn't "Camels" or any other non-union brand.



Joseph B. Logue, MD, Medical Director

Power Mowers Can Be Dangerous

Safety and medical precautions often go hand in hand, so with the spring season here, and summer on the way, this is an ideal time to remind ourselves that the use of lawn mowers, especially power mowers, can cause serious damage to the user, or even to the bystander. Since children are frequently involved in mowing projects around the home as assistants or innocent bystanders, it is incumbent on those responsible for the operation of the mower to be aware of the hazards and eliminate them.

There are numerous accounts of people losing a thumb or fingers when they attempt to pull grass from the blades of the mower, or toes or a foot when the operator's foot is struck, or more serious, body injury, when an object is struck and sent flying from the blades of the mower.

Cases are also reported of objects being thrown a considerable distance and causing injury to persons or property due to lack of proper guarding on the machine. These avoidable accidents point out the need for assuring proper precautions when using power mowers.

A number of simple precautions have been put forward from time to time to avoid such accidents. The Office of Industrial Relations, Navy Department, in its "Medical News Letter," carries all of the following, indicating that this is a +

frequent problem. However, if on a bank or incline by himself. these ideas are carefully followed. The best method is for a helper to they can prevent accidents and as-

Be well acquainted with the safety and operating rules . . . Never allow an inexperienced person to operate a mower . . . Do not allow children or pets in the mowing area . . . Do not start a selfpropelled mower while it is in gear

walk along the top edge of the bank, holding the mower on course by means of a length of rope tied to the machine. This takes the strain off the operator.

Be certain of your footing and balance, especially when mowing on an incline, keeping the feet safely away from the mower carriage . . . Do not mow the lawn or

Balt. Eyes NYHarbor Clean-Up

BALTIMORE - Officials of the Maryland Port Authority are keeping their eyes peeled for new ways to clean debris and refuse from this harbor and are watching New York to see if that city's effort to obtain Federal aid for its harbor-cleaning is successful.

New York has requested funds to clean the port area of debris, sunken hulks and other eyesores as part of a general clean-up before the NY World's Fair opens next year. If New York gets the money, Baltimore port officials are ready to follow suit and ask US funds for a similar project.

Meanwhile, one way of removing grime from the port has proven completely successful. The Port Service, a new type of oil recovery barge, recently completed its first try-out in sweeping up oil slicks in the harbor.

Operated by the Baltimore Fire Department and the Maryland Port Authority, the 38-foot barge is designed to recover between 200 and 500 gallons of 95 percent oil in an hour.

While other recovery systems using suction pumps are said to recover 95 percent water and 5 percent oll, the Port Service, employing four rollers which attract oil and repel water, scooped up 110 gallons of oil in a half-hour on its maiden run. It has a capacity of 2,930 gallons of oil.

More than 22 inquiries from foreign nations have been received about the barge.

Customs Has New Rule On O'seas Buys

WASHINGTON-The Bureau of Customs has announced a switch In the yardstick it uses to assess duty on tourist purchases made overseas. The new valuation basis will be on the full retail value minus 40 percent, instead of on wholesale value as in the past.

The change is designed to eliminate confusion about the rules used by Customs in making its determinations on duty and exemptions.

Tourists bringing back gifts from abroad would be affected in this way: \$100 worth of duty-free

Both ships in the new service formerly operated between New York and Savannah. The Savannah service was discontinued, however, based on a drop in traffic and rev- enues that began last summer. The cancelling of the service from Sav-	cially if it is a rotary-blade mower Do not reach into the engine or blade while the engine is run- ning Do not use any type of refueling container other than an approved Bureau of Underwriters' safety can.	someone nearby causing an injury Riding mowers should be used in extreme caution on steep in- clines, since they might tip over and easily catch fire, trap the op- erator or otherwise injure or kill	chandise. If a traveler returns from a Eu- ropean run with \$300 in gifts at retail value, 40% (\$120) is de-
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.	Never refuel the mower while it is running or still hot from use Shut off the engine and disconnect the spark plug wire before clean- ing the machine of debris, or mak- ing any repairs Check your mower regularly for dangerous functioning and worn parts Shut off and disconnect power be-	him Wear safety-toe shoes whenever possible. (Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)	ducted from the total. This leaves a value of \$180, to which the \$100 exemption is applied. The balance of \$80 represents goods on which duty has to be paid. Items bought at less than full retail price do not benefit from the 40% discount. In addition, new or used cars acquired in for-
(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 fermer address below:	fore moving mower from one level to another Do not pull a power mower backwards since it can easily be pulled over the foot. Mow in daylight hours only, un- less you have good artificial light Do not use the mower when the grass is wet and slippery Wear spiked, cleated golf shoes or	SEAFARERS PORT O'CALL NEW YORK BALTIMORE 675-4MANENEE LINE BALTIMORE	eign countries for personal use and made-to-order items such as clothing are all to be valued at the full retail price paid. To qualify for the 40 percent deduction, travelers have to de- clare the full price paid abroad. Only Customs officers will be able to deduct the discount in determ-
ADDRESS CITY ZONE STATE	similar shoes which will not slip when cutting grass on slopes or in damp weather One person should not move a heavy mower	1 XAL F	ining the amount of duty which may have to be paid. The new procedure was recommended by a five-man study team appointed by the Treasury Department.

SEAFARERS LOG

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BIG LEGISLATIVE ISSUE-AY. THE TAX. With continuing high unemployment, with the US economy still lagging far below its full potential, a big tax cut is vitally needed to boost the economy and provide jobs. The AFL-CIO is calling for a quick two-step program of tax reduction and tax reform with the first relief going to lowincome and middle-income families.

Automation, growth of the labor force, changes in job skill reguirements, decline of some industries, shifts in industry location-all partially explain the rising trend of unemployment and idle plants. But a basic shortage is consumer purchasing power-customers with eash or credit to buy the goods and services our economy can produce. The first order of business under the AFL-CIO program would be an immediate \$10 billion tax cut, retroactive to Jan. 1, 1963, and concentrated in the lower income brackets. This is essential to raise consumer purchasing power right now and thus to help create new job opportunities. The second step would be general tax revision and tax reform. Congress should plug the loopholes that benefit only a privileged minority of taxpayers.

While the AFL-CIO supports the general purpose of tax reduction and tax reform proposed by Kennedy, it does not believe the specific program-the three-year stretch-out of reduction and the large share of the relief proposed for corporations and upper-income families-will do enough to stimulate the economy and to provide more jobs. Almost half of the total tax cut proposed by the Administration-\$4.8 billionwould go to corporations and to the 15 percent of the taxpayers in the top-income brackets.

This is bad economics, because rich people are less likely to spend money they get from a tax cut, whereas low-income and middle-income taxpayers would spend it.

TAX LOOPHOLE PROPOSALS. The loophole-closing reforms proposed by the Kennedy Administration don't go far enough. Existing loopholes result in a give-away of more than \$10 billion a year to upper-income taxpayers and corporations.

Unfortunately, much of the revenue and equity gain from these reforms would be lost as the result of an Administration proposal to cut the capital gains tax from the present 25 percent maximum to 19.5 percent-when it should be raised. Furthermore, the Administration failed to call for repeal of the popular "tax shelter" of very rich people-the tax-free interest income from state and local government bonds - and to ask for cuts in the excessive mineral depletion allowances.

The AFL-CIO also opposes the Administration proposal to end the tax exclusion on the first \$100 a week of sick pay. This would injure many working people.

UP TO CONGRESS. It may be late summer or fall before Congress takes final action on the tax bill and sends it to the White House. A major danger in this long delay is that the program will be whittled down to the point where reform disappears and cuts are too little and too late. To make your influence felt, urge your Congressmen and Senators to support swift and effective action on tax cuts-particularly for low-income and middle-income families-to boost our economy and to open up new job opportunities. Urge them also to support tax reform.



Citing General Motors and Ford | proved by the area's Community first-quarter profits totalling over Facilities Administration. A final \$560 million, the United Auto stamp of approval is still needed Workers has suggested that big from the local Zoning Board of auto manufacturers adopt a profitsharing plan as a device to divide some of their "fabulous earnings" with their workers. American Motors has already agreed to set up a labor-management study committee in advance of 1964 contract talks.

1 1

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Appeals. \$ \$ 3.

The United Rubber Workers has



Just as in previous years, Maritime Day -May 22-has come and gone without causing much of a ripple. It brought out the usual clamor from various public and private figures for a stronger merchant marine, while the US shipping fleet itself continues to wallow in its own decay.

In New York, the country's major port, it was probably only a coincidence that the Maritime Day festivities were clearly overshadowed by the well-deserved reception for US astronaut Gordon Cooper on the same day. Elsewhere, there were the usual speeches, dinners, harbor parades and the like to mark what the history books recall was the first trans-Atlantic voyage under steam back in 1819.

The fact that the obviously-earned kudos for Major Cooper's space achievements made the Port of New York's traditional maritime celebration a second-rate attraction last week only serves to dramatize the point that the US maritime industry is behind the times. Our ships and our shipping activities are still in the horse-and-buggy B. F. Goodrich. The Goodyear pact age, while the rest of the country is in the space era. Moon-rockets, of course, carry a lot more punch and stir more interest than lumbering old merchant ships. The small number of new replacements for the merchant fleet that can do a sprightly 20 knots when the throttle is wide open just are no match for rockets and space capsules that orbit the Earth at 17,000-plus miles an hour. But none of this justifies attempts to make maritime labor the whipping boy for the current state of the merchant marine. Like everything else in our society, the shipping industry is a creature of its own the Communists or the government, or no Job stability in this industry will always depend on having a healthy US-flag fleet to handle our offshore and domestic trade. This means a balanced, efficient fleet of liners, is a fair judgment to make that a free, actramps, tankers, bulk carriers and other tive, progressive trade union movement area. The AFL-CIO has set aside a ruling that the company violated specialized ships able to meet changes in stands for a free, active, progressive countrade patterns without forever lagging be- try. And that is the kind of country I am hind the competition.

It means reversing the official Washington policy of considering runaway-flag ships a part of the US fleet-a practice which plainly ignores US shipping laws that are supposed to promote American-flag shipping.

The hodge-podge that maritime represents today is also pointed up by the fact that whatever is left of our offshore tanker fleet is primarily engaged in hauling grain, while foreign ships carry most of our oil and ore imports.

These are not new issues and new problems. The SIU and other maritime unions have cited them again and again, because they highlight the many difficulties facing maritime, which requires joint action by all parties to produce the necessary solutions.

And just as no single segment of the industry-labor, Government or management-is totally responsible for the present state of affairs, any so-called attack on the industry's problems which singles out one

The Los Angeles AFL-CIO has accused the "Los Angeles Times" of a "calculated campaign" to undermine and delay pact talks with locals of the International Printing Pressmens' and Assistants Union. Charging that the paper is hiring scab apprentices in a bid to pack a possible new representation election, the federation pledged its full support to the Pressmen in their year-old fight for renewed collective bargaining.

> * * \$

Demonstrating labor's long concern for the welfare of senior citizens, the AFL-CIO of the Dayton-Miami Valley (Ohio) area have made plans to construct a \$2.8 25 does not violate the anti-trust million, 11-story apartment house laws or Landrum-Griffin. The project for retired workers in the 11 acres of land for the develop- its contract when it ran away from ment, which has already been ap- New York to Brewton, Alabama.

signed two-year agreements calling for general wage boosts at Goodyear Tire & Rubber and at covers 21,000 production workers in 11 plants, and the Goodrich

contract covers another 11,500 workers in 8 plants. Both contracts provide for improved supplemental unemployment benefits and workmen's compensation coverage.

* * *

Judy Bond, the runaway blouse plant, has incurred another heavy defeat in its efforts to nullify two awards of \$61,000 and \$22,464 to the International Ladies Garment Workers Union by the Impartial chairman of the blouse industry. The Appellate Division of the New York Supreme Court unanimously general environment. upheld a lower court ruling that a contract between the runaway and New York Blousemakers' Local ILGWU was given damages after

group for special treatment is doomed to fail.

"Why Unions?"

A clear and concise answer to the critics of the trade union movement was offered by President Kennedy during the course of a speech in Washington a few weeks ago. Since the message can bear repetition, here in part is what he said:

"Those who may find fault with the labor movement today in the United States, as they find fault with so many things in this country, need only look abroad in Latin America, in Europe, in all parts of the world -and see labor unions controlled either by labor unions.

"And when they find either one of those three conditions, they find inevitable poverty or totalitarianism. Therefore, I think it proud to be president of."

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SEAFARERS LOG



The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$32,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Thurston Dingler, 45: A heart at-

New

viving is his wife,

John G. Gregory, 54: A liver allment was the cause of Brother



Gregory's death on September 19, 1961 in Brindisi, Italy. He had sailed in the SIU steward department since 1960. His daughter. Anilee D. Irvine, of Santa Ana,

Calif., survives. Burial was in Brindisi. Total benefits \$4,000.

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$2,000 in maternity benefits and a maturity value of \$250 in bonds:

Theresa Jane Labigang, born February 9, 1963, to Seafarer and Mrs. John Labigang, Pass Christian, Miss.

\$ t Kimberley Stewart, born March 16, 1963, to Seafarer and Mrs. James P. Stewart, Baltimore, Md.

\$ ±. **t** Gerald A. Blan, born February 24, 1963, to Seafarer and Mrs. Jerry W. Blan, Kirbyville, Texas.

1 1 \$ Barbara Watts, born December 10, 1962, to Seafarer and Mrs. Ronny L. Watts, Livingston, La.

立 \$ \$ Charlotte Miller, born March 22, 1963, to Seafarer and Mrs. Jerry L. Miller, Daphne, Ala.

1 1 1 Pamela Stewart, born March 12, 1963, to Seafarer and Mrs. Bob W. Stewart, Spiro, Oklahoma,

1 1 t Elise Fargo, born April 29, 1963, to Seafarer and Mrs. George Fargo, Highland Park, NJ.

\$ Florence Edwards, born May 7. 1963, to Seafarer and Mrs. David Edwards, Mobile, Ala.

* * * Mark Leiter, born April 13, 1963, to Seafarer and Mrs. Alexander Leiter, Pine Beach, NJ.

\$ 击 击 Troy John Luther, born February 7, 1963, to Seafarer and Mrs. John Luther, Pearl River, La.

tack was fatal to Brother Dingler on April 6, 1963. at the USPHS Hospital, Orleans, La. A member of the SIU since 1944, he had shipped in the engine department. Sur-

Wanda E. Dingler, of Whistler, Ala. Burial was in Cedartown, Ga. Total benefits: Fern Cliff Cemetery, Hartsdale, \$4,000.

\$ \$ Antonio Alcain, 40: Brother Alcain died of a heart ailment while



of Baltimore, Md., survives, Burial was in Baltimore. Total benefits: \$4,000.

\$ 击 t Sherman Shumate, 39: A heart ailment proved fatal to Brother

> Shumate on March 19, 1963 at the USPHS Hospital in Boston, Mass. He joined the SIU in 1962 and sailed in the deck department. His father, George Shumate, of

Olive Hill, Ky., survives. Burial was in Olive Hill, Total benefits: \$4,000.

\$ む t Charles F. Ison, 68: A heart ailment was fatal to Brother Ison on



more. Burial was at Cedar Hill Cemetery, Anne Arundel County, Md. Total benefits: \$4,000.

Headley F. White, 65: Brother White died of a chest ailment at the USPHS Hospital, Staten Island,

NY, on April 26, 1963. He joined the SIU in 1938 and shipped in the steward department. His wife, Wilhelmina

had

White, of New York City, survives. Burial was at NY. Total benefits: \$4,000.

圡 \$ \$

Allen D. Beverstock, 64: Brother Beverstock died of injuries re-



Md., survives. Burial was at Moreland Memorial Park, Baltimore. Total benefits: \$4,000.

> \$ \$ \$

Daniel F. Byrne, 54: Pneumonia was fatal to Brother Byrne at the New Orleans,



La., USPHS Hospital on April 9, 1963. He had sailed in the deck department after joining the SIU in 1938. Surviving is his wife, Rita Byrnes, of Arabi, La. Burial

was at Greenwood Cemetery in Orleans. Total benefits: New \$4,000.

USPHS HOSPITAL

Urges Boycott Of Foreign Film To the Editor:

The members of the SIU are familiar with the systematic scuttling of the US merchant marine by American financiers who thereby evaded US taxes and exploited cheap foreign labor.

They know that the American press fully supported this operation by exaggerated accounts of



All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

the wages paid to American seamen.

So there is no need for me to repeat arguments contained In letters rejected by six American newspapers, in which I urged that this sabotage of the American economy should be dramatically denounced by an effective boycott of the American - financed, foreign - made movie "Cleopatra."

No union member should neglect this possibility for arousing the American public to an awareness of the evasion of the responsibilities of citizenship for the sake of profits. Contact other organizations, advertise, and condemn this sort of "business ethics." Boycott the American - financed, foreign - made "Cleopatra"I

J. Doran ± ± t.

Praises Union Training School To the Editor:

I would like to express my thanks to the Union for its fine training program for men wanting to go to sea with some knowledge under their belts.

May 31, 1963

As chief steward of the Titan, I can personally say that the school does a great job. I have one of the trainees with me on board, whose name is Lemley Boudreaux. He is one of the best workers I have ever seen in all my years of sailing in the steward department.

He has been with me for atmost nine months and I can truly say I am proud to have such an excellent man for a shipmate. The training program is doing an important job for all of us in the SIU.

Ralph Reyes Maldonade

* * * **Misses Shipping**, **But LOG Helps** To the Editor:

I retired my SIU membership on September 16, 1961, and have been working as a foreman for the G. W. Ogden Electrical Contractors. Last August I took the California state contractor's test in Los Angeles, passed it, and now have an electrical contractor's license.

I have not gone into business because this requires having a fair-sized bank acount, which I don't have yet. Although I have been ashore for about two years now, I miss shipping so bad I can taste it, but my wife insists I stay home for a while.

But I sure appreciate getting the LOG regularly, as it keeps me in touch with the shipping situation, Union news, and every once in a while there is a picture or article of someone I have shipped with.

My shipmate Charlie Stambul dropped by the house a couple of months ago. He was leaving for Japan on the Elie (I think). He was going to write me, but as yet I have not heard from him. Charlie, how about keeping in touch?

Well, hello to all those I have shipped with who remember me, and keep my LOG coming. Franklyn J. Munz



EVERY THREE Months

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



₩ SIU

SHIP'S LIBRARY

STATE Adolph Anavitarto Felix Arce John Barone A. D. Caramas Mario Carrasco Carmine Cassano Thomas E. Correll Horacio DaSilva Will Denny Hugh Dick Thomas Duncan John Givens Charles Fediw Robert Goodwin John Hansen Frederick Harvey Richard Haskin Juan Hopkins John Jellette Sulo Lepisto

William Burton Sidney Day Gorman Glaze Ray Hartford John Hoppes Frank Liro Julio M. Logu M. L. Mayor Edward Moore Ralph M. O'Neal Emmett Phelan Freddy Adams Filimon Barlizo Anthony Bernard Jeon Brown

Joseph Curtis

Thomas Deals

Antonio Longueira James Murphy John Nixor Joseph Obrerza E. T. Omaar George Pilaras Joseph Raymond F. Regalado Alfredo Rios L B. Schneider Joseph Scully Manuel Silva William Smith James Stripp Thomas Tighe Carlos Traviezo Joseph Townsend Yu Yee Ching You USPHS HOSPITAL BALTIMORE, MARYLAND n Burton George Radike Day Harold Reed n Glaze Vance Reid artford Sergio Rivera Joppes David Rudolph Edward Ruley John Thompson Harry Thrash Stanley Vernuz George Warren Calvin Williamson USPHS HOSPITAL NEW ORLEANS, LOUISIANA James Donahue William Doyle Ralph Dougherty Marcus Evans Bobby Butts Samuel Clinkscales Natale Favalore Wesley Fincannon Enrique Constantino Eugent Gallaspy Leon J. Gordon Carl Harris

James Walker USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA filliam E. Roberts Luther Wing Harry Baum John Donnelly Edward Edinger Torolf Kismul Calvin Roma William Langford USPHS HOSPITAL Arne Pedersen GALVESTON, TEXAS **Donald Hampton** Harold Taylor **Charles** Hazelton David Wilson Charles Brown Lucien Ello William Bedgood Alvah Burris USPHS HOSPITAL SEATTLE, WASHINGTON Herbert Armfield Edward Cichorek Russell McLeod Fred Reimolt William Wilcox **Robert** Coung Apply For S&A USPHS HOSPITAL Within 60 Days BRIGHTON, MASS Edward Broussard Edward Farrell Robert Davis Charles Robinson Seafarers are reminded that Frederick Epsom USPHS HOSPITAL NORFOLK, VIRGINIA in order to be eligible for \$56 weekly Sickness & Accident William Mason Francisco Panuelos Ellis Cottrell welfare benefits they must sub-William Grimes mit their S&A claims within USPHS HOSPITAL SAVANNAH, GEORGIA 60 days of the date their in-Richard Johnson J. R. Miller **Roland** Canady Ignscio D'Amico John Epperson jury or illness is incurred. Jesse Morris They should also make certain Victor Gonzales USPHS HOSPITAL FORT WORTH, TEXAS they have filled out their applications completely, making **Gerlad** Algernon Leneard Higgans Thomas Lehay full mention of the circum-Robert Banister Benjamin Deibler Arthur Madsen stances involved in their case. Claude Doyal Max Olson Charles Slater This will simplify checking be Gordon and processing of applications Joseph Gross Willie SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK whether a Seafarer applies at Alberto Gutierrez William Kenny headquarters or in the out-**Thomas** Isaksen VA HOSPITAL WEST ROXBURY, MASS. ports. All payments are handied in the same manner as Raymond Arsenault USPHS HOSPITAL MEMPHIS, TENNESSER SIU Vacation Plan benefits. James McGee

John E. Butler

May 31, 1963

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'Recife', 'Rubby' & 'Squirrel'

As the Transbay (Hudson Waterways) was going through

the Suez Canal recently, someone got out the old Brownie

and snapped this picture of Seafarers Mickey "Recife" Perkins, 2nd pumpman; Carl "Rubby" Jones, chief pump-man, and Harvey "Squirrel" Glotzer, deck, resting topside



A tricky night transfer of a sick shipmatein heavy seas by the crew of the Fanwood (Waterman) (LOG, April 5), won recognition from the Coast Guard in the latest Coast Guard bulletin for the Atlantic Merchant Vessel Report (AMVER) system. Good seamanship all

around effected the night rendezvous and transfer of Sea- relax and stay cool at the same train) is making regular weekly later that Brother Starling had passed away at sea aboard the Patch. The entire crew expressed their deepest sympathy to Starling's wife and newborn son whom he never got to see.

* * *

Some safety precautions were brought up at the regular ship's



the Del Sud (Delta) on her last trip. P. R. Turner was recognized first and spoke on the danger of sticking heads or hands out of the portholes while

meeting aboard

Valentine

the vessel is docking or working cargo. P. B. Valentine cautioned the crew to be careful not to touch anyone on the dock when the ship arrives in Houston until the vessel has been cleared. Such action could cost the ship a \$5,000 fine and standing on Ed Ehringer, Jack make the crewmember involved Yates, Art LaCross, Roger Nelson, subject to a jall sentence, he Jimmie Rader, Tony Bender and pointed out.

> \$ 1 2

When the temperature in Abadan, Iran, got up around 110°, the in the picture. gang on the Steel Rover (Isthmian) headed straight for the pool at the USS Club there, where they could

farer Charles Starling to the time. Here they are, making like runs to Puerto Rico from New troopship General Patch "without the Pharaohs of old and building York, a suggestion was made at incident." Unfortunately, his crew- a pyramid of their own. Top man the last ship's meeting to have a mates heard by radio a few days is Gus Crittenden, OS, who is fan or blower installed in the



fireroom to make the black gang a bit more comfortable, writes meeting secretary William Nihem. Some salt tablets will no doubt be in order too.

> \$ \$ 2

The Transglobe (Hudson Waterways) isn't exactly the Louvre, but it carried a pretty valuable collection of paintings on a recent trip, destined for the famous "Musee de la Marine" in Paris. The \$2 million collection of US naval art and historical artifacts is on loan to the French museum from the US Government. It includes outstanding works from the collections of the Navy and Marine Corps, the White House, the National Archives, the Library of Congress, the US Naval Academy and the Smithsonian Institution.

1 1 1

A safety meeting aboard the Morning Light (Waterman) heard a recommendation from all departments for increased safety at the Perry Street wharf in New Orleans. In case of an emergency, several pointed out, there are no posters on the dock designating the nearest fire stations or tele-Ship's delegate Bob Phillips sent phones, and after working hours all doors on the wharf are closed

so there is no way to call a taxi, ambulance, doctor, the fire de-

were ship's delegate R. A. Burch, deck delegate W. T. Roche, engine delegate Alton Clement, and steward delegate Walter Coleman.

1 1 1

The Aldina (Harrison Traders) should be a real comfortable ship

outside, and the watchmen usually wan, ship's meeting chairman. are inside the wharf with all doors Among the things to be installed closed. Everyone present agreed before her next trip, Bugawan steps should be taken to investigate writes, are wider bunks and matway of eliminating this danger, tresses for the unlicensed person-Among crewmembers speaking out nel, extra fans in each room and chairs in the crew mess to replace benches. Also calculated to make the next voyage a more pleasant one was the suggestion made by the steward that any ideas the crew might have to improve the service of his department be made during the voyage and not when it is all over. In this way, they can be implemented as soon as possible.

OVERSEAS EVA (Maritime Over-seas), Feb. 3—Chairman, Joseph V. Bissonnet: Secretary, Paul L. Whit-low. Better slopchest requested. Only one carton of cigarettes issued in foreign ports. Problems on draws to be checked. Vole of thanks to steward department. Watchstanders thanked for cleaning up the messhall

STEEL DIRECTOR (Isthmian), Jan. 3-Chairman, G. Mulholland; Secre-tary, Stanley Silverstein. No beefs reported by department delegates. Vote of thanks to ship's delegate. Crew asked to leave keys and clean foc'sles at termination of trip. Vote of the termination of trip. Vote of thanks given to entire steward de-partment for holiday dinners.

in the mornings.

BRIDGEHAMPTON (Bull), Feb. 10 Chairman, Tom Ponsi Secretary, Jack Dolan. Canadian SIU brothers were welcomed aboard as part of crew. Crew requests library for next trip. Crew to submit report on OT for fire-fighting. Detailed report of fire sent to headquarters.

DEL SOL (Delta), July 15--Chairman, L. Nicholas: Secretary, H. Menz. Joe Achtison was elected to serve as ship's delegate. Vote of thanks to siteward and entire department for exceptionally good food and service. Resolution sent to headquarters pering. Motion to write letter to head-quarters explaining the condition of this ship and to have a patrolman board same on arrival in northern port.

Johnnie Nash, Taking it all in at

the pool edge is Barney McNally.

t

CITIES SERVICE BALTIMORE (Cities Service), Feb. 7—Chairman, A. W. McCullum; Secretary, Billy G. A. W. McCollum; Secretary, Billy G. Edelmen. Motion made to negoliate OT for cleaning black oil spills on tanker. Motion made to paint crew's rooms once a year.

Chairman,



S. U. Johnson. Ship's delegate reserved aboard in France to orphans and \$167 was donated by officers and crew along with new blankets do-nated by owners. \$35.75 in ship's

and lamp black put on all decks, leaving no room to walk on to crew quarters.

PENNMAR (Caimar), Feb. 20 ---Chairman, B. Crawford; Secretary, James Johnson. \$15.04 in ship's fund. In the event ship lays up, ship's fund will be donated to child's welfare fund for crippled.

VIVIAN (Maritime Overseas), Feb. 3-Chairman, Stanley Schuyler) Sec-retary, C. J. Lohr. Motion made and submitted to headquarters negotiating committee that after 20 years in the SIU plus 10 years scatime, a man should be able to retire. Vote of thanks given to steward department.

OCEAN ULLA (Maritime Overseas), becan oll A imaritime overses), Feb. 11—Chairman, R. Lambert Sec-retary, R. Burns. No beefs reported, D. Turner elected to serve as ship's delegate. Contact patrolman regard-ing fresh milk put aboard.

WASHINGTON CARRIER (Weshing-ton Carriers), Feb. 10-Chairman, D. Smith, Secretary, Tex Strickland. Tex Strickland was elected to serve as ship's delegate. Motion that the Union negotiate for a third cook to be shipped aboard this vessel. Chief cook and 2nd cook & baker should be paid OT for all work performed in excess: of 8 hours per day, since this vessel has been in operation.

R. Phoebus. J. Rambo elected to serve as ship's delegate. \$30 in ship's fund. Request made for new washing machine with timer. Captain extended thanks to crew for its co-operation while repairs were being made aboard. made aboard.

BIENVILLE (Sea-Land), Feb. 24-Chairman, G. E. Truesdeil; Secretary, M. Riechelson. No beefs. Beef on draws squared away. \$38 in ship's fund went toward TV repair. Contact Union and safety director about in-stalling life-rafts on after house, Brother Kind left gear on ship in November. Will contact him to see what disposition is to be made.

STEEL WORKER (Isthmian), Feb. 10-Chairman, Leo Movall, Secretary, D. L. Stepp. No major beefs re-ported. Motion made to negoliate for raise in pay and OT.

WILD RANGER (Waterman), Feb. 10-Chairman, L. Paradise: Secretary, John Singer. Discussion on launch service in Orient which was not satisfactory. Letter to be sent to head-quarters regarding securing ship prior to sailing. Delegate to handle safety beefs. Discussion regarding Koreans aboard vessel. Vote of thanks to sleward department.



No one doubted for a minute that there was some good food in store when chief cook P. J. Franca started rattling pots and pans in the Monticello Victory (Victory Carriers) galley. Photo taken on the West Coast shows Franco making final touches with lunch only minutes away.

Now that the Savannah (Sea- partment, or anybody else for that when she starts out on her next



between watches.

taining to retirement plan.

PENN CHALLENGER (Penn), Feb. 12-Chairman, B. M. Moye: Secretary, E. Farrell. \$10.29 in ship's fund. No beels reported. Food has been short on some items. Former ship's dele-gate. Brother Moye, given a vote of thanks for a job well done.

PENN CARRIER (Penn), Feb. 11-Chairman, K. Hatgimisios: Secretary, G. Walter. Motion to have head-quarters mall any clarifications of previous agreement to ship for post-

fund. Motion to have company install two water fountains, one in messhall and one in crew's quarters. Water cooler also needed in messhall and crew's quarters aft. Vote of thanks to deck maintenance, Harrington, for building bookshelf and racks in crew recreation room.

MAIDEN CREEK (Waterman), Feb. 13-Chairman, Leopold, Faulkner; Sec-refary, Thomas Lliss. No beefs re-ported by department delegates. Otis J. Harden was elected to serve as ship's delegate. Discussion on fish oil

OVERSEAS JOYCE (Overseas Carriers), Feb. 3-Chairman, J. J. Mc-Halez Secretary, none. No beefs re-ported. \$10 in ship's fund. Motion to have patrolman find out why crew can't have full cooperation from chief mate regarding medical care. Request Union and company to allow ship to pick up fresh milk when available in foreign ports.

ALCOA PATRIOT (Alcoa), Feb. 24-Chairman, S. DiGirolomo; Secretary,

ELEMIR (Maritime Carriers), Feb. 18-Chairman, Joseph McKreth/ Secretary, Kenneth Collins. Stephen Ful-ford elected ship's delegate. Letter to be sent to headquarters regarding dispute between mate and the bosun. Discussion on forming a safety committee.

ORION HUNTER (Orion), Jan. 13--Chairman, D. Roed; Secretary, N. Mattney. No beefs reported. Letter to be drawn up and mailed to headquarters regarding transportation beef. Crew asked to be quiet at night in passageways.



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SEAFARERS LOG

Wealth Of History And Legend Draws Tourists To 'Big Ditch'

Not since Billy Rose's Aquacade, back in the "Dark Ages," have so many rubber-necks come to gaze on the strange functions of a man-made waterworks. The Panama Canal, which is doing \$100 million a year in ship trade, is also packing in the spectators. Those who

come only to look get in free.+ But the chap who once crossed Gatun Lake, a matter of 26 miles, was charged 45 cents for the effort. The fee was based on the rate ordinarily charged for empty ships.

Travelers who want to view the canal operations can take a taxi from Panama City to the Miraflores Locks in the Canal Zone, a 15-minute ride. There, a pavilion that was built for the 1956 meeting of Western Hemisphere presidents serves to accommodate the tourists. Last year the Panama Canal Company organized a guide service of bilingual ladies and gentlemen who are on duty from 10 to 5 telling the story of the canal in English and Spanish.

So many people have come to the bleachers at Miraflores that a new grandstand will soon be built. Boat service, alas, is limited to groups, but two vessels maintained inside the canal do make periodic voyages. Travelers who happen to be in Panama can telephone Balboa 1492 and take pot luck.

The guides will sometimes allow Individuals to join groups. Then,



Conley

slip across the wasp-waist of the two continents. From the bleachers at Miraflores the spectators can see the ships edge in from the Pacific. Once the first set of locks closes behind you, the water pours in, raising the ship 27 feet A second gate raises the vessel another 27 feet, at which point it can sail into Miraflores Lake. Eventually ships are raised to 85 feet above sea level, at which point they cross the watery route over the Continental Divide.

Those who cross by boat will see Paraiso, a town built by the French when they first tried to cut a canal here in 1680. Cucaracha Slide-a cucaracha is a pea cockroach-is a fancy handle hung on a hill which slipped into the of the story on any count. canal in 1915, shortly after it In preparing his own article, one

Seafarer Pat Conley's LOG contributions in the past have pretty much covered the entire world. Here he offers some details about the Panama Canal which many may not have known until now.

Picnickers who come to the top of Contractor's Hill to nibble a nize the Diner's Club. lunch while watching the boats Gold Hill, a bit of French fakery across the water. Here, said the

each ton of available cargo space, yearly rainfall.

or if empty, 75 cents a ton of displacement.

The SIU ship Orion Hunter, which sails for Colonial Shipping, once paid \$30,000 for the trip, but the average ticket costs the shipowner about \$5,000. Tickets must be bought and paid for in advance. The Canal doesn't recog-

It takes 52 million gallons of glide by, can also contemplate water, about a two-day supply for a large and thirsty city, to put one ship from ocean to ocean. All French builders, those who put this water is lost, half of it flowmoney into the canal scheme ing into the Atlantic and the other would benefit not merely from the half into the Pacific. No pumping tolls paid by the ships but also is required since the water is perfrom the gold in the hills as well. mitted to run downhill from Gatun No gold ever came out of the Lake, Both Gatun and Madden hill, but ships that pass between Lake are the water tanks for the the two oceans pay 90 cents for project, and they are supplied by

Reader's Digest Smear Against Marine Unions Draws A Seafarer's Fire

Seafarer Frederick V. Davis, writing abroad the Kyska a ship, the cap-(Waterman), got hopping mad when he read a February tain will occa-"Readers Digest" article attacking US maritime unions and accusing them of "killing the sionally permit a

industry." come aboard for He got so mad that he wrote an article of his own, based on his It takes about long years of actually earning his eight hours to living at sea, refuting point by point the charges made in the original article. He sent it out to the Digest.

> The magazine's reply was brief. They could not use the article, they said, because they "question the editorial effectiveness of material prepared in rebuttal. But this is

not to deny the readability of your piece or the validity of the points you made." In other words, attacking the unions is fine as far as the Digest is concerned, but

it isn't interested in the other side

was the impression given in the original article that seamen today live like pampered millionaires. He made it clear that after years of sailing he could safely say that the average freighter was no cruise ship, nor are the seamen aboard really passengers who get "fabu-

lous" wages for doing practically nothing, as the article implied. ". . . Quarters are usually just big enough to accommodate three

bunks, a wooden bench or chair, a washbasin, three metal lockers, with just enough room left for a man to walk between," he pointed out. Eleven deck department men usually have to "share the total of two shower stalls. They have two heads assigned to this same number of men."

Among other points Davis tried to clear up was the fallacy of considering a seaman's 40-hour-week by the same standards as other workers' normal workweek, ". . .

A seaman is confined to his ship opened, blocking the passageway. of the big bubbles Davis popped 24 hours per day while at sea, and subject to call . . . and while the ship is in port the ship always comes first, above his private wishes and desires. . . . On foreign runs a man is away from his family for two, three or more months at a time." "Nor are there any movies, drug stores, soda fountains, etc., that a man might be able to visit and enjoy while at sea. The only place to purchase articles of clothing, shaving needs, etc., is the slopchest, and too often this lives up to the name." And for all this "a chief electrician receives a base wage of \$586.00 per month, and is the highest paid unlicensed man aboard any cargo ship. . . . For all hours over 40 an electrician ashore will receive time and a half or double time, while aboard the ship an electrician will receive \$2.33 per hour for all overtime work. . . , less than his basic hourly wage.' Another Item Davis managed to set straight was the matter of comparing the wages of American seamen to foreign seamen. It just can't be done in terms of American money, he made clear.

LISA B (Geslanes), Feb. 17-Chelr-man, Ralph H. Smith; Secretary, E. R. Lindenmuth. Motion made to have a ten-man clean-up crew put aboard all ships laid up for eleven days or more, prior to crewing up. Vote of thanks to steward department for good food and service. Vote of thanks to fam Francisco official for fine job in obtaining repairs aboard ship while in Election.

DETROIT (Sea-Land), Feb. 28 Chairman, Jose L. Ramos Secretary, Joseph Righetti. Everything running smoothly. Repairs to be taken up with patrolman at payof. Motion to see company officials about transpor-tation from ship to the airport.

MOBILE (Sea-Land), Feb. 24-Chair-man, W. A. Thomasy Secretary, S. M.

DIGEST of SIU SHIP MEETINGS

Simos. Everything running smoothly. Suggestion that a delegate from each department be present to find out about the transportation in Fuerto Nuevo, PR and Elizabethport. NJ. Crew cites hardships of getting to town and the large smount of money involved for transportation. Vote of thanks to steward department for a job well dong

SEATRAIN TEXAS (Seatrain), Feb. 23-Chairman, Geo. T. Chandler: Sec-retary, Clarence A. Collins. No beefs reported. Morton Trehern elected ship's delegate. All hands requested to donate whatever money possible for repair of TV set. Request more fresh fruit be left out for night lunch.

ROBIN KIRK (Robin), Feb. 24 --Chairman, R. W. Simpkins; Secretary, J. Zimmer. Motion made to have patrolman see the company about ordering fresh milk in foreign ports. Discussion on shortage of stores. Vote of thanks to the cook and baker for the good meals in spite of the short-age of stores.

ANDREW JACKSON (Waterman), Feb. 10-Chairman, H. Harold; Secretary, Roscos L. Alford. Ship's dele-gate reported everything in order. Suggestion made that all meetings be held after 6:30 PM. Ship's delegate to check with patrolman about slop-chest. Vote of thanks to steward department for job well done.

ROBIN LOCKSLEY (Robin), Feb. 16 --Chairman, Rocce Albanese; Secre-tary, Maximo Bugawan, \$18 in ship's fund. Vote of thanks to chief cook for good feeding this trip.

ST. CHRISTOPHER (Olga Konow), Feb. 19-Chairman, K. Winters: Sec-retary, R. Panarelli. Crew asked to cooperate in keeping natives out of after house. No beefs reported by department delegates. Request water fountain in crew passageway. Vote of thanks to steward department and also to Capt. Wilson for cooperation with the crew.

COE VICTORY (Victory Carriers), March 3-Chairman, A. Skaalagaard) Secretary, L. Smith, \$23.61 in ship's fund. Discussion on transportation when men have to go to another port to join ship. Vote of thanks to steward department.

ALAMAR (Calmar), March 10 --Chairman, T. Hannai Secretary, F. A. DeLeon. No beefs reported. J. Auger was elected to serve as ship's dele-gate. Discussion about transportation to and from the ship at Pennwood Dock in Sparrows Point, Maryland.

May 31, 1953

ALCOA PURITAN (Alcea), March 15-Chairman, W. M. Bruten, Secre-tary, Cliffon Gullett. Discussion as to whether or not the Capiain has the right to ration classreties on board ship. Ships should be properly stored before leaving US ports.

TOPA TOPA (Waterman), March 10 —Chairman, Jos. Saxon: Secretary, W. E. Harper. Carl Pierce was elected to serve as ahip's delegate. Discus-sion on how to keep out the natives, files and mosquitos. Ship has no screens, no screen doors and no mosquito nati mosquito nets.

ALCOA ROAMER (Alcos), March 12 —Chairman, D. L. Parksr; Secretary, J. E. Hannon. Motion to see patrol-man about having enough cigarettes and other articles for the voyage. Ship should be fumigated for mice.

ALCOA POLARIS (Alcos), March 10 -Chairman, Ernest Traderi Secretary, Robert Kyle, Ship's delegate R. Kyle resigned. Brother Lane elected to serve in his place. Motion made that a man who has been in the Union for 20 years and has at least 200 days at sea each year should be entitled to retirement.

STEEL ADVOCATE (Isthmian), Feb. 25-Chairman, John J. Reinosa) Sec-retary, Luis Ramirez. Motion made that callbacks on Saturdays and Sun-days be paid as double time instead of straight time. Matter of water tanks will be referred to patrolman at Long Beach or Frisco.

OCEAN DINNY (Maritime Over-seas), Feb. 24—Chairman, F. Jan-kowski; Secretary, S. Rothschild. No safety meeting aboard this versel last voyage, or this voyage. Ship's dele-gate to discuss this with Captain. Motions made and sent to headquar-ters rearding retirement plan at age ters regarding retirement plan at age 50 with 15 years seatime. Motion that in next negotiations our representa-tives should ask for a raise across the board.

ELIE V (Ocean Cargoes), March 1-Chairman, B. Landos; Secretary, C. Stambul, Motion that fresh milk be supplied instead of canned milk where fresh milk has been okayed by US Government in foreign port. Resolution sent to headquarters per-taining to shipping companies paying on a 30-day month basis, causing men to lose a number of days for the year. Motion made to pay on a dayto-day basis.

CHOCTAW (Waterman), March 3-Chairman, Roland Dean; Secretary, Louis W. Pepper, Company refuses to alter its poor distribution of mail from United States to foreign ports. Motion made that headquarters negotiate for a new contract clause stating that all companies must issue crew passes or else there is not to be any cargo discharged in any port. Vote of thanks to all department delegates.

BETHFLOR (Bethlehem Steel), March 23—Chairman, Richard Brown/ Secretary, Charles Bedell, Mollon Secretary, Charles Bedell, Motion made to see about putting air-condi-tioning on SIU ships. Motion to get watch foc'sles for the engine depart-ment on Ore-type ahips. Crew went on record to cooperate with the safety program now being started by the company. Filippo Carlino was elected to serve as ship's dele-cate gate

GLOBE EXPLORER (Maritime Overseas), Feb. 12—Chairman, Joseph F., Lae; Secretary, R. Prideaux. No beefs reported. Motion made to see patrolman about keeping officers? recreation room door unlocked for emergencies. Delegate to see captain about oninting quarters. about painting quarters.

SANTORE (Marven), Jan. 3-Chair-man, Louis E. Meyers: Secretary, Ander Johansson. Louis E. Meyers was elected to serve as ship's dele-gate. \$11 in ship's fund. Vote of gate. thanks to Food Plan for obtaining thanks to Food Flan for obtaining the proper voyage stores for this vessel and to Louis Meyers, who fought all the way for stores that have never been placed on this ship before.

DEL SOL (Delta), March 4-Chair-man, Howard Menz; Secretary, W. J.



Davis



Contractor's Hill is a popular spot for those who like to nibble a picnic lunch as they watch ships sail from ocean to ocean through the canal. From Contractor's Hill they can see Gold Hill, which has no more gold in it than their potato salad, but induced thousands of French investors to sink money into the French canal project.

PANOCEANIC FAITH (Panoceanic Tankers), March 2.-Chairman, M. Mulling: Secretary, S. P. Mailloux. Motion that negotiating committee try to discontinue the 30 day basis for payrolls of over 30 day duration. All parrolls should be on a day-to-day basis. This way the seamen will be paid for all the days of the articles.

Barnes. Discussion on Vacation Plan. Port discharges that company is putting out was referred to headquarters for clarification.

'Sea Life'

- By Jim Mates



May 31, 1963

SEAFARERS LOG

Court,

Page Fifteen

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PERSONALS and NOTICES

J. R. Alsobrook

knowing his whereabouts is asked cation and a forwarding address: to contact his mother, Mrs. Charles H. Eyre, 4 Belvedere Drive, Brownsville, Texas.

\$ \$: t Frank Chester

You are asked to contact Charles E. Perry, manager, Ben Milan Hotel, Texas and Crawford, Houston 1, Texas.

> ま t \$

Steel Fabricator Crew Ronald L. Shanholtzer asks to express his thanks and appreciation for your assistance while he was hospitalized in Djibouti.

> 本 本 Frank Bosch

You are asked to contact Mary Martinez, c/o Otelia Gomez, 1906 Baldwin St., Houston, Texas.

* * * **Income Tax Refunds** Income tax refund checks are being held for the following by Neil V. Pardo, 2420 First Ave.,

SIU HALL

DIRECTORY

SIU Atlantic, Gulf

Lakes & Inland Waters

District

PRESIDENT Paul Hall

EXECUTIVE VICE-PRESIDENT Cal Tanner

VICE PRESIDENTS

SECRETARY-TREASURER

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

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

NEW ORLEANS 530 Jackson Ave. Buck Stephens, Agent Tel 529-7546

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

10225 W. Jefferson Ave. Vinewood 3-4741

Earl Shepard Al Tanner

DETROIT

Seattle 1, Wash., and can be ob-The above-named or anyone tained by sending proper identification and a forwarding address: Alabakoff, Damian: Ames, Omar; Berg, George J.; Birch, Rudolf: Bob-bitt, A. D.; Bowman, Richard P.; Bran-lund, Frank: Brooks, Robert; Brown, Lewis: Byrd, Robert; Cage, Robert A.; Canul, Jose: Carlson, Charles A.; Chic-horek, Edward: Clark, Verne; Cogley, Philip B.; Conner, Jerry; Constantino, Fortunato; Cox, Leonard J.; Coyle, John P.; Crehan, Edward R.; Cristy, George; Crum, Marvin; Crum, Rex L. R.; Curtis, Maxine. Datzko, William; Davey, William; Dirig

Crum, Marvin; Crum, Rex L. R.; Curtis, Maxine. Datzko, William; Davev, William; Dini-no, Pasqualie; Drake, Woodrow; Doroba, Charles; Edwards, Robert W.; Everett, Wilbur Lee; Fox, James; Furst, Arthur; Gertz, George I.; Gossage, William; Graham, George; Hawkins, Erick; Heilig, Robert J.; Hendrick, J. A.; Higgins, Leon-ard; Hooper, Vincent S.; Jager, E.; Jar-vis, Floyd J.; Johnson, Fumiko; Johnson, Thomas S.; Johnston, Leonard; Kaliloa, Joseph B.; Krieg, Stanley; Kroll, Will L Lake, Calvin K.; Langley, Fay W.; Lauritsen, J. M.; McAndrew, Robert N.; McDermott, Stacey J.; McKee, James E.; Martinussen, Charles; Marsh, Lloyd C.; Mates, James J.; Meher, Kiyoko; Mikkel-borg, Halle; Moyles, James; Muscarella, Charles; Naope, George K.; Napaepae, Edward N.; Nickila, W. A.; Nelson, Sam-mie N.; O'Connor, William M.; Paulette, John E. Raynes, David T.; Beck, Warren; Ries, Charles F. Jay Birmento, Albart N.;

John E. Raynes, David T.: Reck, Warren: Rics, Charles F. Jr.; Ringuette, Albert N.: Roskamp, John H.; Royals, Quinton; Rum-mel, Arthur; Sandanger, Marlus; Samp-son. Edwardo: Scharf, Alois: Shanks, Alvin; Singleton, Homer L.; Statham, Robert; Strand, B. C.; Snyder, Joseph O.; Taylor, David G.; Thompson, Alexander; Torra, J.; Warren, Elvis O.; West, Henry; Wetzel, Edwin; Wilcox, William; White, William.

* * * **Ex-SS** Pacific Carrier

All former crewmembers of this vessel should immediately contact Sol C. Berenholtz, attorney, 1209 Court Square Building, Baltimore 2, Md., by mail or in person, in order to receive additional monies

Coast Guard Lindsey Williams Robert Matthews **Tests New** READQUARTERS REPRESENTATIVES Bill Hall Ed Mooney Fred Stewart BALTIMORE...... 1216 E. Baltimore St. Rex Dickey, Agent EAstern 7-4900 **Rescue Gear**

BALTIMORE-The Coast Guard is developing a self-righting, floating litter used to transfer injured and sick personnel between ships at sea.

The plastic litter with a man in it can be dropped from a height of 60 feet into the water and will right itself in three seconds and float at a 45-degree angle. It is regarded as a major improvement over the old wire litter basket.

Tests also are now being conducted on a pencil-size launcher for distress flares. The spring-operated launcher can shoot a flare 200 feet into the air.

PHILADELPHIA 2604 S. 4th St. Frank Drozak, Agent DEwey 6-3810 A synthetic tow-line for use by RAN FRANCISCO 450 Harrison St. Frank Boyne, Agent Douglas 2-4401 E. B. McAuley, West Coast Rep. helicopters in towing small craft and a special release hook for use SANTURCE, PR 1313 Fernandes Juncos. Stop 20 Keith Terpe, Hq. Rep. Fhone 723-0003 in air-dropping small pumps to boats in distress are also being studied. The object is to find a hook that will release the para-chute from the pump as the latter hits the water, thus preventing the Wilmington. Calif 505 N. Marine Ave. Chute from dragging the pump.



PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity 0 in the SIU unless an official Union receipt is given for same. Under no circunstance 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.

this responsibility.

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ø 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.

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 June	3	DetroitJune	1
Philadelphia June	4	HoustonJune 10	
BaltimoreJune		New Orleans June 11	L
Mobi	le	June 12	

West Coast SIU Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
Juna 17	June 19	June 21

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

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

YOUR RIG



SDAFARDR

Vol. XXV No. 11

Crewlist is checked over by SIU Patrolman P. Gonsorchik and ship's delegate Paul Whitlow (right).



OVERSEAS EVA EYES VOYAGE TO TURKEY

Living up to her name, the SIU-manned Overseas Eva (Overseas Carriers) was making ready for the long haul to Turkey while loading in Baltimore recently. Pictured here are some scenes of her crew going about their routine work and off-duty activities prior to departure.



Seafarers W. Taffner, P. Whitlow, W. Harris and Ed Imhoff go over pending beefs and dues payments with Patrolman Gonsorchik (3rd from left).





Messhall trio is D. Franck, pantryman P. Carr and P. Whitlow.



Busy in galley are cooks B. Zawicki (left) and B. Falk.



Off-watch readers are L. Chapman, 2nd elect., and P. Carr.





Oiler Glenn Dickens (standing) is shown signing on for the voyage. Most of the crew on previous trip decided to make the new run.



Deckhand Milton Neys looks thoughtful as he watches loading.



Securing gear in light rain, Dan Backrack dons foul weather hat.

Sailing day finds Overseas Eva fully loaded, and dock completely empty. Prior to Turkey run, the ship had made a trip to Naples, Italy.