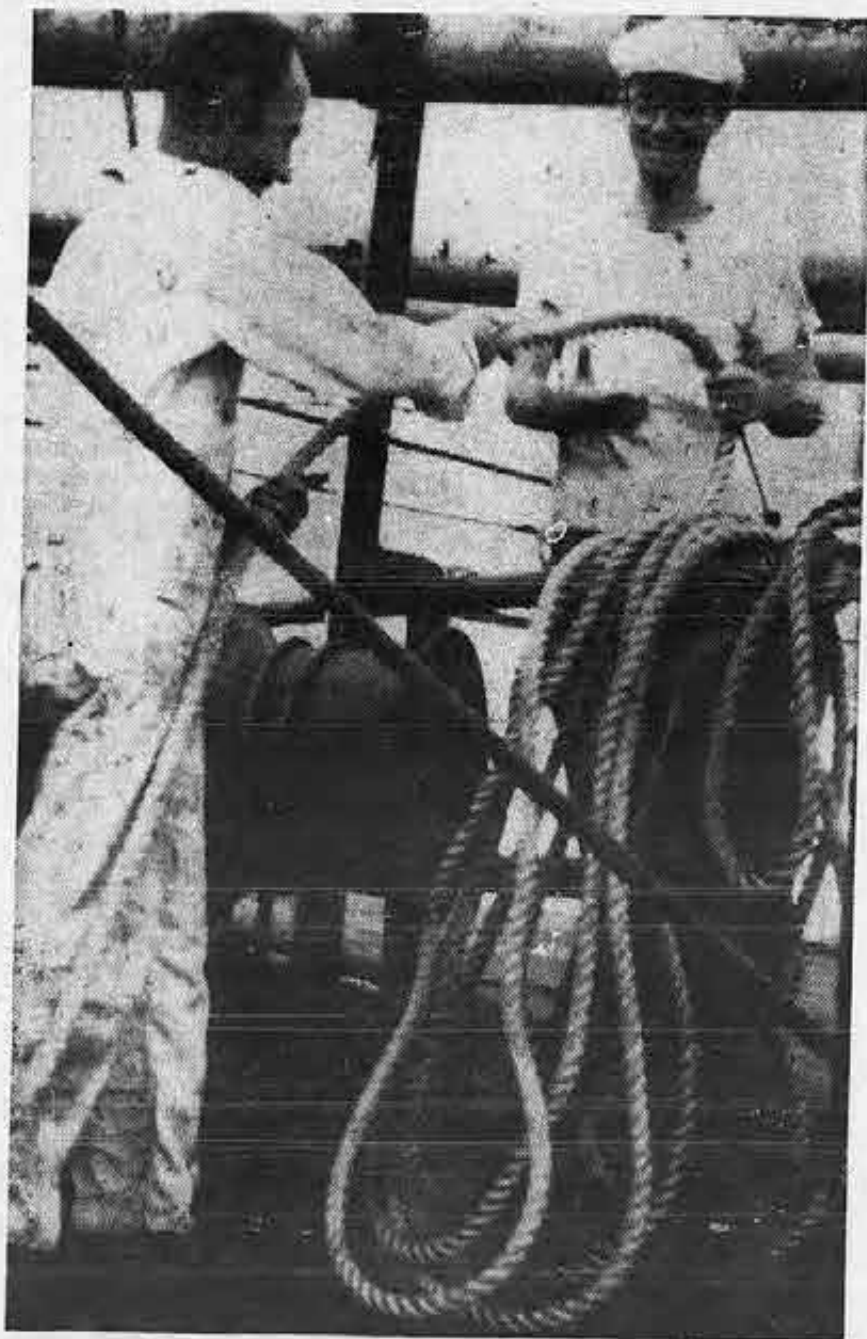




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



**A-Okay.** Clean bill of health in exam at SIU Mobile clinic for Seafarer Odis B. Davenport marks 6,000th physical check-up given by center since it opened. Dr. A. Amendola is checking out Davenport's heart and pulse-beat. Houston clinic handled its 5,000th exam at the same time. (See story on Page 3; Feature on Page 9.)



**Home Again.** Manned by Seafarers again, South Atlantic Steamship's old SS Southland is back under new colors as the Alcoa Marketer. She and three sister ships went to US Lines in 1955. Now on a grain trip to Egypt, she's being put in shape here by Roy Pappan and "Butterbean" Griggers, daymen. Engine delegate T. Lewis sent in the photo.

## Domestic Fleet Hangs On Fate Of Lumber Bill

### Deadline Nears In Senate On Foreign-Ship Proposal

— Story On Page 3

## SABINE TUGMEN APPROVE FIRST SIU AGREEMENT

— Story On Page 16



**Visitors.** Latin American trade union team on tour of US makes a visit to SIU headquarters, where Seafarer Robert Principe (standing) assists in explaining details of SIU shipping and contract procedures. The study group (l-r) includes Juan Silva, Carlos Rico, Romulo Ferruffino, Jorge Romero, Rafael Malambo, Cesar Aguilar and Gilberto Espinosa, and is composed of both rank-and-filers and union representatives from rail, office workers and building trades unions in Bolivia, Colombia and Uruguay.

## SIU Gathering At Staten Island Hospital



Making his rounds of the Staten Island (NY) marine hospital recently to pay weekly hospital benefits, SIU welfare rep. John Dwyer has a round-table get-together with a trio of hospitalized Seafarers. The in-patients are Seafarers George O'Rourke, W. Denny and T. Stratford, for whom the weekly visit offers a chance to find out Union news and happenings around the Port of New York. O'Rourke and Denny generally ship in the deck department and Stratford in the black gang.

## Sea Unions In Joint Talks On Raiding, Ship Disputes

NEW YORK—SIU President Paul Hall and other maritime union officials took part in a meeting here on October 1 called by AFL-CIO President George Meany in an attempt to deal with various disputed issues in the maritime labor field. The meeting stemmed from a suggestion made by Meany at the time of the Maximus dispute in June.

National Maritime Union picketing of the vessel in a dispute be-

tween the NMU and the Marine Engineers Beneficial Association halted work aboard the Maximus in Philadelphia, and led to a tie-up of shipping in other ports.

At the time, the Maximus was scheduled to carry a cargo of Red Cross supplies to Cuba as part of the ransom-for-Cuban-prisoners deal.

Meany said at the end of the two-and-a-half hour session held at the Commodore Hotel this week that there had been a "constructive discussion of some of the problems in the maritime industry."

In addition to Meany and Hall,

those present at the meeting were Lane Kirkland, executive assistant to the AFL-CIO president; Joseph Curran, NMU president; William R. Steinberg, president, American Radio Association; Charles M. Crooks, president, Masters, Mates and Pilots; Thomas W. Gleason, president, International Longshoremen's Association, and Jesse M. Calhoun, president, Marine Engineers Beneficial Association.

Another meeting of the maritime union representatives is scheduled to be held today, October 4, with Kirkland present as Meany's representative.

## Virgin Islands Pay Panel Lists SIU Representative

WASHINGTON—A representative of the SIU Virgin Islands Division has been named by the United States Department of Labor as the Island's labor representative on a Government committee that will assist in setting up minimum wage rates for all industries in the Virgin Islands.

Mrs. Alma F. J. Rodgers, assistant to Earle Ottley, president of the SIU affiliate in the Islands, will serve on a committee that also includes public and employer representatives from the area.

James C. Gildea, assistant to AFL-CIO President George Meany, is the other labor representative on the panel, which began its hearings

on September 23 in Christiansted, St. Croix, Virgin Islands.

The committee was formed under the jurisdiction of the Wage and Hour and Public Contracts Division of the US Department of Labor. The Department is empowered under the Fair Labor Standards Act to form industry committees in the Virgin Islands, Puerto Rico and American Samoa, since the provisions of the Act are applicable to these areas.

These committees formulate the standard minimum wage, hour and overtime provisions for the industries affected under the law.

Some 1,500 industrial workers in the present Virgin Islands Division affiliated with the SIU over two years ago as the Virgin Islands Labor Union. Since then, the organization has broadened its organizing efforts to bring other groups of workers under the union banner.

Several thousand other workers are also affiliated with the SIU in Puerto Rico and Trinidad. In addition, the SIU of Trinidad and Tobago, an interim organization, recently brought 300 employees of the Trinidad Hilton Hotel in Port-of-Spain under a first-time contract.

## SEAFARERS LOG

Oct. 4, 1963 Vol. XXV, No. 20



PAUL HALL, President  
HERBERT BRAND, Editor; IRWIN SPIVACK, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYER, ALEXANDER LESLIE, THOMAS LAUGHLIN, Staff Writers.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel. NYac 10-94600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



## Seek New Mail Campaign To Break 'Medicare' Stall

WASHINGTON—Rep. Cecil King (D-Calif.), co-author of the King-Anderson bill for hospital insurance for the aged under Social Security, has advised supporters of the measure to write to members of Congress opposed to the legislation, rather than to those who support it.

His statement came as the chairman of the House Ways and Means Committee, Rep. Wilbur Mills (D-Ark.), indicated strongly that his group would be too occupied with tax legislation to take any action on the medical care proposal.

Mills has been one of the most vigorous opponents of the health measure. "Medicare" legislation has never come up in the House, although one such bill was narrowly defeated in the Senate last year. The Ways and Means group has effectively bottled up similar bills for several years.

### Carried On Radio

King made his statement as he was interviewed with Rep. Seymour Halpern (R-NY), one of the original supporters of the similar legislation first proposed in 1959 by former Rep. Aime Forand (D-RI). They appeared on the AFL-CIO public service program, "Washington Reports to the People," heard on almost 700 radio stations.

Halpern reported that 78 percent of about 17,000 of his constituents who responded to a questionnaire favor the Social Security approach to hospital insurance for the aged against 68 percent last year.

King said his mail is 10 to 1 for the measure, but added that supporters of the bill should not "just write to the friends of the legislation—they should instead pick out

the members who are in doubt or opposed and try to convince them."

He urged backers of King-Anderson to follow through by asking relatives in other parts of the country to write their own congressmen who may be in doubt or against the bill.

"Get to those who have had no mail," he said. "That member believes his friends don't want it. And that isn't the case."

Halpern said "I just don't see how this 88th Congress can adjourn without meeting this issue head-on, but I have reluctant doubts that it will come up in this session."

## Upper Lakes' Pressure Bid Hit By MTD

WASHINGTON—An attempt by the Upper Lakes Shipping Company to send another of its ships into Chicago has been assailed as an effort "to perpetuate an international problem and block top-level efforts" to resolve a lengthy dispute between the company and the SIU of Canada.

Upper Lakes' announced decision to send the 65-year-old John Ericsson, smallest of its 14 ships, is a move to create "a provocative situation in a deliberate attempt to pressure a United States Federal court judge," declared Peter J. McGavin, executive secretary-treasurer of the AFL-CIO Maritime Trades Department.

The company said it would bring the Ericsson to Chicago to load grain in place of the John L. Shaw, which left there earlier after being unable to load cargo for five months.

### Orders Fine

A US district court judge has ordered a fine of \$3,000 per day against longshoremen and grain handlers in ILA Local 418 if they refuse to handle an Upper Lakes ship. According to the company's schedule, the Ericsson was to reach Chicago late yesterday, October 3.

The dispute stems from a lock-out of some 300 seamen and company maneuvers to replace SIU crews by breaking a ten-year collective bargaining relationship.

Meanwhile, Canadian labor is awaiting further moves in Canada's Parliament, which convened on September 30, on proposals to impose government trusteeships on all Canadian maritime unions, including the SIU of Canada.

## Westchester Under Tow

NEW YORK—A spokesman for the SIU-contracted Southern States Navigation Corporation denied news reports this week that the company's Liberty ship Westchester ran aground in the Arabian Sea.

The company did, however, confirm reports that the SIU-manned vessel had developed some engine trouble and was being towed to Bombay by the Dutch tug Tasmanee. There were no reports of any injuries involving Seafarers or other shipboard personnel.

Southern States said it could not at this time give any details of the extent of the plant breakdown on the Westchester, which was reported in an overseas news dispatch from Rotterdam on October 1. The ship is carrying a cargo of wheat from the United States.

## Don't Fly Eastern Air Lines

Seafarers or members of their families planning a trip by air are reminded that the strike action of the AFL-CIO Flight Engineers International Association against Eastern Air Lines has been going on for the past 15 months and is still continuing. The dispute involves unresolved manning issues covering the size of crews in jet aircraft.

Flight engineers at Eastern have been on strike since June 23, 1962, when negotiations with management failed to produce settlement of a long-standing dispute over crew qualifications and airline job assignments, involving both pilots and the engineers. However, picketing by the flight engineers union has been limited by court moves and other actions since the strike began.

Eastern flights cover the East Coast from Boston to Florida and extend as far west as St. Louis. The company's routes also cover flights to Canada, Bermuda, Mexico and Puerto Rico. Seafarers are urged to avoid flying Eastern and to patronize other lines serving the same runs while the flight engineers' dispute with the company continues.

## 62 Unions Nix Bonner Labor Bill

WASHINGTON — Increasing support for the SIU's fight against the proposed Bonner bill was evidenced this week, when six more labor organizations added their voices to the over 50 other labor groups which had previously responded to an SIU alert regarding the bill's dangers.

The controversial measure (HR 1897), which is sponsored by Rep. Herbert C. Bonner (D-NC) and is under consideration by the House Merchant Marine and Fisheries Committee, would restrict free collective bargaining and the right of maritime unions to strike in labor-management disputes.

It would set up extensive Federal-supervised steps via special mediation, fact-finding and settlement legislation to exempt maritime unions from the Taft-Hartley Act.

In the process, maritime unions would be barred from striking, if necessary, for 150 days, during the last 90 days of which Congress would consider legislation suggested by the President to deal with the dispute.

The six additional AFL-CIO organizations who have informed the House Merchant Marine Committee of their opposition to the Bonner bill are: the Grain Millers, United Hatters, the Contra Costa (Calif.) Central Labor Council, Colorado State Labor Council, New York State AFL-CIO, and the Buffalo Maritime Port Council.

The list of 62 labor organizations which have advised the SIU of a protest filed with the Committee includes 46 international unions and 7 state central bodies;

## Automated Fruits Not All Sweet

PORT HURON, Mich.—Five office jobs are lost for every one created by automation, a University of Chicago economics professor has reported.

Prof. Arnold Weber, speaking at a meeting here, said that the few surveys of automated offices that have been made to date indicate a top-heavy job loss. He made these other points:

- Introduction of automated machinery usually has a disruptive effect on the work force because "inequities inevitably result."

- Automating an office produces a major shift in the sexes; surveys show a ratio of eight men to seven women was changed to eight men and one woman in some instances.

- Since machines don't need sleep or a coffee break, many offices have instituted "factory-type" discipline. Shift work is now part of office life.

- Identification of office workers with management rather than with unions is undergoing a change. Automation's "easiest victims" are those office supervisors whose decision-making can be done by the new computers.

Weber said white collar workers who historically have been more pro-management than pro-labor now find their hoped-for advancement through the ranks blocked by decision-making machines.

# Senate Lumber Bill Holds Future Of Domestic Fleet

WASHINGTON—Opposition that developed at the opening of hearings before the Senate Merchant Marine and Fisheries Subcommittee last week is expected to build up in the next few days on a proposal to permanently waive the Jones Act and allow foreign-flag ships to freely move lumber from the US Pacific Northwest to Puerto Rico. The waiver is now in effect on a one-year temporary basis and will expire October 23.

The hearings opened here September 23 on a bill (S. 2100) proposed by Sen. Warren G. Magnuson (D-Wash.) as an aid to lumber growers. The original waiver, sponsored by Sen. Maurine Neuberger (D-Ore.), was adopted last year without hearings in either House.

Sen. Neuberger has a separate bill in this year to extend the same type of authority so that foreign-flag vessels can haul lumber on the intercoastal run to the Atlantic

Coast as well. The proposal by Sen. Magnuson would hold the breach in the Jones Act by limiting the waiver to Puerto Rico only.

A separate measure in the House by Rep. Jack Westland (R-Wash.) would parallel the provisions sought by Mrs. Neuberger. At the hearings here on S. 2100,

spokesmen for one segment of maritime management called the benefit gained by the lumber men from the waiver law "microscopic," since the 5.6 million board feet of lumber shipped to the Caribbean island from the Northwest amounted to less than half of one-percent (0.46%) of total US lumber production and even less compared to American lumber imports from Canada.

The lumber growers originally sought the measure on the ground that it would help them compete with Canadian lumber producers and shippers.

A spokesman for the American Maritime Association declared that the Jones Act waiver was "futile" legislation—to aid the lumber industry by "cannibalizing" the American-flag domestic shipping fleet. He cited the fact that lumber men did not gain any rate advantage by using the foreign ships, and had ignored "the availability of American tramp ships to carry their products" in consolidated shipments.

Actually, he said, less than two shiploads of lumber were involved to date, and the lumber industry

has totally disregarded an offer of a specialized lumber vessel to handle all cargoes made available.

The US Commerce Department has urged that the waiver of the Jones Act's protection be limited to two years. The 1920 law was designed to keep foreign ships out of the domestic trade by requiring such ships to be American-built and manned by American seamen.

At the same time, the agency urged that a new study be made of the impact of the Jones Act.

The American Merchant Marine Institute, largely representing subsidized US operators, also did not oppose an extension of the Jones Act waiver.

In a hard-hitting statement, AMA also pointed to a statement in the "Congressional Record" by Sen. Wayne Morse (D-Ore.), citing 1962 as the "second most prosperous year since 1957 for the domestic lumber industry . . . Failure among lumber manufacturers reached the lowest point since 1956 . . ."

The organization also urged the Committee to look into tie-ups of American lumber men with Canadian interests, who are actually "competing with themselves."

## SIU Mobile, Houston Clinic Exams Mount

The SIU clinics in Houston and Mobile both reached milestones last month in providing for the health of Seafarers and their families. The Mobile clinic, which was opened

in December, 1957, has topped the 6,000 mark in free examinations to Seafarers and their dependents, and the Houston clinic has gone over the 5,000 mark since it opened in June, 1959.

In all, the network of SIU medical centers offering free diagnostic services in fully-equipped

(For a picture feature on the Houston clinic, see page 9.)

clinics has serviced nearly 70,000 SIU men and their families to date in six major coastal ports.

The SIU's Pete Larsen Memorial Clinic in Brooklyn was the first to be opened by a US seamen's union and was applauded as a milestone in the maritime industry at the time of its dedication in April, 1959. Since then, the chain has grown to cover six coastal ports and a separate facility maintained for Union members and their families in Puerto Rico.

The second SIU clinic was begun in New Orleans several months after the Brooklyn center opened, and the Mobile, Houston, Baltimore, San Juan and Philadelphia clinics were added later. The Philadelphia clinic shares the facilities of the International Ladies Garment Workers Union.

The chief function of the clinics is to provide health protection for Seafarers and their families by detecting incipient illness or disease in the early stages of development, while they may still respond to treatment.

Though at first limited to Seafarers, the service was expanded within a year to include wives and dependent children. Later, services were further expanded to dependent parents of Seafarers as well. SIU Pacific District affiliates are currently working out final arrangements for a similar program on the West Coast.

### Visit To Baltimore SIU Hall



LOG cameraman's visit to Baltimore hall finds SIU deck gang veterans Jack Gillen and Thomas Robbins taking in a cafeteria snack between hourly shipping calls. At top, indoor shuffleboard provides a chance for oldtimer Maurice Gillespie (left) to show his stuff, though William Strickland looks pretty confident of his own game.

## US Safety Award Honors Rescue By SIU Tug Crew

MOBILE—A Maritime Administration citation for "perseverance, devotion to duty and splendid seamanship" has been awarded to an SIU tug crew for a daring rescue of 14 men from an oil rig adrift in the Gulf just two years ago.

The rescue, which was accomplished in swells running 25 feet and 70-knot winds during an October 1961 storm, reads almost like fiction.

It began when the tug Margaret Walsh, manned by members of the SIU Inland Boatmen's Union, responded to the distress signal of the oil rig Mr. Louis which was in serious difficulty with 14 men aboard. While under tow, the rig had been caught by the high winds, collapsing the structure's derrick. With the derrick hanging over the side the tow was broken, putting the rig in danger of turning over.

The Walsh arrived on the scene and immediately put another towline on the rig, but this parted under strain. An attempt to get the 14 men off the oil rig in lifeboats was impossible in such heavy weather.

### Daring Tactic

Backing into a very small area on the leeward side of the rig, the tug was able to lower the stranded men aboard with the use of a crane and nets. This dangerous procedure had to be repeated four times. The tug then stood by to wait out the storm. After the weather calmed, the crew was returned to the rig, which was towed in for repairs.

## Senator Lauds MTD Role

NEW YORK—Speaking to a gathering of some 1,500 members and guests of the Maritime Port Council of Greater New York on September 21, US Senator William Proxmire (D-Wis.) stressed the important role that the American merchant marine and its allied workers play in the US economy. He also praised the work of the Port Council.

Sen. Proxmire joined Mayor Robert F. Wagner and other Federal, state, civic and labor officials in a dinner sponsored by the 150 local unions which comprise the Port Council. The unions represent approximately 400,000 workers in the metropolitan area.

Other speakers at the gathering included SIU President Paul Hall, president of the AFL-CIO Maritime Trades Department, which is the

parent organization of the New York Port Council. In his remarks, Hall emphasized the important role that the Council played in serving

as a medium of cooperation between its member unions.

The chairman of the dinner was Anthony Scotto, who is president of the Port Council, head of Brooklyn ILA Local 1814 and a vice-president of the International Longshoremen's Association.

The Greater New York Port Council is composed of representatives of maritime unions in the Port of New York and New Jersey and unions with workers in allied trades.





# SEAFARERS ROTARY SHIPPING BOARD



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

Report Period: September 16 - September 30, 1963

SIU shipping perked up again during the past two weeks, although all ports did not share in the upturn. The total number of men dispatched to jobs reached 1,345, as compared to 1,178 last period. Registration for the last half of September ran ahead of shipping in hitting a total of 1,394. This figure was 1,224 last time.

As a result, the number of men still registered on the beach at the end of the period was an even 4,000, which is a slight increase from the previous two weeks.

The shipping increase generally matched the ship activity (see right) reports for all SIU ports coast to coast. New York and Baltimore both dispatched more men than they have in the past two months and Seattle was the busiest it's been since April. For Baltimore, this was a welcome change after a very slow spell. Norfolk and

Jacksonville were also relatively busy in showing shipping gains.

However, New Orleans slowed up quite a bit, and Houston, though it reported a slight job increase, was way behind its usual pace. Deck department jobs accounted for the biggest part of the shipping boost among the three shipboard departments. The figures show the same pattern in the registration totals.

The ship activity chart lists the same number of in-transit ship visits as last period for all ports (139), but higher totals in the payoff and sign-on columns produced the job rise. Among the seniority groups, class A shipping dropped a point to 57 percent of the total, class B showed a 3-point rise to 34 percent and class C men filled the remainder.

## Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	1	0	2	3
New York	24	9	20	53
Philadelphia	6	2	8	16
Baltimore	4	5	16	25
Norfolk	2	3	4	9
Jacksonville	0	0	6	6
Tampa	2	1	24	27
Mobile	5	5	2	12
New Orleans	8	5	13	26
Houston	3	3	22	28
Wilmington	0	0	6	6
San Francisco	4	5	7	16
Seattle	10	7	9	26
<b>TOTALS</b>	<b>69</b>	<b>45</b>	<b>139</b>	<b>253</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	5	7	4	16	0	3	2	5	0	1	0	0	0	0	2	2	0	0	0	0	1	2	0	3	13	16	7	36	0	7	4	11			
New York	23	54	13	90	1	21	18	40	21	52	13	86	4	29	18	51	1	6	7	14	86	51	14	151	87	154	30	271	5	38	54	97			
Philadelphia	3	6	1	10	1	2	4	7	3	7	3	13	1	2	6	9	0	0	1	1	13	9	1	23	12	17	14	43	0	4	11	15			
Baltimore	11	23	5	39	0	7	12	19	11	31	7	49	3	4	5	12	1	2	2	5	49	12	5	66	37	49	18	104	0	15	45	60			
Norfolk	3	11	1	15	0	1	2	3	2	3	0	5	1	1	4	6	0	1	0	1	5	6	1	12	12	16	3	31	1	5	7	13			
Jacksonville	5	7	2	14	0	3	2	5	2	5	1	8	1	3	2	6	0	0	0	0	8	6	0	14	10	14	2	26	2	7	7	16			
Tampa	1	3	0	4	0	1	1	2	2	0	1	3	0	0	0	0	0	0	0	0	3	0	0	3	2	7	1	10	0	2	2	4			
Mobile	10	6	2	18	0	0	6	6	3	7	0	10	0	0	2	2	0	0	0	0	10	2	0	12	30	32	8	70	0	4	18	22			
New Orleans	26	31	10	67	3	19	20	42	15	35	10	60	1	16	8	25	0	0	1	1	60	25	1	86	73	87	17	177	9	57	77	143			
Houston	12	22	4	38	0	7	13	20	9	23	8	40	0	12	7	19	0	0	0	0	40	19	0	59	59	77	9	145	2	27	37	66			
Wilmington	8	5	1	14	1	1	3	5	5	0	1	6	0	0	2	2	0	5	1	6	6	2	6	14	14	17	1	32	0	2	9	11			
San Francisco	10	16	2	28	2	4	5	11	3	11	1	15	1	5	8	14	2	0	2	4	15	14	4	33	22	25	3	50	5	18	18	41			
Seattle	7	11	0	18	2	12	8	22	11	11	3	25	2	13	10	25	0	4	0	4	25	25	4	54	22	25	3	50	5	18	6	29			
<b>TOTALS</b>	<b>124</b>	<b>202</b>	<b>45</b>	<b>371</b>	<b>10</b>	<b>81</b>	<b>96</b>	<b>187</b>	<b>87</b>	<b>186</b>	<b>48</b>	<b>321</b>	<b>14</b>	<b>85</b>	<b>74</b>	<b>173</b>	<b>4</b>	<b>18</b>	<b>14</b>	<b>36</b>	<b>321</b>	<b>173</b>	<b>36</b>	<b>530</b>	<b>393</b>	<b>538</b>	<b>116</b>	<b>1047</b>	<b>29</b>	<b>204</b>	<b>295</b>	<b>528</b>			

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	1	0	1	0	3	0	3	0	0	1	1	0	1	1	2	0	0	0	0	1	2	0	3	2	17	2	21	2	4	3	9			
New York	21	44	9	74	8	19	11	38	13	48	6	67	9	24	14	48	1	8	4	13	67	48	13	128	54	117	14	185	23	46	42	111			
Philadelphia	1	6	3	10	0	2	3	5	2	6	1	9	0	5	8	13	0	1	2	3	9	13	3	25	3	24	7	34	1	3	6	10			
Baltimore	4	21	1	26	2	12	12	26	4	25	3	32	0	10	10	20	0	4	0	4	32	20	4	56	13	58	3	74	1	23	32	56			
Norfolk	1	5	4	10	0	3	1	4	1	10	3	14	0	2	2	4	0	0	1	1	14	4	1	19	5	16	4	25	0	10	4	14			
Jacksonville	1	2	0	3	0	3	0	3	2	5	0	7	1	5	3	9	0	1	1	2	7	9	2	18	3	7	1	11	3	7	6	16			
Tampa	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	0	7	0	7	0	2	2	4			
Mobile	2	7	1	10	0	4	2	6	2	4	2	8	0	3	2	5	0	0	0	0	8	5	0	13	8	30	5	43	0	13	12	25			
New Orleans	10	34	4	48	3	19	22	44	7	31	8	46	2	10	13	25	0	1	2	3	46	25	3	74	36	75	8	119	11	73	74	158			
Houston	14	22	2	38	1	16	19	36	5	13	3	21	0	7	12	19	0	0	0	0	21	19	0	40	31	71	4	106	5	44	48	97			
Wilmington	5	5	3	13	2	7	5	14	1	2	0	3	1	4	1	6	0	1	1	2	3	6	2	11	7	17	4	28	2	10	9	21			
San Francisco	5	21	1	27	0	0	3	3	1	9	2	12	0	4	2	6	2	1	1	4	12	6	4	22	12	39	8	59	3	8	12	23			
Seattle	2	12	0	14	0	9	5	14	6	12	2	20	0	10	9	19	0	3	1	4	20	19	4	43	3	28	2	33	3	9	8	20			
<b>TOTALS</b>	<b>66</b>	<b>181</b>	<b>28</b>	<b>275</b>	<b>16</b>	<b>98</b>	<b>84</b>	<b>198</b>	<b>44</b>	<b>165</b>	<b>31</b>	<b>240</b>	<b>13</b>	<b>85</b>	<b>78</b>	<b>176</b>	<b>3</b>	<b>20</b>	<b>15</b>	<b>38</b>	<b>240</b>	<b>176</b>	<b>38</b>	<b>454</b>	<b>177</b>	<b>506</b>	<b>62</b>	<b>745</b>	<b>54</b>	<b>252</b>	<b>258</b>	<b>564</b>			

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-3	1	2	3	ALL	1	2	3	ALL	1-3	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-3	1	2	3	ALL	1	2	3
Bos.	0	1	0	3	4	0	0	1	1	0	0	0	1	1	0	0	2	2	0	0	1	1	1	2	1	4	3	6	2	7	18	0	0	3	3			
NY	4	19	11	24	58	0	4	8	12	4	17	12	23	56	2	0	17	19	0	0	11	11	56	19	11	86	34	55	33	70	192	7	7	37	51			
Phil.	0	1	1	5	7	0	1	3	4	2	4	0	2	8	0	1	5	6	0	1	8	9	8	6	9	23	1	4	5	10	20	2	0	7	9			
Bal.	4	6	7	13	30	1	1	7	9	4	7	4	23	38	0	0	9	9	0	0	3	3	38	9	3	50	17	26	15	29	87	1	5	22	28			
Nor.	0	4	0	4	0	0	4	4	1	4	1	2	8	0	0	7	7	0	0	1	1	8	7	1	16	1	5	3	3	12	1	2	7	10				
Jac.	0	1	0	1	1	0	3	4	0	0	1	1	2	0	0	3	3	1	0	1	2	2	3	2	7	0	5	2	2	9	1	3	6	10				
Tam.	0	2	1	2	5	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3	6	12	0	0	0	0			
Mob.	4	4	1	7	16	0	0	7	7	1	1	1	3	6	0	0	0	0	0	0	0	0	5	0	0	5	9	20	9	23	61	0	0	21	21			
NO	3	11	5	39	58	1	1	33	35	1	8	6	20	35	2	0	24	26	0	0	4	4	35	26	4	65	15	41	25	78	159	7	5	97	109			
Hou.	3	10	3	8	24	2	1	11	14	1	5	2	14	22	0	0	10	10	0	0	3	3	22	10	3	35	21	34	15	20	90	7	3					

**THE INQUIRING SEAFARER**

**QUESTION: Do you have a favorite in the World Series?**

**Dave McKinley:** I'm partial to the city of Los Angeles, so I'll pick the Dodgers in five games. The Dodgers have the pitchers to do the job. Another reason why I pick LA is that I spent some of the best years of my life there and have an affection for the city and for anything that's connected with it.



stand the Dodgers and hate the Yankees even worse.

**Edgar Anderson:** I used to be a Brooklyn Dodger rooter, so as far as I'm concerned, the Dodgers will always be the Brooklyn Dodgers wherever they go. I'm rooting for the Dodgers to win. Besides, they have the best pitching staff in baseball.



**Wallace (Mad Bear) Anderson:** I don't know anything about baseball but I'm picking the Yankees because I'm a Yankee Indian. And don't ask me about the Cleveland Indians. Everybody says I should root for them but I don't know anything about them and they're not in the World Series anyway.



**Augustine Rodriguez:** I pick the Yankees for their pitching and hitting. I think the Yankees are so strong in these departments that even if Mantle and Maris can't play, the Yankees still have enough power to take it all in six games. Besides, you always have to go with a winner and the Yankees have won a lot of World Series.



**G. Bell:** I'm picking the Yankees in six games and I'll back that up with a little cash. They've got a better-balanced team than Los Angeles and will be the team to beat for many years to come. Everybody wants to play for the Yankees and that's why they come up with such good young players every year.



**Charles Rehill:** Good pitching always beats good hitting and that's why I'm picking the Dodgers in five games. Koufax will win two, the first and the fourth, and may even pitch a shutout in one of them. Whitey Ford's a great pitcher but not as good as Koufax, who has age on his side and can pitch more often.



**Oliver Hodge:** I don't give a damn about either the Dodgers or the Yankees. The only team I care about is the Giants. I was a Giant fan when they were in New York and I still remain faithful even though they've moved to San Francisco. I wouldn't have minded if St. Louis won the pennant but I just can't



**SIU MEDICAL DEPARTMENT**

Joseph B. Logue, MD, Medical Director



**Don't Neglect Those Itchy Feet**

Since the introduction of synthetic yarns into footwear, many people are being plagued by itching, burning feet. Many cannot wear stretch socks made of nylon or other synthetic material. Synthetic materials also are being used in the interlining and inner soles of shoes. Direct contact by sensitive persons to the synthetic material often causes a burning or itching of the feet.

The areas affected are usually the heel, instep or the dorsum of the toes. In fungus infection, the area usually affected is the moist areas between the toes, at least in the early stages. The infection may spread to other areas if neglected.

In fungus infection of the feet, there is often a kind of echo that turns up on the skin between the fingers in the form of small itchy blisters. These are not actual infections, but indicate that the condition on the feet is caused by a fungus, rather than a contact type of sensitivity or allergy. When the feet are cleared of the fungus infection, the reaction on the hand disappears and no amount of treatment on the hands will cure the condition, unless the feet are treated adequately at the same time, according to Doctor William A. MacCall, writing in "M.D."

When your feet begin to itch and you feel that if you could get those shoes off you'd give your feet some relief, don't do like Dr. MacCall's friend Jim Thompson. Jim was doing all right financially now. He didn't have to wear cotton socks anymore. He could wear the finest. However, he began to have an uncomfortable itching feeling of his toes.

When the itching first began, he used various foot powders, without relief. He then tried an ointment that he had seen advertised, a sure cure for "athletes' foot." The condition of his feet did not improve, so he tried another powder that was recommended to him, but there was no improvement.

He tried ignoring it, but this didn't help either. Eventually his feet became so annoying that he was driven to visit his physician. The doctor readily realized that Jim did not have "athletes' foot," but rather that he was allergic to his sock or his shoes. A change to cotton socks, with a mild ointment, soon cleared his irritated feet.

There are probably many people treating themselves for "athletes' foot," when the plain fact is that they are allergic to the synthetic material that is in their socks, shoes or other contact clothing.

Cotton and wool may require extra shopping to find, but may be the solution to those itchy feet.

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

**Gov't Backs Labor Stand Vs. Central-Penn Merger**

**WASHINGTON**—The Administration this week announced its formal position opposing the proposed merger of the New York Central and Pennsylvania Railroads. In testimony on October 1 at Interstate Commerce Commission hearings on the proposed merger, a Justice Department member of the President's Inter-Agency Committee on Transport Mergers stated that a merger of the two giant railroads "would not be in the public interest."

Governmental opposition to the merger is based primarily on three grounds—it would eliminate a large amount of beneficial rail competition, would endanger the existence of several smaller railroads, and would force smaller lines into further mergers which would not be beneficial to themselves or the nation.

However, the Administration has removed its past opposition to the ICC's approval of the Chesapeake & Ohio-Baltimore & Ohio merger. The Railway Labor Executives Association moved two weeks ago to appeal a lower court decision upholding the ICC ruling to the US Supreme Court.

Testimony opposing the Central-Penn link was given by William H. Orrick, Jr., Assistant Attorney General in charge of the Justice Department's Antitrust Division.

The lower court had dismissed a suit brought by railway labor and the Justice Department to block the ICC's approval of C&O control of B&O on the grounds that the ICC decision was invalid for lack of adequate findings on the effect the acquisition would have on other railroads.

Meanwhile, as the Government-imposed arbitration of the railroad work-rules dispute finally got underway last week, railway labor's opposition to job cuts and further mergers gained new support from a report of the ICC it-

self, which noted large new improvements in the financial condition of US railroads. The companies have been basing their moves for mergers and job cuts on deteriorating financial conditions, which the unions have been attacking all along.

A special seven-man arbitration panel was created by Congress under a law passed and signed by the President on August 28 to bar a national rail strike. The railroads were scheduled to put into effect on August 29 new work

rules that would have begun the elimination of 32,000 firemen's jobs and drastically reduced the size of train crews. The imposition of compulsory arbitration is without precedent in US history.

Prolonged hearings caused by widespread support for the RLEA's stand opposing the Central-Penn merger have already made it the longest merger case ever held before the ICC. Since the two giant lines first asked the Commission for authority to merge back in March, 1962, there have been over 120 days of actual hearings, and direct testimony, cross-examination and exhibits have filled over 35,000 pages of transcript. Stacked on the floor the record is now 10 feet high.

The hearings have been drawn out to this great length by the tremendous opposition that developed to the merger plans. Originally expected to last about six months, the hearings heard shippers, labor groups and local officials in almost every major city served by the railroads voice almost-unanimous opposition to the proposal. Hearings on the merger have been held in 17 cities throughout the territory served by the two roads in addition to those held here.

The proposed merger has been vigorously opposed by the RLEA and its member unions, including the SIUNA, which pointed out the dangers of the merger trend among the major railroads. These moves, if successful, could have an important effect on the remainder of domestic shipping in the US.

While US Government action has forced compulsory arbitration on the railroad unions in their fight to preserve the jobs of their members from the railroad's drastic job-cutting plans, it has been estimated that the merger of the Central and Pennsylvania railroad alone would mean an immediate job loss for more than 7,500 railroad workers.

The RLEA and its affiliated unions are giving strong support to two separate Senate bills, S. 942 and S. 1138, designed to halt further mergers pending an impartial study, and a resolution by Sen. Vance Hartke of Indiana calling for a study of the railroads' financial structure to determine the validity of their "poverty" pleas.

**SIU Fleet Wins 2nd PHS Award**

**PORT NEWARK**—SIU-manned ships of the Sea-Land Service Fleet have received the Citation for Fleet Sanitation from the United States Public Health Service for the second straight year.

The award for general cleanliness was presented here last month to Captain Roy F. Whitmire, Sea-Land's general manager of marine operations, by USPHS Regional Interstate Carrier Consultant Leroy G. Martin.

Awarded on the basis of excellent scores on official surveys by the Government service, the citation program dates back to 1952. It was first conceived to give official recognition to companies achieving consistently good sanitation results in their shipboard operations.

Among the 166 items covering the protection of health on board ship are such features as water systems, food service, waste disposal and ratproofing.

Sea-Land's Fleet covers 16 ships operating in container, trailer and carferry service. The citation takes note of the contributions made by individual SIU men towards achieving the goal of improved shipboard sanitation.

Other SIU fleets which have won similar awards in recent months include Isthmian, Bloomfield, Ore, Calmar, Alcoa and Waterman.

**Seafarer Casts For Big One**

**HOLLYWOOD**—At least one SIU oddtimer here is interested in harkening back to "the good old days" of whaling.

Based on an article in the LOG during August about a whaling ship for sale, Seafarer Joseph H. Rechsteiner forwarded a query to an Argentine government agency in New York about a bid on what is said to be one of the largest and most complete whaling factory ships afloat.

The big ship is idle with a full cargo of 23,620 long tons of fuel oil right now and is called the Cruz del Sur (Southern Star).

Whether Rechsteiner bid on the vessel is unknown but, if he did and is successful, the Argentine agency said the outcome of the sale will be announced in the next few days. The bids were opened on Tuesday, October 1, after a two-month delay. Apparently there aren't many bidders on whalers.

Rechsteiner, who forwarded some of the correspondence with the commission to the LOG, began shipping with the SIU in 1942.



Ceremony marking second consecutive USPHS sanitation award for SIU-manned ships in Sea-Land fleet pictures Capt. Roy F. Whitmire, company's general manager of marine operations (left), and Leroy G. Martin, regional interstate carrier consultant for USPHS. Sea-Land is one of several SIU fleets to win similar commendations in recent months.

# FUNERALS

## THE AMERICAN WAY

SEVERAL years ago a young worker in Idaho died in a car crash on the road home from work. He left a 29-year-old widow, four small children, exactly \$1,200 in insurance and no savings at all. In fact, he even left a number of debts including a \$200 balance on the delivery of the youngest child.

His funeral expenses came to \$1,600. Even his insurance did not cover this amount. Why did this happen? His widow told an interviewer:

"I was so grief-stricken that I did not think anything about the practical side of the funeral. It was not until later that I realized that I had been talked into arrangements which I couldn't afford."

This is the story you hear over and over. Often the poorest families buy the most expensive funerals. Today a typical funeral and burial costs close to \$1,000, and some authorities put the average cost even higher. The price tag on death has gone up about twice as much in recent years as the cost of living.

In fact, a funeral now is the third largest expenditure a working family ever makes, says Jessie Mitford, author of a new book, "The American Way of Death." Only purchase of a house or a car looms larger than the cost of burying the dead, and those expenses are more avoidable.

Unions are concerned about this problem for both humane and economic reasons. The high costs of funerals has become a serious drain on welfare plans and, as unions have raised death benefits, they have found that funeral bills have a way of rising steadily to absorb all or most of the increases.

Consumer co-ops have gone to work on the problem because they feel that they have developed a practical tool to remedy it. This tool is an association of memorial societies throughout the country that seeks to educate the public on the desirability of simple funerals and reduced costs.

Ministers also have become interested in the problem of high burial costs. In New York, Donald Harrington, minister of the Community Church, has been a prime mover in establishing the memorial association there. A national Catholic magazine, "Jubilee," reported that a survey found 41 percent of Catholic and 51 percent of Protestant clergymen felt that bereaved families were exploited, at least some of the time, in arranging for funerals.

But sometimes when ministers accompany families to funeral homes and advise buying inexpensive caskets they draw noticeable resentment from the funeral directors, Josiah Bartlett, dean of Starr King School of the Ministry in California, revealed in a recent speech.

A survey by the National Funeral Directors Association found that in 1960, the average regular adult funeral cost \$708. This figure does not, however, include extras such as vault, cemetery expense, clothing, clergyman's honorarium, flowers or charges for additional transportation. When you add on these costs, the bill is noticeably higher.

YET in spite of the high charges, the survey of the Funeral Directors Association showed that the average "profit margin" per funeral made by the directors was only 54, and the average funeral home owner's salary was \$8,400.

The problem, all experts on it say, is not exorbitant profits but the fact that there are too many funeral homes for the actual need, and each handles relatively few funerals.

Funeral directors usually base the price of the entire funeral on the price of the casket. But the price of the funeral rises far out of proportion to the difference in actual cost of the casket selected.

Traditionally there is a markup of approximately three or four times wholesale cost. For example, union upholsterers working in casket factories have found that caskets on which maximum manufacturing costs were \$187, were priced at \$500 in some funeral establishments.

Unions have developed three types of plans to deal with the cost problem:

(1) **Full arrangements by the union itself.** This type of plan involves an arrangement by a union with several funeral establishments to provide a simple but dignified funeral service at a moderate cost, including the cost of cemetery plots and the services of the cemetery crew. Programs like this represent a substantial cost saving to the family, for when families make their own arrangements they often run into staggering bills. The average cost of such self-arranged funerals and burials currently is over \$1,200, or almost four times as much as the cost under a plan operated by one New York union.

(2) **Check-up or supervisory activities.** One example, reports Ted Silvey of the AFL-CIO staff, is the funeral committee of Typographical Union No. 5, of Columbus, Ohio. For many years this local has had a committee to check on prices charged members' families by morticians, to make sure the death benefit is not wholly consumed or even exceeded so that a deceased member's wife begins widowhood already in debt. This method may be simpler for a small group to operate.

(3) **Joining with others in a burial co-op.** Several such co-ops have existed for a number of years. Some originally were sponsored by miners after mine disasters caused the unions and their families great hardship even to bury their dead.

THE newest and strongest movement, and it is moving fast, is the memorial associations. They offer great promise for controlling funeral costs; for easing the worries of older people over what plans they ought to make, and for simplifying arrangements for grief-stricken families. There already are over 50 such memorial associations and they are multiplying rapidly, as one encourages the starting of others nearby.

Such associations usually are started by church groups, co-ops, unions or other community groups, but often are extended to include any interested families in the community.

Memorial associations "are not discount houses for the dead," a recently-published pamphlet points out. They do advance the idea of simple, dignified, rationally-planned funerals. Frequently they are able to recommend mortuaries that will provide simple funerals at reasonable cost. Some also have contracts to provide a simple funeral at a mod-

erate price, usually \$100 to \$300 for the basic expenses.

Oldest association is the People's Memorial Association of Seattle, started by a workingman, a recently-retired machinist, and his wife. They decided after a discussion at church to do something about funeral prices. They visited morticians until they found one that would agree to their low-cost arrangement. The association now has over 7,000 members.

The effectiveness of these associations is demonstrated by the record of the Chicago Memorial Association, connected with the Hyde Park Co-op there. Its members have been able to reduce their costs to about one-fourth of the average for the area.

Members of these groups pre-plan final arrangements according to their own preferences. At death, a phone call to the association puts the plan into effect. Survivors do not have to try to guess what kind of burial the deceased would have wanted. They are preserved from sales talks for very-elaborate caskets, some even with innerspring mattresses, or a metal or concrete vault to enclose the casket.

ACTUALLY, anyone can pre-plan independently, to make sure a loved one has a dignified funeral without excess cost, or that you yourself have the kind of disposal you want. Much as we all regret it, this need inevitably occurs.

Here are some points to follow either in pre-planning for yourself or in making arrangements for someone in your family:

(1) **Plan In Advance.** It is helpful to have an understanding with your family about the kind of disposal you wish.

What the memorial associations emphasize most, they say, is "pre-planning": you decide beforehand with your probable survivors whether you want earth burial, cremation, the kind of memorial service, or want to will your body to science, as to a medical school or eye bank.

(2) **Making Arrangements.** It is useful to know in advance of need, the reputation of local funeral directors and their charges, and how funerals are priced. Ask the funeral director to explain his prices and what they represent, and don't hesitate to tell him if you are in limited circumstances, and that the full cost must be within certain limits.

(3) **Take A Friend.** When there is a death in the family, take a friend with you to help make the arrangements. Union welfare officials have found that funeral directors at this time may suggest other services which add to expense, such as additional limousines and floral arrangements. Since your own sales resistance naturally is low at this time, having a friend to help you decide on the casket and extras, can help avoid unnecessary expenses.

(4) **Know Your Benefits.** It is vital for a family to know its potential benefits. A union official in the Washington, DC, area, recently had the responsibility of

One of the most serious problems facing US families today concerns high-cost funerals and burial arrangements, as featured in a current best-selling book, on radio, TV and in news articles. The material here is condensed from a series by Sidney Margolius, an expert on consumer problems and author of the regular LOG column "Your Dollar's Worth—Seafarer's Guide To Better Buying."

arranging a funeral for a friend who had been an Army officer. He called a local mortician and was quoted a price of \$1,200. Fortunately, before he concluded this arrangement he learned that his friend was entitled to burial in Arlington National Cemetery and other benefits.

VETERANS and their families should know that burial in a national cemetery is available to any deceased veteran, his wife and minor children. This includes the grave site and opening and closings, at no charge, but not the funeral itself. Application is made to the superintendent of the national cemetery in which burial is desired. Any local Veterans Administration office will provide information and assistance in filing application. Cost of transportation to the cemetery also is allowed if the veteran was in a VA hospital at time of death.

If you prefer interment in a local cemetery, because of distance or other reasons, a headstone or marker is available for any deceased veteran. Application is made to the Quartermaster General of the US Army, and VA offices will help.

An even more useful benefit is the VA reimbursement of up to \$250 to help pay for veterans' funeral expenses. You may be able to get this in addition to the Social Security death benefit (see below). Application must be made within two years, to the VA. Widows and children also are eligible for monthly payments if their other income is below certain limits. Your family should have a copy of your honorable discharge, or at least dates of service and serial number.

**Social Security** is the most important benefit. Alert your wife and older children to apply both for the death benefit and their monthly payments. Children with working mothers too are eligible for monthly payments even if the father is alive and able to support them.

**Other benefits** your family should know about include union welfare plan, employer-aid death benefits, personal insurance and any fraternal benefits. Some fraternal organizations also help with funeral services and provide their own halls or mortuaries, thus reducing some of the expense.

**Will and funeral instructions** are essential to save your family expense and time in settling your estate; make sure your property is distributed as you want, and help make sure your wishes in regard to services, disposal, etc., are known. Birth and marriage certificates should be available to prove eligibility for Social Security and other benefits.

If you are interested in a memorial association, you can find out if there are any near you by writing to the Continental Association of Funeral and Memorial Societies, sponsored by the Co-operative League of the USA, 53 East Van Buren Street, Chicago. The League also can send you a copy of the pamphlet "Memorial Associations," telling how to organize one.





SIU vacation payment in gross amount of \$635.62 for 290 days aboard the Robin Sherwood (Robin) is picked up at headquarters by Seafarer John Novak (right) from SIU welfare rep. John Dwyer. Novak ships in the deck gang.

# \$800 SIU Vacation Rate For All Ends First Year

Seafarers in all ratings and departments are now starting to collect SIU vacation pay in the full amount of \$800 for a year's seetime on any number of ships. The \$800 annual rate for all SIU men went into effect just one year ago, October 1, 1962, and Seafarers have been drawing on their vacation pay at the top rate for the past 12 months.

However, this week is the first time that the full \$800 figure is collectible without a requirement for continuous seetime on one vessel only.

There is also no requirement that a Seafarer must get off a vessel in order to collect. The seetime can be for any number of ships or companies.

Vacation benefits are payable every 90 days, or annually, as a Seafarer chooses, at a rate of \$200 for every 90 days of seetime since October 1, 1962. This means a

Seafarer has on hand a reserve of ready cash he can collect whenever he has discharges showing 90 days or more of employment on SIU-contracted vessels.

The \$800 yearly rate for all vacation benefits came out of negotiations with SIU-contracted operators in June of 1962. Under the terms of a previous agreement, a Seafarer could collect \$800 in vacation pay only if he sailed continuously aboard one single ship for a full year.

Well over \$25 million in vacation benefits have been paid to Seafarers since the SIU Vacation Plan got underway in 1952. The program has been marked by steadily-increasing benefits since it began with an annual benefit of \$140. This jumped to a rate of \$176 in 1954, to \$244 in 1955 and to \$260 in 1956. In 1958 the rate went up to \$360, and then in 1960 to \$400.

The SIU Vacation Plan contrasts with some plans in the industry, where continuous seetime on one vessel or with one company is the only way a seaman can draw the maximum available benefit. Prior to the start of the centralized fund into which all SIU operators make vacation contributions, most seamen never had a paid vacation of any kind.

## Labor Sets 'Mrs. FDR' Fund Drive

WASHINGTON — The Eleanor Roosevelt Memorial Foundation has gotten off to a good start with a big boost from the AFL-CIO in the form of a check for \$250,000 representing advance gifts from eight international unions.

The presentation signaled the start of a campaign to have every AFL-CIO member donate an hour's pay or \$1 to the foundation.

The Eleanor Roosevelt Memorial Foundation was established to continue the humanitarian work pursued by Mrs. Roosevelt during her long life. Foundation commitments include a series of cancer research projects and international cancer fellowships, an enlarged school for underprivileged, emotionally-disturbed boys and support for organizations backing the work of the United Nations.

The \$250,000 check was presented at the last meeting of the AFL-CIO Executive Council. At its mid-winter meeting in February, the Council had pledged labor's full support to the foundation campaign and created an Eleanor Roosevelt Memorial Fund committee to help raise funds from affiliated unions.

AFL-CIO President George Meany has called for "wholehearted, unstinting support" for the committee. There will be only one campaign for the fund, and he urged a standard contribution of one hour's pay or \$1 per member to support the group's work. Fund-raising committee members include SIUNA President Paul Hall.

## SEA-FUELING GEAR RULED ESSENTIAL

WASHINGTON—The Maritime Administration announced two weeks ago that the Government will pay for refueling-at-sea equipment on new tankers as a "National Defense" feature. The Navy Department backed the MA on the planned payment to tanker operators.

Navy backing of the proposal was pointed up as part of a report published last spring in which Vice-Admiral John Sylvester, USN, Deputy Chief of Naval Operations (Logistics), cited the vital role of the domestic US-flag fleet as a potential naval auxiliary.

Sylvester, in the report to the Senate Commerce Committee, said that all new commercial tankers should have a limited ability to transfer their cargo at sea. Further, the admiral said, this capability should be added to existing ships whenever possible.

In December, 1961, the MA was granted a total of \$330,000 to pay for refueling-at-sea equipment on 11 tankers then under construction. Eight contracts, totaling \$147,940, have been completed to date.

To insure that refueling equipment will be built into tankers to fly the US flag in the future, the MA will negotiate with tanker owners to provide for the installation at the full expense of the government.

No requirement was stated by the MA that operators will have to pay back Government money based on the extent to which the equipment is used commercially.

The MA has also requested research groups to submit ideas on ways to improve navigating lights of ships. Letters of interest, MA said, should include a brief description, with the mathematical and physical principle involved,

or the method proposed to be explored.

Side, stern, masthead and range navigating lights provide a means of judging the course and speed of other ships at night. In haze, fog and rain, MA said, the backscatter of lights interferes with

dark adaptation vision of the watch for other ships.

The request for ideas is not one for proposals, MA said, although methods and concepts for consideration are open. Deadline for the requested expressions of interest is November 1, 1963.

### SIU SOCIAL SECURITY BULLETIN BOARD

#### SIU Welfare, Vacation Plans

Cash Benefits Paid—July, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits .....	5,402	\$ 51,755.53
Death Benefits .....	28	68,873.36
Pension-Disability Benefits .....	444	66,600.00
Maternity Benefits .....	27	5,400.00
Dependent Benefits .....	463	58,506.04
Optical Benefits (Welfare).....	308	3,643.47
Out-Patient Benefits (Welfare)..	4,665	38,055.00
Vacation Benefits .....	1,665	543,502.64
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...</b>	<b>13,002</b>	<b>\$836,336.04</b>

#### SIU Clinic Exams—All Ports

July, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore .....	104	34	23	161
Houston .....	114	13	4	131
Mobile .....	96	8	9	113
New Orleans .....	274	14	14	302
New York .....	519	24	19	562
Philadelphia .....	39	45	6	90
<b>TOTAL .....</b>	<b>1,146</b>	<b>138</b>	<b>75</b>	<b>1,359</b>

#### SIU Blood Bank Inventory

July, 1963

Port	Previous Balance		Pints		TOTAL ON HAND
	Balance	Credited	Used		
Boston .....	5	0	0		5
New York .....	107½	30	9		128½
Philadelphia .....	28	6	3		31
Baltimore .....	59½	½	0		60
Norfolk .....	17	0	0		17
Jacksonville .....	25	0	1		24
Tampa .....	2	1	0		3
Mobile .....	16	0	0		16
New Orleans .....	51½	0	2		49½
Houston .....	7½	0	0		7½
Wilmington .....	3	0	0		3
San Francisco .....	6	0	0		6
Seattle .....	15	2	0		17
<b>Totals .....</b>	<b>343</b>	<b>39½</b>	<b>15</b>		<b>367½</b>

## 'Fair Trade' Bill Rapped By Co-Ops

WASHINGTON—A spokesman for 15 million "co-op" member families has urged Congress to reject a so-called "quality stabilization" bill which he said would "pick the consumers' pockets of hundreds of millions of dollars."

Robert Morrow, representing the Cooperative League of the United States, termed the title of the bill "misleading" since the legislation "stabilizes neither quality nor service—only price." In fact, he told a special Senate Commerce Subcommittee, "this new facade is in fact only a device legalizing and legitimizing monopolistic price-fixing."

In separate action, the House Interstate Commerce Committee approved the proposal in August. The bill, which has been opposed by the AFL-CIO as a variant of "fair trade" laws, would enable manufacturers to control the retail prices of brand-name products. A Government survey of the economic effect of state "fair trade" laws brought an Administration estimate that the legislation would send prices up an average of 20 percent and "have a powerfully inflationary effect."

## US Supreme Court Asked To Bar State Action On Anti-Union Laws

WASHINGTON—The AFL-CIO has urged the US Supreme Court to avoid state interference with national labor policy by barring state court enforcement of laws restricting union security agreements. To allow state courts to enforce so-called "right-to-work" laws and statutes forbidding the agency shop, the Federation declared in a brief filed with the court, would allow them to upset the principle that national labor law preempts the field from state agencies and courts.

The states gain the authority to adopt statutes banning union security agreements calling for the union or agency shop from Sec. 14b of the Taft-Hartley Act. This fact, the AFL-CIO brief declared, makes violations of the state laws unfair labor practices subject to the exclusive jurisdiction of the National Labor Relations Board.

The brief was filed in a case involving the Retail Clerks in a Florida suit. The Supreme Court ruled in June that the agency shop provision of the union's contract with Food Fair Stores was invalid under the Florida "right-to-work" act but that whether the enforcement should be left to state courts or to the NLRB was open to further argument.

"There has been enough experience with 'right-to-work' laws," the AFL-CIO brief declared, "for us to be able to assert with conviction that if the state courts are left any enforcement power, they will abuse it . . ."

### Correction

A report in the SEAFARERS LOG (August 23) listing the name of SIU pensioner Jose Martinez's wife as Ella was in error. A check of headquarters records has shown that Brother Martinez's wife's name is Ruth, and the LOG takes this opportunity to make the correction. Their home is in Baltimore.



# Gov't Cites Sea Freight Aid In Payments Deficit

WASHINGTON—The role that the American-flag fleet plays in maintaining the international balance of payments has been dramatically pointed out in a publication released by the United States Department of Commerce.

The balance of payments represents the flow of money into and out of the country.

Last year, the net gain to the US in the balance of payments due to ocean transportation of freight amounted to almost \$54 million.

In illustrating its point, the publication also offered two hypothetical examples.

In the case where all foreign commerce moves via foreign-flag vessels, the US balance of payments deficit would amount to \$300 million.

This can be accounted for by the difference between the estimated \$1 billion being paid to the foreign ships for transportation costs and the \$700 million spent by the foreign ships in United States ports.

Conversely, the report noted, if

all the cargoes were carried in American-flag vessels, the balance of payments would favor the United States by \$820 million. This would result from the gap between costs of moving import-export cargoes on US-flag ships and what US vessels spend in foreign ports.

The report added that the high-value cargoes that move in the US export trade are transported on American-flag ships. The report said that last year, US-flag vessels carried 8.8 percent of the nation's imports and exports, but earned an estimated 23 percent of all freight revenue generated by the ocean-borne US foreign trade.

It noted that a net debit in the 1962 transportation picture covering all modes of transport "reflects the declining participation of United States-flag vessels in the transportation of United States foreign trade."

## SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

### 'Medicare' Critics Lose Their Steam

West Virginia doctors, who with their counterparts in other states decried "socialized" medical care, collected more than \$2 million in state and Federal funds last year for treating patients too poor to pay. One physician, the "Charleston Gazette" reported, received \$44,391 in state payments—presumably in addition to the fees he received from non-charity patients.

Another doctor managed to see enough charity patients to bill the state for \$40,596. Three other physicians collected more than \$25,000 each. All told, 76 doctors were paid more than \$5,000 each.

The problem isn't a new one. Proverbial West Virginia tried to correct abuses which were draining its medical assistance-for-the-aged funds more than a year ago by cutting the schedule of fees to doctors and trying to put a stop to bill-padding abuses. There was a report on one doctor who prescribed so many medicines that one patient would have had to take 143 pills daily to follow the doctor's orders.

The result was a short-lived—and successful—"strike" by doctors who refused to participate further

in the program unless their full fees were restored.

An angry West Virginia newspaper columnist, Thomas F. Stafford of the Gazette, wrote recently that "while doctors gasp publicly at the mere mention of government intervention in their professional activities, no single group in America has a more ravenous appetite when it gets to the public trough."

Stafford suggested that unless tighter controls are put on payments to doctors, "they will soon own the gold on the statehouse dome. When a single doctor is paid for an average of 36 visits from welfare patients a day, and collects many thousands of dollars in fees, it is time for new regulatory measures."

A separate report on another development in this field shows that the medical care-hospitalization program in the Canadian province of Saskatchewan, which covers everybody in the province, worked out so successfully in its first year that a big cut in the annual premium has been announced.

Costs of operation were far less than anticipated, although critics had claimed the plan would be abused and that it would cost much more than expected. Actually, the program wound up with a \$9.5 million surplus after the first year.

This is the same program over which Saskatchewan doctors pulled a "strike" in the summer of 1962, on the charge that the provincial government was recklessly going into the business of providing decent medical care for its citizens.

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

## SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

### Fire, Weapon Safeguards For Hunters

A recent survey shows that one out of every five male adults in the US hunts for recreation. With the start of the hunting season approaching, now is a good time for Seafarers who will be doing some hunting while ashore this fall to give some serious thought to safety with firearms.

One of the lessons the Army teaches recruits during basic training is "never point your weapon at anything unless you intend to use it." This is a basic rule to follow. Hunters have to think of their rifles the same way, as weapons designed to kill, and should never point it at anything by way of a careless motion or as a gag. This applies not only to firearms but also to any "weapon"—air rifle, bow and arrow or slingshot.

Learn the proper methods for carrying your gun over any type of terrain you may encounter during a hunting trip. Different methods are necessary for carrying your gun safely through tangled undergrowth, while climbing fences, or when crossing a stream, etc. Learn these methods and use them, so a slip on a wet rock or stumbling on a tree root won't put a bullet through your foot—or worse.

When you do decide to pull the trigger, make sure you know what you're shooting at. Never fire unless you have a clear view of your target. A rustling in the underbrush could be a ten-point buck, but it could also be a fellow hunter stooping to pick up a fallen cigarette lighter. Using caution in such a situation may let an occasional buck get away, but you'll never have another man's life on your conscience—or even a farmer's best milk cow.

In this same matter, don't forget your own safety. Wear the proper clothing while hunting. The color of your clothing should clearly label you as a hunter so no one will mistake you for a ten-pointer.

Hunting safety is not only for the field but must extend into the home as well. With various types of firearms around the house, caution has to be exercised to protect the members of your family from unnecessary danger. Children especially must be safeguarded from any possibility of accidental shooting.

If there are children in the house, store guns well out of their reach in locked cabinets. Carefully check and clear all firearms before storing them away. It is advisable to teach children the proper use of firearms as soon as possible, starting with a simple air rifle perhaps. Once taught firearm safety, youngsters will be less prone to careless handling of weapons.

Another hunting season hazard does not concern firearms at all, but requires special attention nevertheless. This is the danger of fire. Each year, fire destroys thousands of acres of US woodland, killing off wildlife, endangering human life and destroying the countryside.

When you are in the woods obey the rules of fire safety. Break matches in half and be sure they are cold before throwing them away. Carefully grind out cigarette butts. When leaving a campfire down it thoroughly, stir it up and then drown it again to make certain it is dead before moving on.

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

## 4 More Seafarers Retire On Pensions

Another group of veteran Seafarers has entered the ranks of SIU oldtimers retired on lifetime Union pensions of \$150 per month. The pensions were awarded after the trustees for the program held their regular monthly meeting in New York last week.

The approval of this latest group of pensioners increases the number of Seafarers qualified for pensions this year to 85.

Included are the following oldtimers: Cerilo Ramos, 65; Julio Rey, 56; Hilarion Aquio, 67, and James R. Miller, 52. All except Ramos retired on disability pensions.

Ramos, who qualified for a



Aquio



Rey

(Sea-Land). He plans to spend his retirement days in Puerto Rico with his wife Natalia.

A member of the SIU since 1948, Aquio is another steward department veteran. Born in the Philippines, he now makes his home in San Francisco. His last ship was the Pennmar (Calmar).

Miller, who sailed in the deck department, joined the SIU at Norfolk in 1947. Born in Johnston, Pa., he now makes his home in Seattle. He last sailed on the Barbara Frietchie (Liberty Navigation).



Ramos



Miller

normal pension, first shipped on SIU vessels back in 1945 in the steward department. A native of the Philippine Islands, he presently makes his home in Baltimore. He last shipped on the Omnium Freighter (Mol Ship and Trade).

A native of Spain, Rey first shipped with the SIU out of New York in 1938 and also sailed in the steward department. His last sign-off was from the Fairland

## SIU Drive Scores 2-1 Phila. Win

PHILADELPHIA—The organizing drive by the SIU United Industrial Workers in Atlantic Coast ports continued to gain momentum last week, as the SIU-UIW posted another important election win here covering almost 200 non-union workers.

The tally in balloting by employees of the National Fiberstock Corporation on September 25 was 119-50 for the Union. The voting was conducted at the plant by the National Labor Relations Board. Fiberstock is a manufacturer of paper and other supplies for office use.

The latest win is one of several by the SIU-UIW here over the past several months. On July 8, the NLRB certified the results of a unanimous 8-0 vote at H. G. Walker Associates, a drug distributor in this area.

Contracts have already been reached with a number of other firms where the Union won elections in an active campaign that began last fall.

In separate drives, the UIW reported its fifth election win of the year in Baltimore and Norfolk. The Baltimore victory was wrapped up by NLRB action on August 22 at Addison-Clark, Inc., an iron and steel fabricator.

Norfolk's latest score was at the Dixie Jute Bagging Company on August 28 by an 89-37 count.

## Labor Dept. Shift Links L-M Units

WASHINGTON—A major reorganization of the Labor Department to group all of its functions in the labor-management relations area under a single administration has been announced by Secretary W. Willard Wirtz.

Assistant-Sec. James J. Reynolds will head the new Labor-Management Services Administration, which will consist of five units. Deputy Assistant Sec. Nelson Bortz will have responsibility for day-to-day administration of the programs.

Wirtz said the reorganization "will marshal and make available to labor and management findings of research and other resources needed to improve collective bargaining and labor-management relations."

One of the new units—the Office of Labor-Management & Welfare-Pension Reports—will combine all the department's compliance machinery under both the Landrum-Griffin Act and the Welfare & Pension Plans Disclosure Act. Previously, reports required from unions and management under the two laws were received by separate offices.

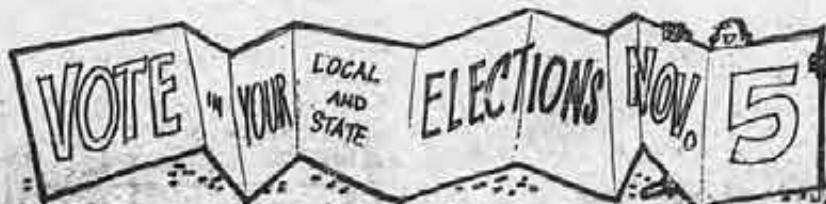
At the same time, the Department announced the retirement of John L. Holcombe, who has been commissioner of the Bureau of Labor-Management Reports. The new, combined reports office will be headed by Frank M. Kleiler, director of the Office of Welfare & Pension Plans.

## DIGEST OF SIU MEMBERSHIP MEETINGS

HOUSTON, August 12—Chairman, Lindsey Williams; Secretary, Paul Drozaki; Reading Clerk, Robert Wilburn. Minutes of meetings in all ports accepted. Port Agent reported on shipping, tug organizing, blood bank and Texas State AFL-CIO convention. Carried. President's report and Secretary-Treasurer's report for July accepted. Auditor's reports presented and accepted. Total present: 311.

NEW ORLEANS, August 13—Chairman, C. J. (Buck) Stephens; Secretary, Louis Guarino; Reading Clerk, Bill Moody. Minutes of previous port meetings accepted. Port Agent's report on shipping and jobs accepted. July reports of the President and Secretary-Treasurer accepted. Meeting excuses referred to the dispatcher. Auditor's reports presented and carried. Discussion under good and welfare regarding changing retirement plan and action being studied by headquarters on this subject. Total present: 430.

MOBILE, August 14—Chairman, Louis Neira; Secretary, H. Fischer; Reading Clerk, R. Jordan. Accepted minutes of previous meetings in all ports. Port Agent's report on shipping, tug contract, shipyard jobs and work at state docks was accepted. President's report and Secretary-Treasurer's report for July were accepted. Auditor's reports presented and accepted. Total present: 192.





# Exam No. 5000 For Houston SIU Clinic

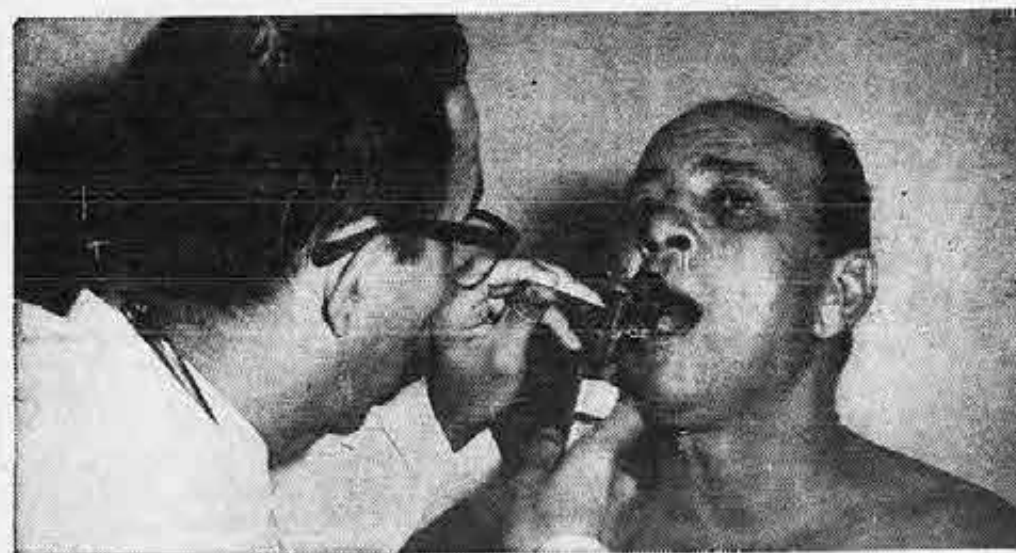
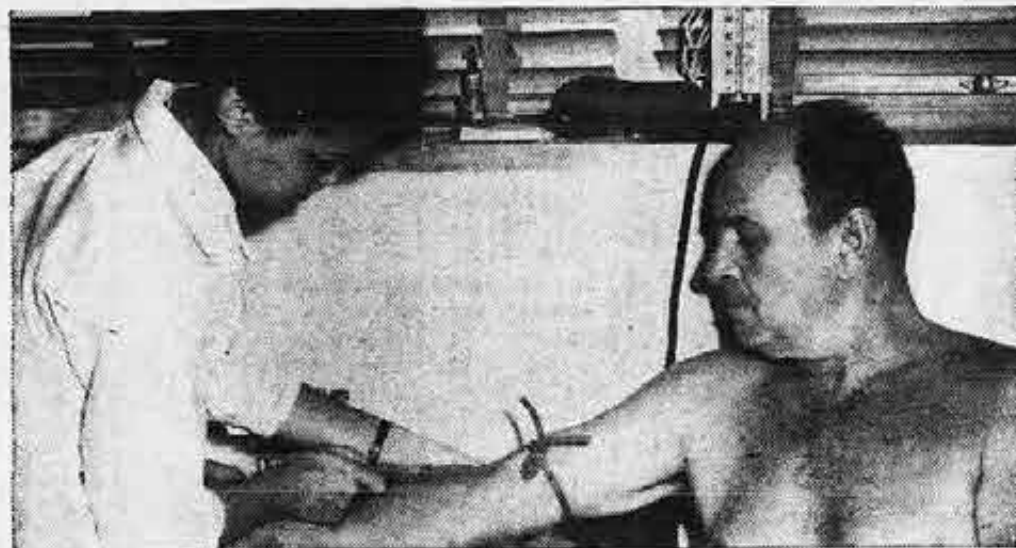


Foursome in waiting room of Houston medical center included (l-r) Seafarers Francisco Urbina, Donasiano Elias, Alfred P. Sterns and Albert Ortiz, who pass the time reading and swapping yarns. Clinic in the Texas port has been in operation since June, 1959.

ONE of the most important SIU benefits is represented by the system of SIU clinics in six major ports that provide diagnostic services and annual medical check-ups for SIU men and their families.

The range of health protection offered by the medical centers is typified by the services at the Houston clinic, which last month passed its 5,000th exam when Seafarer Alfred P. Sterns came in for his regular medical check. Sterns, who ships in the engine department, whizzed through the exam with flying colors.

Just missing turn as 5,000th exam, Seafarer M. O. Mohamed checks in with nurse Elizabeth Clark.



Testing and check-up services provided by the clinic include head-to-toe examination to determine general physical condition and possibility of any illness that could become serious if not detected early. In panel of photographs at right, Seafarer Alfred P. Sterns is shown getting chest, nose and throat check-up from Dr. David Litowsky, having blood tested by nurse Jackie Ford (taking sample from arm), and being given an electro-cardiogram by nurse Marie Shipp. After x-ray, he discusses results with Dr. Litowsky. He drew a clean bill of health all around.



**SIU Lifeboat Class No. 91 Makes It 100 Percent**



Graduation time for SIU training school's lifeboatmen's class No. 91 finds all hands assembled in rigging loft near headquarters after getting their Coast Guard tickets. The 20-man group (l-r) is composed (front, l-r) of G. Garcia, G. Conyeas, G. McKenna, W. Cook, J. Pagan, F. Ayson; (middle row) R. Velez, R. Rivera, H. Nullig, R. DiSarno, H. Ledwell, Jr., M. C. Sondergeld, A. Orellana; (rear) T. Woodin, A. Serrano, W. Doucet, M. Abraham, E. Vazquez, T. Robertson and A. Castelo, with instructor Arni Bjornson at far right. The 100 percent successful group was also under the instruction of Dan Butts, who was not present.

**SIU FOOD and SHIP SANITATION DEPARTMENT**



Cliff Wilson, Food and Ship Sanitation Director

**New Packages & Foods To Match**

The food industry's packaging revolution which has made life at sea so much more pleasant for stewards and crewmembers over the past years shows no signs of slackening, although the big food companies are always stretching a bit to come up with new ideas.

It all started many years ago with the introduction of canned foods, which made it possible to carry many foods aboard ship on a long voyage which were previously unavailable except in port. Since then many advances in food packaging, preservation and preparation have all served the Seafarer well.

in rounding out his mealtimes with tasty, nourishing food able to withstand long months at sea.

Frozen, dried, precooked and canned foods of all descriptions have all improved the lot of men at sea since the days of tinned dry beef and biscuits.

Sponsored by some of the nation's biggest food companies, the "Annual Eating-Writing Marathon" exhibition which opened recently at Chicago proves that the food industry's search for new marketing methods is still continuing under a full head of steam. And there are plenty of possibilities that today's food packaging innovations may one day spell even better feeding for seafarers.

For instance, introduced at the latest "Marathon" show was a new precooked bacon. Three minutes in a frying pan, two minutes in a broiler or four minutes in the oven and it is ready to serve. Another product just introduced was packaged dry mushrooms. Five minutes in water and they reconstitute to cook and taste like the fresh product. And no refrigeration is required for storage.

In spite of the newest developments in freezing and drying, canned fresh items are more than holding their own. The latest is spare-ribs in barbecue sauce in a can, fully-cooked and ready to eat after heating.

Commercial pancake mixes, which first made their appearance in 1889, are also keeping up with changing times. The popularity of pancakes ashore has been growing with giant strides during the last few years, with "Pancake Kitchens" beginning to rival "Pizza Parlors" in many areas. Once simply a breakfast favorite with seamen and others, pancakes in over 30 different varieties are now being served at all times of the day for anything from a main course to dessert or simply a quick snack.

All of this is part of the effort to push new food gimmicks and to build popularity for some old favorites that are losing out in the competition for the consumer and commissary department dollar.

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

**Columbus Day Holiday Urged By AFL-CIO**

WASHINGTON—The AFL-CIO Executive Council has gone on record strongly in favor of a bill presently before the Senate, which would make Columbus Day, October 12, a Federal legal holiday. The AFL-CIO Council urged Senate approval of the bill (S.108).

Opposition to the proposal has been voiced in the past by the Pacific American Steamship Association, a management group, which has urged Congress to study the impact on the nation's economy of the present legal holidays, instead of authorizing any additional days off.

Citing Congressional approval of Constitution Day, September 17, as a legal holiday, the group charged that such holidays "can be seriously injurious to our nation's industries." What PASSA and other management groups have in mind specifically is the overtime they may have to pay workers on such holidays.

"This is particularly true in the transportation field," PASSA contends, which "must go on every day in the year . . ." PASSA has contended that some legal holidays "no longer serve in the public interest" and has suggested that they "could be merged."

**Sea Serpent At Sandy Hook?**

NEW YORK—Sea serpents have been back in the news recently since a well-known scientist reported spotting a 40-foot long unidentifiable sea creature wiggling along in the waters of Sandy Hook.

The scientist, Dr. Lionel A. Walford, director of the US Fish and Wildlife Research Center, Department of the Interior, made it clear, however, that he does not consider the creature he saw a "sea serpent." Dr. Walford believes it was some species of jellyfish, although because of its size he has been unable to classify it in any known group of such creatures.

The "thing" was spotted while a research crew was making an oceanographic study off Sandy Hook. When an expedition returned to the area with special cameras and equipment, no trace of it could be found.

Scientists aboard the 65-foot research vessel Challenger made the sighting late this summer. Dr. Walford describes the creature as definitely an invertebrate.

"It looked like so much jelly. I could see no bones, and no eyes, nose or mouth. But, there it was, undulating along, looking as if it were almost made of fluid glass . . . It was at least 40 feet in length, and about 5 inches thick and perhaps 7 to 8 inches deep—looking something like an enormously long flattened eel . . ."

Since then, several suggestions have been made regarding the possible identity of the mysterious creature. Professor Samuel M. Wishik of the University of Pittsburgh believes it might be a mem-

ber of the hydra family, which he points out are not uncommon in some areas. They look like hollow tubes which can grow 30 or 40 feet long with soft, waving tentacles at the front end.

As the controversy grew, the "New York Times" pointed out that Greek mythology mentions a monster also called a "Hydra" which the hero Hercules was assigned to kill. The mythical Hydra had nine heads, the center

one being immortal. Every time Hercules lopped off one head, two grew in its place.

Hercules finally solved his problem by cauterizing the head roots with fire to prevent them from growing again after he chopped them off. He buried the immortal head, which would not die, under a rock. Perhaps that's where the Sandy Hook monster can be found also—under a rock hiding from all the publicity.

**Sailor Jumps To Freedom — Russian Ship Life 'Ugly'**

WASHINGTON—Soviet seaman Vladislav S. Tarasov waited years for his chance to make his bid for freedom, and his time finally came last November when Tarasov was able to leap from the Russian tanker on which he was serving into the Hooghly River at Calcutta.

Tarasov was here last month to tell the House Committee on Un-American Activities how he swam to a near-by American merchant ship where he was taken aboard and granted asylum.

A few weeks earlier, the Senate passed a bill allowing Estonian seaman Viktor Jaanimets to remain in the United States and become eligible for American citizen-

ship. Jaanimets had jumped the Baltika in New York harbor in 1960. The Russian ship had brought Premier Khrushchev to a meeting of the United Nations General Assembly.

Tarasov told the House Committee he had been "dependent on the whims of other people" all his life. "When I worked for three years on the ships of the fishing fleet and was forced to perform the orders of ignorant superiors, I kept up my courage with the hope that someday in the future everything would change," he stated.

The 25-year-old sailor said his dreams of a future in America were whetted by listening to "Voice of America" broadcasts and by reading American writers such as Mark Twain and Jack London.

And, said Tarasov, he found his dream was real when he reached this country. "America is a free country. It is really free," he said. He stated the further away one was from Russia the better it looked. Up close, the Russian seaman declared, it's ugly.

Tarasov said he hoped to stay in America, finish his education and "become a good citizen of the United States." He is presently studying English at Georgetown University here.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—  
please put my name on your mailing list.  
(Print Information)

NAME \_\_\_\_\_  
STREET ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

**Await Tally On SIU Committee Job**



Competing for the post of headquarters membership representative on the latest SIU Quarterly Financial Committee, Seafarers (l-r) Joseph Puglisi, C. Johnson, R. Holder and R. Guild are pictured at last month's New York meeting waiting for the voting results to be tallied. Holder was elected to the job in rank-and-file balloting. He and Johnson ship in the black gang. Puglisi and Guild sail on deck.

# COPE REPORT



## AFL-CIO COMMITTEE ON POLITICAL EDUCATION

**IF GOLDWATER WERE PRESIDENT . . .** His name is Barry Morris Goldwater. He is a department store owner from Arizona who once won an award for merchandising men's under-drawers. He is also a United States Senator. If his backers have their way, he may well be the Republican nominee for President in 1964.

What would America be like under a President Goldwater? Based on his record as a senator and his public statements, we could expect the following:

**On social welfare**—Repeal or severe cutback of all the progressive legislation since the 30's which protects the welfare and security of the little man. This includes Social Security, unemployment compensation, minimum wage and other progressive laws. Goldwater has said: "I fear Washington and centralized government more than I do Moscow."

His voting record as a senator has reflected this statement. He entered the Senate in 1953. Since then, he has gone on record in nearly 50 roll call votes listed in official COPE voting records. He voted wrong on every one of them.

**On taxes**—Goldwater believes in soaking the poor. He says: "Get rid of the whole graduated income tax." He explains his program in his book: "Government has a right to claim an equal percentage of each man's wealth, and no more." This means if a man making \$50,000 a year were taxed \$25,000—50 percent—a man making \$5,000 must be taxed \$2,500, also 50 percent.

**On medical care for the elderly**—Goldwater protests against health insurance for the elderly under Social Security. A health care program, he says, would be a blow to freedom. "When you (the government) say to Johnny, 'Don't worry about the old man or your mother, we're going to take care of them when they get older,' you've destroyed his freedom there, the freedom of responsibility. . . ."

**On labor**—Goldwater would ban union political activities. He would enact a Federal "right-to-work" law. He introduced a bill in the Senate Jan. 14, 1963, to place a whole new set of restrictions on unions, an open shop law among them.

**On human rights**—According to the "Washington Star," July 25, 1963, Goldwater opposes fair employment practices laws (FEPC),

and he opposes the proposed public accommodations law.

**On foreign affairs**—Goldwater utters a hodge-podge of "get tough" statements in his attacks on President Kennedy's foreign policy. He opposes negotiated settlements to ease cold war tensions.

**On the role of government**—Goldwater is obsessed with the relation of the individual citizen to the Federal Government, or rather the relation of the citizen's money to government. He believes freedom is expressed in terms of money, and he proposes "sound money and a balanced budget, because deficit spending is dangerous to freedom."

He fears we are rushing headlong into socialism. When President Kennedy cracked down on the steel industry's price increase last year, Goldwater accused him of "trying to socialize the business of this country."

Goldwater doesn't often slip to the mud-slinging level of his right-wing friends and supporters. Yet he has called Walter Reuther "more dangerous than the sputniks." He has charged Chief Justice Earl Warren "is a socialist."

Goldwater may or may not become the Republican presidential nominee in 1964. If he does, the words of one prominent American, assessing Goldwater's credentials for President, may serve as a warning. He said, he does not think Goldwater is "equipped for the job; there are men far better equipped."

The speaker was Barry M. Goldwater.

# 'Timber!'



The future of the US domestic-flag shipping fleet may well be determined for all time in the next few weeks, through a move by lumber interests in the US Pacific Northwest that would blast a permanent hole in the 1920 Jones Act. Under the guise of aiding the lumber industry, a permanent waiver of the only legislation that has kept the remaining domestic operators alive would open the floodgates to similar proposals by all types of industries.

The Jones Act waiver has been operating for almost a year since it was adopted without a hearing last October, and will expire on October 23—in less than three weeks. It was sponsored by Sen. Maurine Neuberger of Oregon, based on the questionable poverty pleas of the lumber companies in her home state and in the surrounding area.

Now, legislation known as Senate bill S. 2100 is being studied by the Senate Merchant Marine and Fisheries Subcommittee that would make the waiver permanent, and allow foreign ships free run of the domestic trade in lumber between the West Coast area and Puerto Rico. Actually, Mrs. Neuberger is urging a separate bill that would put foreign vessels into the intercoastal lumber service to the entire East Coast as well.

"Canabalizing" one industry—domestic shipping—in an attempt to aid another is not going to solve either one's problems. This is particularly true, as indicated from testimony at the Senate Subcommittee's hearings last week, which showed that the lumber men had turned away from several attempts by American ship operators to show them how American vessels could be used—and profitably—to move American lumber to Puerto Rico or anywhere else.

Such callous disregard for another American industry and its workers is hardly the pose to be expected from an industry which is trying to wrap itself with the American flag by complaining about competition from foreign imports.

Cooperation is what's needed to solve problems of costs and competition—cannibal

tactics and the utter destruction of domestic US shipping is not the answer to the issues facing lumber men in the Northwest.

The SIU is and will fight any attempt to beat down the Jones Act and its record of protection for US-flag shipping. To do otherwise would set a dangerous precedent not only in maritime, but would be harmful in its affects on all US industries and workers.

## 'Not Interested'

The strange disappearance of a ship at sea has always been a matter of mystery and wonder, stirring men to make long, often-futile searches to discover what became of the vessel, and more important, the human cargo she carried.

However, a recent news item from Greece indicates that in these days when ships are fully covered by insurance and the value of a lost vessel can amount to a profitable tax loss at the end of the year, owners and sometimes governments may have their minds too clouded by profit and loss figures to worry about the fate of a ship or her crew.

"The last we heard of it was August 25, when it sailed through Aden. The captain radioed that they met with rough seas in the Indian Ocean. Since then we have lost all contact with it."

These are the words of an official of the Greek Ministry of Merchant Marine reported in a news dispatch a month after the last radio contact with the 3,950-ton Greek vessel Donald. The ship left Yugoslavia August 12 with a 5,000-ton cargo bound for Jakarta, Indonesia. She carries, or carried, 26 persons aboard. She has been missing now for over a month.

A ship doesn't just disappear. It either goes down at sea or makes port somewhere. In either case, modern communications and transportation make it possible to seek out some clue to the fate of the ship and the men aboard. To simply report "we have lost all contact with it"—for over a month—is a sad commentary on Greek shipowners and their government.

# LABOR ROUND-UP

A new contract offer has been accepted by members of Local 2 of the American Federation of Musicians, thus assuring St. Louis of a symphony orchestra for the coming season. Under the terms of the two-year pact, the base pay will be raised \$5 to \$125 a week for 27 weeks. Last year the orchestra played a 25-week season. In the contract's second year, the musicians will receive an additional \$5 weekly wage boost and will play a 30-week season.

Patrick E. (Pat) Gorman, secretary-treasurer of the Amalgamated Meat Cutters & Butcher Workmen of America, has been named "St. Jude Man of the Year" by the Aiding Leukemia-Stricken American Children association headed by entertainer Danny Thomas. Gorman will be presented with the award at a Columbus Day affair in Chicago. Thomas, president and founder of ALSAC, lauded Gorman for his "rare devotion and generous support" of the St. Jude Research Hospital for leukemia in Memphis, Tenn.

Members of Rubber Workers Local 28 employed at Barr Rubber Products in Sandusky, Ohio, are going without their coffee breaks so they can cooperate with management to make 50,000 balloons and 2,500 rubber balls to help fight communism. The balloons and balls are being sent to a man in Laos nobody at the plant has ever seen—Edgar Buell, former Indiana farmer helping the Laotians with agricultural and medical problems as a representative of the Agency for International Development (AID).

The refusal of Gould National Battery Inc. to settle a strike by 1,500 members of the International Brotherhood of Electrical Workers at 14 locations in 10 states has led to a "don't buy" campaign against the company's products. The union has been on strike at company plants since June. The firm makes batteries for Montgomery Ward, Standard Oil, Western Auto Supply and 60 other companies which sell them under their own brand names. Gould plant locations are coast to coast.

# SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Henry J. Foy, 57: Brother Foy died on July 16, 1961 of a throat condition at the North Carolina Baptist Hospital, Winston-Salem, NC. He had been shipping in the deck department since 1946. Surviving are his daughter, Mrs. Henry Wall of Hampton, Va.; his father Henry S. Foy, Jr., of Winston-Salem, and two sisters. Burial was at Salem Cemetery, Winston-Salem.



Anthony W. Hyde, 19: Brother Hyde died on August 18, 1963 due to injuries in an auto accident at Doylestown Township, Pa. He had been sailing in the engine department since 1962. Surviving is his father, Fredrick G. Hyde, of Chalfont, Pa. The place of burial was not given in the report.



Hakan Janson, 45: A stomach ailment was fatal to Brother Janson on August 7, 1963 at Los Angeles, Calif. He had been sailing with the SIU on deck since 1944. His wife, Gladys L. Janson, of Biddeford, Me., survives. Green Hills Memorial Park Cemetery, California, was the place of burial.



All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

James R. Armstrong, 37: On July 11, 1963, Brother Armstrong died of injuries in an accident at Poplar Branch, North Carolina. He had sailed since 1945 in the steward department. His daughter, Florence Diane Armstrong, of Jarvisburg, NC, survives. Corinth Baptist Cemetery, NC, was the place of burial.



Felipe Rodriguez, born May 18, 1963, to Seafarer and Mrs. Rafael Rodriguez, Rincon, Puerto Rico.

Gary Edmund Roach, born June 4, 1963, to Seafarer and Mrs. James H. Roach, Westminster, SC.

Deanna Lea Gregory, born July 23, 1963, to Seafarer and Mrs. Lee A. Gregory, Galveston, Texas.

Linda Lorie Forrest, born June 27, 1963, to Seafarer and Mrs. William L. Forrest, Lamarque, Texas.

Donald Louis Gary, born June 6, 1963, to Seafarer and Mrs. Donald N. Gary, Baltimore, Md.

Pablo Gonzalez, born August 1, 1963, to Seafarer and Mrs. Pablo Gonzalez, Ponce, Puerto Rico.

Sharon Osborn, born May 1, 1963, to Seafarer and Mrs. Manfred Osborn, New Orleans, La.

Cherly Lynn Kindya, born July 1, 1963, to Seafarer and Mrs. Michael Kindya, Center Moriches, NY.

Dave Ivey, born September 5, 1963, to Seafarer and Mrs. Charles Ivey, Mobile, Ala.

Joelyn Perry, born August 17, 1963, to Seafarer and Mrs. Raymond D. Perry Jr, Woodstown, NJ.

Debra Padgett, born September 1, 1963, to Seafarer and Mrs. William A. Padgett, Jacksonville, Fla.

Lisa Ann Morgan, born June 24, 1963, to Seafarer and Mrs. Gerald L. Morgan, Mathews, Va.

Suzanne Williams, born June 17, 1963, to Seafarer and Mrs. William W. Williams, New Orleans, La.

Bruce Harrison, born August 5, 1963, to Seafarer and Mrs. De Vaughn Harrison, Prichard, Ala.

Thomas Carlos Martinez, born August 27, 1963, to Seafarer and Mrs. Thomas Martinez, Philadelphia, Pa.

Leslie Stephen Valles, born July 9, 1963, to Seafarer and Mrs. Isadore Valles, Brooklyn, NY.

# SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
  - Clyde Barnes
  - Richard Barnes
  - John Brady
  - Wilbert Burke
  - Gordon Dalman
  - N. DeLapouyade
  - Fredrick Edwards
  - Julius Ekman
  - Marie W. Ellis
  - Harry Emmett
  - Anton Evensen
  - Nolan Flower
  - V. Flederiksen
  - Eugene Gallaspy
  - John J. Gross
  - Seifert Hamilton
  - George Hiers
  - Vincenzo Iacono
  - Walter Johnson
  - Robert Kennedy
- USPHS HOSPITAL BALTIMORE, MARYLAND**
  - William Barnett
  - Justin Burdo
  - Jose Carames, Jr.
  - David Carter
  - William Davis
  - Sidney Day
  - Gerald Edwards
  - Carroll Fickett
  - Friedof Fondila
  - Iva Kilgona
  - William Lane
  - Esteban Aquendo
  - John Powers
  - Harold Reed
  - Bryan Ricketts
  - Jack Sanders
  - Edward Seserko
  - Carl Smith
- USPHS HOSPITAL BRIGHTON, MASS.**
  - V. Chamberlain
  - Raymond Perry
  - William Powers
- USPHS HOSPITAL SEATTLE, WASHINGTON**
  - Joseph Bailey
  - Malvin Chandler
  - Edward Clcborek
  - Alfred Gordon
  - Martin Hammond
  - Geoffrey Johnson
  - Hugh Murphy
  - Bonnie McDaniel
  - Raymond Ruppert
  - Earl Sillin
- USPHS HOSPITAL CHICAGO, ILLINOIS**
  - George Oaska
  - Ernie Peterson
- USPHS HOSPITAL SAVANNAH, GEORGIA**
  - E. Anderson
  - R. Christensen
  - E. Lassiter
  - O. Price
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Colon Boutwell
  - A. W. Canter
  - Riley Carey
  - T. J. Connell
  - Robert Coashoin
  - Sixto Escobar
  - Daniel Hutto
  - H. Shellenberger
  - William Walter
  - Virgil Wiseman
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - Gerald Algernon
  - Benjamin Deibler
  - Adrian Durocher
  - Abe Gordon
  - Joseph Gross
  - Thomas Leahy
  - George McKnew
  - Max Orson
  - Willie Young
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
  - Daniel Gorman
  - Thomas Isaaksen
  - William Kenny
- MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND**
  - Charles Ackerman
- VA HOSPITAL JACKSON, MISSISSIPPI**
  - Harry Luzader
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
  - James McGee
- PINE CREST HAVEN COVINGTON, LOUISIANA**
  - Frank Martin
- VA HOSPITAL NORTHAMPTON, MASS.**
  - Maurice Roberts
- US SOLDIERS' HOME WASHINGTON, DC**
  - William Thomson

## Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

## Storing Service In Gulf Lauded

To the Editor:  
We on the SS Warm Springs (Columbia) would like to call the membership's attention to the outstanding job one of our brothers is doing in supervising the storing of SIU ships in the Gulf.  
We refer to Tommy Bolton, who has been checking and supervising the storing of SIU vessels in the Gulf area for the past year. Not only is Tommy doing an excellent job in his present capacity, but he's also one of the finest stewards to be found anywhere.  
Many of us have had the pleasure of sailing with Tommy in the past years, and we can say that he is a first-class shipmate and can provide out-of-this-world shipboard feeding to make any trip a pleasure.  
Tommy Bolton has more than 25 years of experience in the food business and probably knows as much about it as anyone, ashore or afloat. In addition to sailing in every rating in the steward department, starting in 1937, Tommy has owned and operated several restaurants during his stays ashore. His long and valuable experience now is being put to good use to service SIU ships in an important capacity.  
We particularly like the consideration Tommy gives crew-

members in checking a ship's storing list. He carefully checks the menus of the past voyage, asks questions about the quantity and quality of the stores and as a wind-up makes sure the ship has plenty of grub aboard for the next trip.  
We take pleasure in commending him for a job well done for the membership that deserves some recognition.

## Warrior Offers Pension Ideas

To the Editor:  
We of the SS Warrior (Waterman) would like to pass our comments on welfare suggestions made by the SS Losmar in the LOG last June 28. We agree wholeheartedly with them that the men with 12 to 15 years of seetime should be able to retire regardless of age or disability.  
However, we do not agree on the part about the two-year grace period regarding welfare plan eligibility for men who work ashore for a while. We think that if a man is going to be a seaman, he should either go to sea or quit. The requirements are not too stiff, and the man working ashore should not get the same benefits as a man going to sea all the time. The idea of a grace period would be very unfair.  
I personally have worked ashore part-time for the past

two years and have still found time to get my required time at sea. If I wanted to work ashore all the time I could do so at any time.  
But I am a seaman first and will always be one, I guess.  
The only time a man should

## LETTERS To The Editor

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

be given a grace period is when he is strictly unable to go to sea and can definitely not get a ship because of slow shipping. I have not seen it that slow during all the time I have been in the SIU.

Paul D. Zellaer  
Ludwik Borowik

## Suggests Rules For Retirement

To the Editor:  
In all the controversy that I have read of in the LOG about eligibility for retirement benefits, nothing fair and lasting has been dredged up.  
Let's face it. No Seafarer goes to sea for the love of it,

if he's in his right mind. I dare say we're all out to make a buck, so to speak.

So with the foregoing in mind, I'd like to suggest that 20 years as a paid-up member in good standing should qualify a Seafarer, insofar as a retirement plan is concerned, to pension benefits.

As to eligibility, Federal rules concerning such benefits under Social Security could be applied. Due to the possibility that the qualifying period might be lowered from time to time, benefits might be applied for and collected upon reaching the specified birthdate.

Thus, after completing 20 years as a paid-up member in good standing, a man could turn to shoreside interests with the secure feeling of reaping the harvest of his labors after he has met the requirements.

C. L. Cousins

## Better Tanker Safety Urged

To the Editor:  
I am aboard the Thetis (Rye Marine) just coming back from a Persian Gulf run. As far as the trip went it was fine—hot weather but few beefs.  
But the main contention on here seems to be the policy of the mates of sending the man at the wheel on all sorts of errands. I know our agreement

states that the quartermaster shall work on the bridge when the wheel is on "iron mike," but not to leave the bridge.

On here, the man at the wheel will be sent to the paint locker forward, to get paint, wash brushes, carry gear forward and so on. I understand this is a common practice on all tankers.

With all regard to safety, I think this practice should be stopped for the safety of our brothers. After all, a mate cannot be in the chart room and watch for shipping at the same time. And if something should happen, can he handle the wheel, telegraph and whistle at the same time?

I know he cannot, so I hope something will be done about this matter.

C. Martin

## Welfare Checks Draw Thanks

To the Editor:  
I want to thank the Seafarers International Union and the SIU Welfare Plan for the many benefits received, and also the brothers who donated blood for my husband Herman Carson during his illness.  
My husband was proud that he was a member of the SIU and I, as his widow, shall always be grateful to all concerned. No words can express my gratitude.  
Mrs. Herman Carson

'Sea-Drift'

—By William Pietrowski



"I know this is your first trip, Cyburt, but not having tutti-frutti ice cream aboard isn't what we'd call a major beef..."

**SEATRAN NEW YORK (Seatrains), Aug. 25**—Chairman, D. W. Rose; Secretary, Felipe Aponie. Suggestion made that ship's delegate contact headquarters to see why the partition has not been installed in the crew's mess to keep the messhall cooler. Deck engineer requests that crewmembers cooperate by not throwing mop water in laundry sinks. Vote of thanks was given to all members of the steward department for the good food and service.

**SEATRAN LOUISIANA (Seatrains), Aug. 25**—Chairman, Herbert C. Justice; Secretary, Kenneth McCullough. Ship's delegate reported that everything has been running smoothly with no beefs. \$116.02 in ship's fund. Motion made to trade in old TV set and purchase new one out of ship's fund in Texas City. Discussion on cleanliness of sinks in laundry room. Raul

proper steps to have ship's fund returned.

**TRUSTO (Commodity Transportation), Aug. 11**—Chairman, none; Secretary, F. Quintayo. One brother placed in ship's hospital. It was suggested that the ship's delegate see captain about the sick man and, if possible, send him back to the States by plane when the ship gets to Aruba. Assistance of US consul also to be requested on this matter.

**SEAMAR (Calmar), Sept. 4**—Chairman, Andrew C. Reed; Secretary, Richard Nelson. One man missed ship in Long Beach. \$6.34 in ship's fund. Request food representative to board ship.

**VOLUSIA (Suwannee), Aug. 24**—Chairman, Eugene Conert; Secretary, Dennis H. Gibson. \$2.50 in ship's fund. Some disputed OT and disputed subsistence in deck department. Motion made to contact headquarters in regard to movies aboard ship. Discussion on need for supervision in steward department and better menus.

**ALCOA MARINER (Alcoa), Sept. 4**—Chairman, William F. Simmons; Secretary, Oscar B. Smith. No beefs reported by department delegates. Day workers asked to be quiet in passageways so that watchstanders can sleep. Suggestion made to keep all screen doors locked while ship is in port. Vote of thanks to the steward department for the good meals.

**STEEL ARTISAN (Isthmian), Aug. 11**—Chairman, N. Sokla; Secretary, none. Disputed OT in deck and steward department. Motion made that draws in checks should be stopped in foreign ports. It was suggested that every member have a physical yearly whether he is on the beach or on a ship. Motion that entire deck department hold meeting with patrolman regarding equalization of OT. Ask patrolman to see the captain about setting launch service hours for convenience of the crew and about the posting of sailing board. It was suggested that a variety of food and cool drinks be put out.

**BIENVILLE (Sea-Land), Aug. 30**—Chairman, C. W. Hall; Secretary, Carlos Diaz. Everything running fine. \$11.66 in ship's fund. Motion made to see if next payoff can be made on arrival at Port Elizabeth due to the limited time available when the scheduled stay is less than 24 hours. Crewmembers who are off duty on the day of payoff should be permitted to leave vessel if patrolman is unable to meet the ship when docking. Vote of thanks to the steward department for the well-prepared food and good service. Ship should be fumigated for roaches.

**ZEPHYRHILLS (Pan American Overseas), Aug. 25**—Chairman, Norman Wroton, Jr.; Secretary, Andy C. Noah. No beefs reported by department delegates. Dwight Skelton was elected to serve as new ship's delegate. Vote of thanks to steward department for an excellent job.

**PUERTO RICO (Motorships, Inc.), Aug. 26**—Chairman, Andone Ferrar; Secretary, Abraham Aragon. One man missed ship. An inventory of his belongings was taken and they were left ashore. No beefs reported by delegates. Calisto Gonzalez was elected as ship's delegate. Crew requests more variety of meats.

**ROBIN SHERWOOD (Robin), Aug. 17**—Chairman, Otto Robert Hospnar; Secretary, H. C. McGullough. \$14.75 in ship's fund. No beefs reported by department delegates. Request that patrolman take sample of drinking and washing water to the Board of Health, as water is rusty when ship is rolling. Sanitary system is not working properly. Delegates requested to make out list of safety suggestions and turn same in to ship's delegate.

DIGEST of SIU SHIP MEETINGS

De Los Santos elected to serve as ship's delegate.

**DEL SOL (Delta), July 15**—Chairman, Percy Gray; Secretary, Roland Hebert. \$20.00 in ship's fund. No beefs reported by department delegates. Jaime Fernandez was elected to serve as ship's delegate. Crew asked to keep outsiders out of crew quarters.

**GATEWAY CITY (Sea-Land), Sept. 12**—Chairman, Jose Velazquez; Secretary, P. Jolebeck. No beefs reported by department delegates. Motion made to negotiate for same clause as Seatrain regarding time off. Vote of thanks to entire steward department.

**YAKA (Waterman), Sept. 5**—Chairman, W. J. McDermott; Secretary, W. M. Pederson. Wiper missed ship in Pusan. Ship will pay off in San Francisco. No beefs reported. \$17 in ship's fund. Vote of thanks to steward department.

**VENORE (Marven), Sept. 13**—Chairman, J. Michael; Secretary, Pat Murphy. H. Vincent was elected to serve as ship's delegate. No beefs reported. Vote of thanks to the steward department.

**TRANSHUDSON (Hudson Waterways), Aug. 18**—Chairman, S. Mangold; Secretary, W. Mulling. Ship's delegate reported no major beefs. Crew requests draws to be in US currency or travelers checks. Motion made to bring to the attention of the patrolman the condition of the galley, crew pantry and crew mess-room if they are not painted before the end of the trip. Request sufficient number of cots and new mattresses for next trip, and repair or renewing of fans that don't operate properly. Discussion about fantail canopy. OS and Wiper to alternate cleaning laundry room.

**WACOSTA (Waterman), Sept. 13**—Chairman, A. Tremmer; Secretary, Ramon Iriazary. No beefs reported by department delegates. It was suggested that all crewmembers familiarize themselves with the Union agreement. Crew requested to turn in all excess linen. Vote of thanks to the steward department for fine job.

**ALCOA RUNNER (Alcoa), Sept. 5**—Chairman, Floyd Peavy; Secretary, C. E. Turner. Ship's delegate reported everything is going along fairly smooth. Port Agent in Puerto Rico said he would assist anyone who wants to get a medical examination while in Puerto Rico. Motion to give the ship's delegate permission to take

File Complete Minutes' Form

SIU ship's delegates, meeting chairmen and secretaries who forward the ship's minutes to headquarters are urged to make sure they fill out an importation section on the back of the form. This portion, located at the bottom on the left, relates to the ship's itinerary and the mail situation, including packages of the SEAFARERS LOG sent to all ships when each issue is published. Seafarers who fill out the minute's form can provide headquarters with a handy means of checking the accuracy of mailing lists by completing this particular section before sending in their meeting report.

Seafarer Gets 3rd Prize In Checker Play

A Labor Day weekend tournament in Mobile has produced the "Gulf Coast Checker Champion," with Seafarer Fred B. Kritzer winning the 3rd place spot in the competition.

Kritzer paid off the Seatrain New Jersey (Seatrains) just prior to the holiday last month to participate in the contest. He was deck delegate aboard the ship.

In his report on the tourney at the Mobile Checker Club, Kritzer says he played four opponents at the opening session, August 31,

for a total of 16 games. He defeated two of the master class players, but wound up in a tie with the "Mississippi State Champion" and the "Alabama State Champion" in a four-game match with each of them.

Sunday, September 1, Kritzer met the two remaining players in the final matches. This brought him the 3rd place spot in the contest, plus a net prize of \$37.38 for his two-day efforts.

Overall winner of the tourney was a master class player from Atlanta, who emerged with the title of "Gulf Champion." Since Atlanta is also Kritzer's home town, this means that Georgians snared two of the three top prizes in the tournament.

From the Ships at Sea

One of those long stretches where a ship's delegate has turned in a top-notch job and has stayed on in the post for many months, has come to a close on the Fairport (Waterman). On the job for 16

months, Seafarer A. R. McCree resigned and drew a warm vote of thanks from his shipmates for his work in their behalf. Frank H. Foster was elected at the last meeting to take over where McCree left off. The steward department also drew a vote of thanks for its efforts.



McCree



Tremmer

Meeting notes from the Cities Service Norfolk (Cities Service) report that the person or persons unknown who made off with one crewmember's money and wallet on a recent voyage was "cussed properly" at the last meeting. "There was no discussion," says meeting secretary P. T. Gazle, "just cussin'..."

On the Overseas Rebecca (Overseas Carriers), the new crew

aboard got a start on a ship's fund with a \$3 "treasury" left over by the gang on the previous voyage. The steward was elected as treasurer to try and build up the fund... The Rebecca was also

reminded at the last meeting that the father of Brother Henix F. Ulrich had recently passed away and promptly came up with a contribution for a floral tribute to be sent home.

The galley gang on two ships passed their own kudos to fellow crewmembers. On the Walter Rice (Reynolds), the steward department gave praise to the 12-4 and 4-8 deck watches for cleaning the messroom and lounge in the mornings and thereby making those chores a lot easier during the day... On the Steel Executive (Isthmian), the cooperation of all hands in returning and drawing fresh linen was especially singled out for thanks by the steward. Ship's delegate C. R. Wood also got a vote of thanks from his shipmates for a good job done on that vessel.

An aid to the deck gang when working on boat cover lashings has been suggested by C. T. Volk, bosun on the Hastings (Water-

man). He urged that heavy wood benches be made up for the boat deck so the men will have something to stand on which won't topple over easily. The idea is being looked into, but with the thought in mind that whatever is made up should not be so elaborate that it tempts some petty larceny by natives in overseas ports. Volk pointed out that benches of this type can readily be stolen, or thrown over the side at night to be picked up later.

Shipmates of the late Seafarer Harry East gathered up a donation of \$306 to be sent to his widow, after East died in an accident aboard the Cities Service Norfolk (Cities Service) a few weeks ago. Oldtimer Manuel E. Sanchez was chairman at the meeting where the contribution was started... It's one of those weird coincidences that Sanchez was the subject some months ago of an erroneous "death claim report" due to an apparent foul-up in Social Security numbers. One report listed Sanchez as "deceased" on March 7, but a later one on June 21 verified the fact that he was very much alive. Sanchez probably wasn't even aware of the mix-up at the time.

A union indoctrination session on the Wacosta (Waterman) was led by meeting chairman A. Tremmer, who urged all members to familiarize themselves more closely with the details of the SIU's contracts and working rules. He noted that the blue SIU handbook containing copies of all contracts, rules, etc., was available at no cost from any hall and should be re-read periodically. The steward department on this vessel also received a vote of thanks in the meeting record.

Sunday Doings On The Overseas Joyce



Close-ups on the Overseas Joyce (Overseas Carriers) picture three members of the galley crew waiting for the meal-time rush, while deck maintenance C. Mixak (at right) is alongside checking the deck gear and taking in the sun at the same time. The galley trio (l-r) includes T. Diangson, chief cook; Juan Colon, 3rd cook, and R. Stewart, galley utility. The pictures are by ship's delegate M. J. Kerngood and were sent in by steward Felix Van Looy.

# Ship's Gift To Typhoon Victims Praised By Korean Red Cross

An exchange of correspondence which traveled halfway around the world from Seoul, Korea, to Mobile and Minneapolis in the States, reached the SEAFARERS LOG last week. The letters document an act of open-hearted generosity by the SIU crew and officers on the Waterman freighter Hastings last July.

The Waterman ship had been in the Korean port of Inchon during the summer, shortly after 'Typhoon Shirley' cut loose and caused severe destruction and loss of life in the Far East.

In the report forwarded to the LOG from his hometown of Minneapolis, after the overseas mail caught up with him, Capt. Ben Martin relates how all members of the crew promptly got together a contribution amounting to \$135, as a donation for the children who were victims of the flooding that ravaged many parts of Korea. The cash gift was the equivalent of 17,472.50 Korean won.

The entire sum was sent in the form of a money order to the American Embassy in Seoul, so

that it could be turned over to the proper agency. The ship thereafter left Korea for other ports and finally made its way home.

Acknowledgment of the gift took a few days, after it was forwarded by US Ambassador Samuel D. Berger to the Republic of Korea National Red Cross, and then came the task of locating the ship. Ultimately, the letters went to Waterman's home office in Mobile,

and then on to the skipper in Minneapolis.

President Doo Sun Choi of the Korean National Red Cross personally expressed his "sincere appreciation for the heartwarming gift and sympathies upon our children." This will be another much-needed comfort "to be shared by the stricken children, and you may rest assured of our best use on their behalf," he added.

## What's The Gag, Fellas?



Caught in an animated conversation after hours on the Beau-regard (Waterman) are Seafarers Nick Nomikos, steward (left), and Nick Bechlivanis, dayman. The below-decks discussion was filmed by Allen E. Durgin, DM.

## Visitor Cites Inger's 'Food A la Savoy'

The SIU-manned bulk carrier Inger (Reynolds) sports many an innovation in her cargo-handling equipment and other ship's gear, but it will take a heap of automation to match what she carries in her galley.

"I'm not boasting when I tell you we've got the best two cooks on board you'll find in the whole of the States," was the way her skipper, Capt. Floyd B. McKneely, described some of his galley hands when a visitor boarded the ship in England some time ago.

The results of the visit were described in an article carried by the "Newcastle-on-Tyne Journal" about the ship and her crew. The Inger was at a shipyard in Blyth, England, to take on two deck-loading cranes to handle her bulk cargoes.

A British newsman described the chow as "Food a la Savoy"—the kind "one would only hope to receive from a five-star hotel."

Besides lauding the culinary skills of chief cook Ralph Tindall and baker James Prestwood, the Britisher also lavished praise on the service provided by the saloon messman, in the person of Pedro Suarez.

"And one of the finest meals I've had the pleasure of eating was not dinner at eight—it was the American idea of a supper-time snack at five," he reported. "The American brand of sincere hospitality which I met at every turn" was also warmly praised in an article that surely earned a featured spot in the "scrapbook" of every Inger Seafarer. Dick Grant was the steward on the ship.

**BARBARA FRIETCHIE** (Liberty), Sept. 1—Chairman, Charles Dawson; Secretary, D. O. Coker. No beefs reported by department delegates. Charlie Gedra was elected to serve as ship's delegate. Request that ship's delegate see the master about draw for all foreign ports. Crew asked to use caution when using the washing machine.

**STEEL DESIGNER** (Isthmian), Aug. 25—Chairman, R. Waiman; Secretary, D. Missiner. \$5.00 in ship's fund. Electrician wishes better quarters and will refer matter to patrolman. The matter of water tanks being cleaned will be taken up with patrolman. Check with company in regards to issue of painting quarters. Vote of thanks to steward department.

**FLORIDIAN** (So. Atlantic & Caribbean), Sept. 1—Chairman, Y. W. Bryant; Secretary, P. Dunphy. Beefs on chow. Changes in menu recommended. Stores to be checked by steward. More supervision in stewards department needed.

**ELIZABETHPORT** (Sea-Land), Sept. 1—Chairman, M. Cross; Secretary, W. Bickford. Union taking action on written resolutions and motions that were submitted on previous trip, \$4.50 in ship's fund. J. Morrison was elected to serve as new ship's delegate. Vote of thanks to M. Cross for job well done as ship's delegate.

**MADAKET** (Waterman), Sept. 2—Chairman, Leon M. Kysor; Secretary, Albert C. Espenada. Ship's delegate reported that there were no major beefs and things were going along well. \$12.50 in ship's fund. Charles Purdue was elected to serve as ship's

delegate. Discussion regarding steward department taking garbage can aft.

**A. J. FAITH** (Pacific Seafarers), Aug. 25—Chairman, Anthony Scaturro; Secretary, John Lkinke. Captain informed crew that three men are being flown home, two due to injuries and one man sick. Cable sent to American consul for replacements. Mo-

## DIGEST of SIU SHIP MEETINGS

tion that Union check manning scale of this ship which is a cargo-passenger type. The manning scale for the engine department should be looked into. Beef with steward department on conditions of drinking fountain and passageways.

**ORION STAR** (Orion), Aug. 25—Chairman, George Ruf; Secretary, T. J. White. One man missed ship in Hawaii. No cooperation from captain regarding allotments, \$6.25 in ship's fund. Much disputed OT in engine department. Motion made to have official pay-off at Wilmington, California. Mattresses and pillows should be replaced or renewed.

**STEEL WORKER** (Isthmian), Aug. 6—Chairman, G. C. Reyes; Secretary, Arnold F. Rehm. \$43.00 in ship's fund.

Launch service OT disputed in deck and engine departments. Restriction to ship and no scheduled launch service for the stewards in Iran was disputed and will be referred to patrolman at payoff. Motion that crew not take shots when not needed. Motion to have crew messhall airconditioned. Motion that new washing machine for crew be purchased in Bombay.

**OVERSEAS EVA** (Maritime Overseas), Aug. 3—Chairman, Anthony Barnes; Secretary, David Blumio. Crew asked to be properly attired in messhall. Avoid abuse of ship's linen. Request for more stopchest items as well as variety to be carried in the future.

**GLOBE CARRIER** (Maritime), July 27—Chairman, J. Rivadulla; Secretary, E. J. Ponis. Motion to see captain and arrange for a port payroll while ship is in shipyard. Suggestion made to rearrange launch schedule as per agreement and crew's convenience. Mattresses needed. Request that the ship be fumigated for roaches.

**ALCOA ROAMER** (Alcoa), no date—Chairman, E. Kelly; Secretary, J. E. Hannon. \$53.00 in fund for movies. Motion made regarding new retirement plan similar to engineers, where men can retire after a certain number of years, regardless of age. Vote of thanks to steward department and new ship's delegate.

**DEL NORTE** (Delts), Aug. 18—Chairman, R. E. Stough; Secretary, Bill Kaiser. Discussion on each department taking turns to keep crew's hospital clean. Since this job is in gloryhole work rules, hospital will be cleaned by gloryhole steward. Dis-

cussion on having rubber tips for steward department chairs, or new tips on legs, in order to keep chairs from sliding in messhall in bad seas. Discussion about having ship's delegate contact New Orleans hall about time off in Houston over the weekend. Discussion on missing movie fund. Present ship's fund \$127.54. Total in movie fund now is \$335.50.

**HENRY** (Progressive), Aug. 18—Chairman, J. Bullock; Secretary, Rounds. No beefs reported. Captain will have ship fumigated if possible. B. Cherry was elected to serve as ship's delegate. Request for a variety of cigarettes. Need new mattresses.

**ST. CHRISTOPHER** (Destiny Carriers), June 15—Chairman, John J. Breen; Secretary, L. Larkin. Held discussion on galley stove which has not been working right for three trips. No beefs reported by department delegates.

**LOSMAR** (Calmar), Sept. 2—Chairman, John Miller; Secretary, John Reed. Ship's delegate reported that the beef regarding the chief mate will be ironed out with the deck department. Motion made to see if a better grade of mattresses can be placed aboard ships.

**RYE** (American Bulk Carriers), July 22—Chairman, Pete Pravas; Secretary, Ronnie Watts. No watercooler in the engine room and no supplies aboard to repair it. Complaints from engine department members regarding machinery which needs repairs. No reply received so far from headquarters to wire concerning unsanitary conditions and room allowance owed due to lack of repairs.

# Your Gear...

for ship... for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



## the SEACHEST



### 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	October 7	Detroit	October 11
Philadelphia	October 8	Houston	October 14
Baltimore	October 9	New Orleans	October 15
Mobile	October 16		

### West Coast SIU Meetings

SIU headquarters has issued an advance schedule through November, 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
October 21	October 23	October 25
November 18	November 20	November 22

## Know Your SIU Contract

(Continued from page 16)

in the deck department shall stand tank watches and shall handle valves in connection with the loading or discharging of cargo or ballast. When vessels are not loading or discharging, deck department members shall stand gangway watches. Quartermasters shall not be required to chip, scale, sougee or polish brass. When watches are broken, deck department crewmembers shall be required to stand gangway watches.

**Question No. 2**—Is overtime payable between the hours of 5 PM and 8 AM on weekdays for the standing of such watches?

**Answer:** Overtime is payable for the standing of these watches between 5 PM and 8 AM on weekdays.

**Reference:** Article III, Section 6 (b) and (c) of the Standard Tanker Agreement, which reads as follows: (b) In port when sea watches are broken the hours of labor shall be 8 AM to 12 noon and 1 PM to 5 PM Monday through Friday. Any work outside of these hours or on Saturdays, Sundays and holidays shall be

paid for at the regular overtime rate for the respective ratings.

"(c) In port when sea watches are not broken, members in the deck department shall stand their regular watches, and perform their regular duties. Employees standing these watches shall assist the officer on watch in attending mooring lines, tending gangways, gangway lights, handle valves and blanks, handle, connect and disconnect vessel's cargo and bunker hoses on board the ship, replace butterworth plates and close tank tops when necessary for cargo operations. Men on watch may assist pumpman in pumprooms when accompanied by pumpman to make changes for handling cargo, but not to do repair work.

"On Saturdays, Sundays and holidays, or between the hours of 5 PM and 8 AM on weekdays, overtime shall be paid for such watches."

Obviously, as regards the type of job problem cited above, we received from the ship the information required for a fair determination of the contract. However, we cannot do the same with all letters and communications on these contract questions unless crewmembers make the details or the precise circumstances of their problem known to us.

If Seafarers will do so, we'll attempt to present this column regularly in the LOG as a means of answering similar questions and dealing with other contract matters that develop from day to day.

## SIU HALL DIRECTORY

### SIU Atlantic, Gulf Lakes & Inland Waters District

- PRESIDENT**  
Paul Hall
- EXECUTIVE VICE-PRESIDENT**  
Cal Tanner
- VICE PRESIDENTS**  
Earl Shepard  
Al Tanner  
Lindsay Williams  
Robert Matthews
- SECRETARY-TREASURER**  
Al Kerr
- HEADQUARTERS REPRESENTATIVES**  
Bill Hall  
Ed Mooney  
Fred Stewart
- BALTIMORE** 1216 E. Baltimore St.  
Rex Dickey, Agent Eastern 7-4900
- BOSTON** 276 State St.  
John Fay, Agent Richmond 2-0149
- DETROIT** 10225 W. Jefferson Ave.  
Vineyard 3-4741
- HEADQUARTERS** 675 4th Ave., Bklyn  
HYacinth 9-6600
- HOUSTON** 3504 Canal St.  
Paul Drozak, Agent Walnut 8-3207
- JACKSONVILLE** 2608 Pearl St., SE, Jax  
William Morris, Agent Elgin 3-0987
- MIAMI** 744 W. Flagler St.  
Ben Gonzalez, Agent Franklin 7-3564
- MOBILE** 1 South Lawrence St.  
Louis Neira, Agent Hemlock 2-1754
- NEW ORLEANS** 630 Jackson Ave.  
Buck Stephens, Agent Tel 529-7546
- NEW YORK** 675 4th Ave., Brooklyn  
416 Colley Ave.  
NORFOLK  
Gordon Spencer, Acting Agent 625-8505
- PHILADELPHIA** 2604 S. 4th St.  
Frank Drozak, Agent DEwey 6-3819
- SAN FRANCISCO** 450 Harrison St.  
Frank Boyne, Agent DOuglas 2-4401
- E. B. McAuley, West Coast Rep.**
- SANTURCE, PR** 1313 Fernandez Juncoas  
Stop 20  
Keith Terpe, Hq. Rep. Phone 724-2848
- SEATTLE** 2505 1st Ave.  
Ted Bahkowski, Agent MAIn 3-4334
- TAMPA** 313 Harrison St.  
Jeff Gillette, Agent 229-2758
- WILMINGTON** Call 505 N. Marine Ave.  
George McCartney, Agent Terminal 4-2528

## PERSONALS and NOTICES

**Larkin Clyde Smith**  
Contact your sister, Dorothy Sue Smith, 625 Clayton Street, Tupelo, Miss., as soon as possible. Very important.

**William E. Sargent**  
You are asked to get in touch with Joseph J. Duffy, District Manager, John Hancock Mutual Life Insurance Co., 4810 Harford Road, Baltimore 14, Md.

**Bobby Gene McMichael**  
Contact your mother at 441 Newman Street, Hattiesburg, Miss.

**Joseph Francis Lewis**  
It is important for you to contact your wife immediately.

**George S. Lynch**  
The above-named or anyone knowing his whereabouts is asked to contact George S. Lynch, Sr., at 6814 Bingham Street, Apt. C-5,

# SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

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

## KNOW YOUR RIGHTS

Philadelphia 11, Pa., on an important matter concerning a member of his family.

**David Arms Horton**  
Get in touch with your brother, Hubert H. Horton, as soon as possible at 3836 Santa Clara Way, Livermore, Calif. Urgent.

**Charles Doroba**  
Contact your sister, Mrs. Louis Orzech, 1933 W. Oakdale Avenue, Chicago 13, Ill., as soon as possible. Very urgent.

**Ted Zielinski**  
Ex-SS Allee Brown  
Get in touch with Jesse Jiminez,

PO Box 1254, Texas City, Texas, on a personal matter.

**Henry Viik**  
The above-named or anyone knowing his whereabouts is asked to contact his sister, Miss Viik, Polve Rajoon, Taevaskoja, USSR Estonia.

## Sabine Tug Fleet Ratifies Gains In First SIU Pact

HOUSTON—A new three-year contract just signed by the SIU Inland Boatmen's Union has won substantial gains across the board for tugmen in the Sabine Towing Company fleet, following action by the National Labor Relations Board upholding an SIU-IBU election victory last May. The new pact went into effect on September 16.

It was unanimously ratified by the Sabine boatmen.

The three-year agreement covering about 200 licensed and unlicensed personnel carries provisions for yearly wage openers in addition to immediate wage hikes for all hands. The Sabine boatmen are also getting an additional cash dividend in the form of rebates on money they had been paying to company retirement and health and welfare plans. Under

the new IBU contract the Sabine workers will no longer have to make contributions for this kind of security and will receive the full benefits of SIU welfare-pension coverage.

Overtime provisions spelled out in the pact provide overtime for all harbor work between 7 PM and 7 AM, plus an hour's overtime for cooks who must cook breakfast while in the harbor. Also provided is a "call-back day" for harbor men called back while off watch, who will now receive an extra day's pay for such work.

Among many contract provisions providing for improved working conditions are an industrial hiring system, detailed procedures to protect seniority rights and a strong grievance system.

Before the new contract was completed, a six-man committee of rank-and-file members was elected to set up contract proposals and sit in on the actual negotiations with the company.

The SIU-IBU became bargaining agent for Sabine tugmen when the NLRB upheld the results of a decisive IBU win in runoff balloting against the Sabine Towboatmen's Federation, an independent organization.

Dissatisfaction in the fleet with

the United Marine Division, Local 340, of the National Maritime Union, led the independent group to petition for a representation election early this spring. The IBU then intervened to get a place on the ballot.

### Vote Results

In that election the IBU received 78 of the votes cast. The independent organization got 58 votes and the UMD 21 votes. The runoff election was then ordered by the NLRB.

Sabine operates 23 boats out of Port Arthur, Lake Charles and Beaumont engaged in docking and undocking ships and towing petroleum and chemical barges in the Gulf area. The company operates 16 vessels in the tidelands and intracoastal canal, 6 harbor boats and one deep-sea boat.

## 9th Pint Donated By Seafarer



Easy chore for Seafarer Arthur Sankovidt at Brooklyn SIU clinic is donation of his 9th pint of blood for the SIU blood bank program, his 2nd donation for this year. Sankovidt, who shipped as a messman on the Bienville (Sea-Land) last time out, began making donations in August 1, 1959. Nurse Mary Larsen handles the technical details.

## Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

## Know Your SIU Contract

By Robert A. Matthews, SIU Vice-President, Contracts & Contract Enforcement

### Proper Filing Of A Beef Makes The Difference

From time to time in the past, the SEAFARERS LOG has printed articles on beefs which arise aboard SIU ships and how they are resolved in accord with the SIU contract. For SIU men who may be many thousands of miles away from headquarters or from any State-

side port, mail is usually the only way we can handle most of these problems and show how the contract's provisions apply to the many types of jobs Seafarers are called upon to do in the course of their work aboard ship.

Before we can do this, however, we've got to have complete information on the work situation that is involved, as a matter of fairness to all hands. The only way we can make a fair determination is to know everything about how a particular dispute arose. It's therefore important that any letter describing a shipboard beef or dispute must be complete, accurate and give all particulars.

Even facts which might seem unimportant to the writer could hold the key to making a fair decision on an interpretation of the contract.

If the letters we get don't give the full details, the only thing that can be done is to start a chain of correspondence with the ship or, if the vessel is due in a US port before long, to forward the matter to the agent of that port so that the problem can be settled there.

A typical example is a letter from a ship's delegate who wrote headquarters and put the following question:

"Please tell us when overtime starts for the 12-4 watch on sailing day."

That's all he told us, except for the name of his ship. He did not set forth any of the circumstances that prompted him to write the letter and he gave us no explanation of what brought about what was obviously a dispute.

Accordingly, all headquarters could do was to advise him to keep a record and refer the problem to the boarding patrolman at the ship's payoff. Had he given us adequate information, we could

have readily given him the answer to his problem.

On the other hand, here's a letter from the deck delegate of the SS Zephyr Hills, a tanker, who stated their problem clearly. He wrote:

"We are due to go to the shipyard in Japan in November for a month. Are they required to have a crewmember stand gangway watches and, if so, are such

watches overtime between the hours of 5 PM and 8 AM on weekdays?"

His letter was answered in the following manner, because the questions and the circumstances involved were clear:

"... The questions posed in your letter are as follows:

"Question No. 1—While in the shipyard in Japan, are they required to have a crewmember stand gangway watches?"

"Answer: The ship is required to have a member of the deck department stand gangway watches when a vessel is not loading or discharging.

"Reference: Article III, Section 8 (b) of the Standard Tanker Agreement, which reads as follows: 'DECK DEPARTMENT'S DUTIES IN PORT. Quartermasters or any other unlicensed personnel (Continued on page 15)

## Bloomfield Bid For Added Ship Aid Goes To Hearing

WASHINGTON—Informal hearings on an application by the Bloomfield Steamship Company to expand its subsidized operations began here this week before the Maritime Subsidy Board. The session got underway after a reported postponement of a September 19 hearing date.

SIU-contracted Bloomfield has applied for operating subsidies 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.

Bloomfield first indicated its interest in expanding its subsidized runs last fall, when it applied for a 20-year extension of its existing contract with the Government on TR 21. The original contract was granted in 1953.

Bloomfield now has four ships and would probably need four more to provide the 16 to 24 sailings per year it proposes on each of the additional routes.

The hearings on the Bloomfield application got underway on Tuesday, October 1. The Lykes Steamship Company is applying for additional subsidy on the same route, and several other lines have intervened in both cases.

Another SIU-contracted company, the Penn Shipping Company, also recently filed application for construction subsidy to build three new bulk vessels for operation in world-wide trade, but no hearing date has yet been set on this matter. Penn Steamship presently operates two tankers and four bulk carriers manned by the SIU.

The Penn application asked the

Government for help in paying for the construction of three proposed 24,600-deadweight-ton bulk carriers. In the past, however, the Government has refused to grant subsidies for bulk carriers. This follows a policy of giving 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 aid on two large ore carriers for the SIU-contracted Ore Navigation Inc.

Two other SIU companies with pending subsidy applications are Waterman Steamship, whose bid for aid in its foreign operations has been pending since 1957, an Isthmian Steamship, which filed an updated application with the Maritime Administration on August 7 for operating and construction differential subsidies on all of its foreign trade routes.

