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SEAFARERS LOG

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

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House Group Kills Bonner Labor Bill

WASHINGTON—Despite attempts by Rep. Herbert C. Bonner (D-NC) to discredit labor protests against his controversial bill which would have brought an end to free collective bargaining in maritime labor-management relations, the Bonner bill has been tabled in committee and appears to be effectively dead for this session of Congress.

The House Merchant Marine and Fisheries Committee, which is headed by Rep. Bonner, voted 12 to 10

last week to set the measure aside after more than six months of hearings. The controversial measure would have set up extensive Federal Government-supervised

steps via special mediation, fact-finding and settlement legislation to restrict union strike action and replace existing Taft-Hartley machinery.

Taft-Hartley now governs labor-management disputes in most in-

dustries, including maritime. The proposed measure, (HR 1897), would have exempted shipping disputes from the coverage of the 1947 T-H Act. In the process, maritime unions would have been barred from striking, if necessary, for 150 days. During the last 90 days of this period, under the proposal, Congress would consider legislation suggested by the President to deal with the dispute.

Two days before the tabling of the Bonner Bill was announced, another maritime arbitration bill containing compulsory features (S.2222) was introduced in the Senate by Sen. Frank J. Lausche (D-Ohio).

Even more stringent than the Bonner proposal, the Lausche bill would send an unsettled maritime dispute to an arbiter or maritime disputes board. Decision of this arbiter or board would be final and not subject to reexamination or review by any person or any court or agency during the term of the contract or contracts under

(Continued on page 10)



Eddie Simmons (left) and Eddie Farrell (right) of the Erie-Lackawanna tug fleet were welcomed to SIU headquarters meeting last week by SIU Vice-President Bob Matthews.

Union Wins 9th RR Harbor Fleet

SIU Sinks Teamsters In Erie Raitug Vote

NEW YORK—Deckhands of the Erie-Lackawanna's railroad marine division last week became the latest group of rail tugmen to come under the banner of the SIU's Railway Marine Region, after the Erie workers voted for SIU representation to replace Local 518 of the International Brotherhood of Teamsters.

The SIU received 80 votes to the Teamsters' 58 in the balloting conducted on September 26-27 by Alfred Della Corte, mediator of the National Mediation Board. There was one void ballot.

Erie-Lackawanna's approximately 150 deckhands are employed in the company's harbor marine operations aboard tugs, ferries and float bridges. The company's fleet is the ninth one to come under the flag of the SIU, which is the major representative of railroad marine workers in the New York-New Jersey harbor area.

The SIU filed a petition for the election on August 23 of this year after a number of Erie deckhands expressed dissatisfaction with the representation they were getting from the IBT and asked the SIU to step in and assist them.

In addition to the newly-acquired membership in the Erie-Lackawanna, the SIU now represents the marine workers of the Pennsylvania Railroad, New York Central, Brooklyn Eastern District Terminal, New York Docks, Bush Terminal, Baltimore & Ohio and New Haven railroads. The SIU also represents Chesapeake & Ohio and Pennsylvania Railroad deckhands in Norfolk.

The SIU has increased its membership substantially over the past months in the tug and inland waters field on the Atlantic and Gulf coasts. The latest agreement was signed last month covering some 200 tugmen of the Sabine Towing Company of Houston.

New Norfolk Hall Set For Shipping

NORFOLK—Shipping from this port should move into the new SIU hall here about the first of November if all goes according to schedule. The new hall at Woodis Avenue and Third Street is to replace the present Union building at 416 Colley Avenue.

A part of the SIU's continuing building program in all ports, the new Norfolk hall is a direct consequence of the increased deep-sea cargo movements and the parallel rise in the membership of the SIU and its affiliates throughout the Hampton Roads area through a number of organizing successes.

The new fully air-conditioned Woodis Avenue building will include an expanded hiring hall, ample space for union meetings in a general meeting hall capable of handling 300 persons, new recreational facilities, accommodation for a snackbar-cafeteria, a 40-car parking lot, landscaped terrace and other necessary provisions for full servicing of the membership and the handling of Union business functions.

Just off the Front Street docks, the new structure is much closer to the busy pier area than the Colley Street location now in use. It is a one-story building to which additional floors can be added later.

In addition to the Norfolk facilities, buildings opened in recent years for the use of Seafarers in various ports include Houston,

which was opened last year; the New Orleans hall which opened in 1961, and the Philadelphia building launched in 1960. Besides these, a number of temporary locations have been established over the years for organizing and servicing the membership in several areas.

Honduran Revolt Spotlights US Runaway Ship Controls

WASHINGTON—An interesting question regarding the validity of the so-called "effective control" shipping policy of the US Government and the Pentagon has come to the fore in the wake of the overthrow of the Honduran government by its armed forces on October 3.

The revolution by the Honduran military forces may throw some helpful light on just how binding the "effective control" policy regarding runaway ships can be, now that a new government has been installed in the Central American country.

US policy concerning Honduras has been in a state of flux since the military coup took place. Government officials here immediately announced that they were sus-

pending diplomatic contacts and withholding aid from Honduras under the "Alliance for Progress" program. The removal of all economic and military aid personnel was announced later.

With this formal curtailment of US economic and military aid, the question arises how the present Honduran regime will view the obligation that its predecessor had under the effective control policy applied by the US to American-owned ships operating under the flags of Honduras, Panama and Liberia.

According to a report released by the Senate-House Joint Economic Committee on August 9, there are 13 vessels under Honduran registry and categorized as being under effective US control.

This means that in case of an emergency, the ships are supposed to be made available to the US when and where needed.

The 13 vessels involved in the Honduran situation are all owned by subsidiaries of the American-based United Fruit Company. They include one tanker, the Francis R. Hart, operated by Empresa Hondurena de Vapores, and nine dry cargo ships operated by the same company, plus three additional dry cargo vessels of the Balboa Shipping Company.

These are the same vessels that were involved in a major US Supreme Court decision last February, which held that the National Labor Relations Act and the jurisdiction of the National Labor Relations Board does not apply to

(Continued on page 6)

Reshuffle In US Shipping Posts

WASHINGTON—Maritime Administrator Donald W. Alexander has announced his resignation from his Government shipping post after two years in office. President Kennedy has accepted Alexander's resignation effective October 31.

In submitting his resignation, Alexander emphasized that he had taken the job in 1961 with the understanding that he would only be available for a two-year period. He became Maritime Administrator in September, 1961, at the time of the reorganization of Federal shipping agencies.

Alexander's resignation was the second major change in top shipping posts in the past few months. A changeover in the chairmanship of the Federal Maritime Commission took place late in August, when the President appointed John Harlee, a member of the Federal Maritime Commission, as chairman. Harlee, replaced Thomas E. Stakem, who remained as a member of the five-man Commission. Harlee is a retired Navy admiral.

SIU Oldtimer Says Hello



Visiting SIU hall in Baltimore, retired oldtimer Vincente Villacian, 71, looks in on patrolman Eli Hanover to check on doings in port. Villacian has been on SIU disability pension since 1959 and can look back on over 45 years of seafaring in the engine department, including membership in the SIU back to early days in 1939.

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Summary Of Proposed Law

OTTAWA—With all the earmarks of a totalitarian document, the proposed "Maritime Transportation Unions Trustees Act" would set up a three-man government trusteeship for up to three years.

Following is a summary of the trustees' powers:

- Recommend constitutional changes, and to remove, suspend and appoint all officers and employees.
 - Form "advisory councils of seamen and their representatives and joint advisory councils of seamen and shipowners . . ."
 - Designate and advise bargaining committees.
 - Handle all finances and property. Only welfare and pension funds held by insurance or trust companies would be exempted.
 - Right to apply for search and seizure of all books and records "if necessary by force, and by day or night, any place . . ."
 - Power for one year to void all union contracts and business transactions completed on or after July 6, 1963, the date of the Norris Commission report.
 - Exemption "from personal liability for any act or thing done or omitted by the trustees in good faith in the exercise or purported exercise of a duty or power . . ."
- Fines of up to \$10,000, imprisonment for two years, or both, are fixed upon conviction of "any person who obstructs or hinders the trustees . . ." They would have to file an annual report with the Minister of Labour, who would submit it to the Parliament.

Canada Pushes Union Takeover

OTTAWA—Brushing aside labor protests, the Canadian Parliament gave tentative approval last week to a broad legislative proposal for a three-year government trusteeship over all maritime unions and maritime workers in Canada, including the SIU of Canada.

The proposal had the backing of all of the unions involved except the SIU, against whom the harsh trustee legislation is avowedly directed in order to break off the SIU's continued contract dispute with the Upper Lakes Shipping Company.

Introduced in the House of Commons here last Friday, October 11, the measure has passed two readings. It still awaits Senate approval and the formality of a proclamation by Governor General George Vanier to be put into effect at any time.

As originally put before the members of the House, the measure called for a five-year trustee-

ship, but this was amended in action late that night to provide for a government takeover of up to three years, ending December 31, 1964.

The measure embodies a series of restrictions against the operations of the following unions, in addition to the SIU: Canadian Maritime Union, National Association of Marine Engineers, Canadian Merchant Service Guild and marine locals of the Canadian Brotherhood of Railway, Transport and General Workers. (See summary of the law, above.)

In its possible application, however, the proposal leaves the door wide open for unrestricted at-

AFL-CIO Condemns Canada Union Plan

WASHINGTON—The AFL-CIO issued a strong statement last week stressing its full support of SIU efforts to resolve the Great Lakes shipping dispute and the SIU's willingness to accept "any reasonable proposal for voluntary settlement" that might head off the

harsh alternative of a full-scale Canadian government trusteeship over all maritime unions in Canada.

Issued by AFL-CIO President George Meany a day

prior to last week's action in the Canadian Parliament tentatively approving a three-man government-imposed trusteeship over the SIU of Canada and four other maritime unions, the Federation statement said the SIU "deserves the support of all AFL-CIO affiliates in its fight against the destruction of free trade unionism in the Canadian maritime industry."

The shipping dispute arises out of efforts to supplant the SIU in Canada and destroy the ten-year SIU collective bargaining relationship with the Upper Lakes Shipping Company, a Canadian shipping operator, the AFL-CIO statement points out.

The tactic used was to create a "new" union, the Canadian Maritime Union, and to replace some 300 SIU crewmembers on Upper Lakes vessels with newly-hired crews, while the CMU signed a contract with Upper Lakes.

Meany said the rejection by the Canadian Labor Congress of voluntary trusteeship proposals was "deeply disappointing" and set forth in detail the areas where the CLC was adamant in its refusal to resolve the dispute. He pointed out several exchanges between the AFL-CIO, the CLC, the US Secretary of Labor and the Canadian Ministry of Labour to bring about a settlement.

"The SIU accepted every posi-

tion the AFL-CIO itself felt was warranted," he added.

Labor Secretary W. Willard Wirtz also stated at a press conference that "I consider the AFL-CIO to have cooperated fully and fairly in the attempt to work this problem out."

One-Man Commission

The legislation pending in Canada stems from the recommendations of a one-man commission headed by Justice T. G. Norris. The commission of inquiry was set up after leaders of the CLC and the Canadian Brotherhood of Railway, Transport and General Workers had disrupted Great Lakes shipping by bringing about an illegal closing of the St. Lawrence Seaway in July, 1962.

Meany said the commission then "became the vehicle for a vitriolic and vengeful attack upon the SIU of Canada and its leadership."

"This one-man commission made demands for legislation that would place the SIU of Canada and other unions in the maritime field in Canada under the most sweeping and direct government control ever undertaken on the North American continent . . . The AFL-CIO is just as opposed to the government control of unions in Canada as in Honduras or Peru or any other place on earth," Meany declared.

Meany Statement On Great Lakes Maritime Dispute

WASHINGTON—The following is the text of the statement on the Great Lakes maritime dispute, which was issued by President George Meany from AFL-CIO headquarters here on October 10:

"For the past several weeks the AFL-CIO has been actively participating in efforts to find a fair and honorable solution to the current maritime dispute on the Great Lakes.

"This dispute had its origin in 1962 when a steamship company in Canada terminated a collective bargaining relationship of ten years standing with the Seafarers International Union of Canada, an affiliate of the Seafarers International Union of North America, which is an affiliate of the AFL-CIO. The company then signed a contract with the newly-created union sponsored by the Canadian Labor Congress and placed newly-hired seamen on its vessels. The SIU in Canada struck the company and since then has been carrying on its battle against the company and the union which had joined with the company to destroy its established bargaining relationship.

"These basic facts were noted in the report by a distinguished committee of inquiry consisting of Judge Samuel Rosenman, David L. Cole and James J. Healy, appointed in July of 1962 by the Secretary of Labor. The conclusion of that committee stated in part: "The CLC and certain of its affiliated organizations are apparently determined to support its newly-created affiliate, CMU, in displacing the SIU of Canada, which has been expelled from CLC."

"A subsequent one-man commission of inquiry appointed by the Canadian government became the vehicle for a vitriolic and vengeful attack upon the SIU of Canada and its leadership. This one-man commission made demands for legislation that would place the SIU of Canada and other unions in the maritime field in Canada under the most sweeping and direct government control ever undertaken on the North American continent. The legislation would place government-appointed trustees in full control of the unions' offices, finances, membership and contracts.

"In an effort to avert such legislation and to reach an acceptable solution, there have been exchanges between the AFL-CIO, the Canadian Labor Congress, the United States Secretary of Labor and the Canadian Ministry of Labor. We have cooperated fully in an effort to reach agreement on a proposal whereby a voluntary joint AFL-CIO and CLC trusteeship would be established over the Seafarers International Union of Canada.

"Such a trusteeship would have full and complete

authority over the officers and operations of the union and would function with the complete support of the AFL-CIO and its international affiliate, the SIU of North America. Such support would, of course, be essential to the success of this undertaking and the enforcement of the trustees' action and decisions. Although the SIU is not affiliated with the Canadian Labor Congress and the CLC is in no position to speak for the members of the SIU, we were fully prepared to accept CLC representation on such a trusteeship on an equal basis.

"These discussions failed because of disagreement on two basic issues:

"The first was composition of the trusteeship. The AFL-CIO was prepared to accept a two-man trusteeship, one person to be designated by the AFL-CIO and one by the CLC, with the provision that in the event of any disagreement between them, the issue would be referred to a four-man committee composed of the president of the AFL-CIO, the president of the Canadian Labor Congress, the United States Secretary of Labor and the Canadian Ministry of Labor. This committee would have full authority to settle the dispute or refer the matter to an impartial arbitrator drawn from a list unrestricted as to nationality, but selected with a view to the impartiality and integrity of the individuals concerned.

"The Canadian Labor Congress would not agree to this proposal. They insisted that the joint trustees turn directly to a third party in the event of a disagreement and that this third party must be a Canadian national. The CLC trustee would thereby be in a position to refer any issue at any time to a Canadian umpire, leaving the AFL-CIO without an effective voice but obligated under the agreement to bear the full burden of securing the enforcement of any decision or action.

"The AFL-CIO did not insist upon a US citizen for an impartial arbitrator nor does it object to consideration of a Canadian. We do believe, however, that the primary factor governing the choice of such a person should be impartiality rather than nationality.

"The second difference was failure to agree on a basis for the removal of officers, if necessary.

"The AFL-CIO proposed that the trustees have full power to remove any officials or employees of the SIU of Canada who, in the judgment of the trustees, were guilty of any of four acts.

"(a) Violating the constitution of the SIU of Canada;

"(b) Violating any of the standards of the AFL-CIO ethical practices codes;

"(c) Conviction of a criminal or other statutory offense

which, in the opinion of the trustees, renders the individual unfit for union office;

"(d) Willfully obstructing the trustees in performance of their duties.

"The position of the Canadian Labor Congress was that the trustees should have power to remove SIU officials for any cause or for no cause whatsoever, without reference to any standards or criteria of conduct. This we could not agree to under any circumstances.

"The standards proposed by the AFL-CIO would, in our opinion, be entirely adequate to insure not only an effective trusteeship and the removal of any individual found on the record or in subsequent conduct to warrant removal, but equally important, protect the rights and interests of the members and the rights of individuals to a reasonable measure of due process.

"The AFL-CIO refuses to be a party to any gross injustice to any individual no matter how unpopular the man may be nor how loud the outcry against him. If it is not possible to establish a man's guilt to a specific offense of sufficient gravity to justify his removal from an office to which he was elected by the democratic process, we will not join the popular clamor to railroad that individual to serve the popular expediency of the moment.

"The AFL-CIO is quite prepared to hold officers strictly accountable to standards of conduct. We believe each individual involved in this matter in all the unions concerned, should stand rigid scrutiny and be removed if found wanting, but likewise, each man should have the means of clearing himself according to some specific and known standard of conduct.

"It is deeply disappointing that the proposals for solution to this problem were not achieved.

"Throughout the many discussions and the considerable effort made to reach a genuine settlement, the SIU was fully cooperative and agreeable to any reasonable proposal for voluntary settlement. The SIU accepted every position the AFL-CIO itself felt was warranted. We would, however, never suggest to the SIU nor consider for a moment any solution which would take away the rights to full and fair hearings, proper adjudication of charges and the utilization of wholly unprejudiced third parties. The SIU deserves the support of all AFL-CIO affiliates in its fight against the destruction of free trade unionism in the Canadian maritime industry. Any proposal for government control by any nation anywhere—of any trade union is absolutely inconsistent with our philosophy. The AFL-CIO is just as opposed to the government control of unions in Canada as in Honduras or Peru or any other place on earth."



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: October 1 - October 10, 1963

The shipping and registration figures listed here are for an abbreviated 10-day period this time, so that a comparison with previous half-month totals falls short. However, the figures do show that SIU shipping was pretty fair in most major ports and follows the trend of past weeks.

New York, Mobile, New Orleans, Houston, San Francisco and Seattle were busy, although Baltimore fell off again. Total shipping in all ports for the 10-day period was 896, compared to 1,345 for the last half of September.

Registration totals also follow the previous pattern of running just ahead of shipping, but the pace is somewhat higher than last month. The registration figure for the 10 days amounts to 999 men registered in all ports. The matching figure for the last period was 1,394. The number

of men remaining on the beach at the close of business October 10 was 3,982, just below the 4,000-mark posted at the end of September.

As in the case of the shipping and registration charts, the ship activity (see right) covers a shortened period. But the number of ships calling at SIU ports indicates a decline only in the in-transit column when compared to previous half-month totals. New Orleans, however, had more sign-ons this time despite fewer payoffs. It had the same amount of in-transit ships as before.

A good guide to the pace of shipping lies in the seniority totals. Class A shipping this period amounted to the same 57 percent portion of the total as in September, while class B declined to 30 percent of the total. The only rise was in class C shipping, which increased to 13 percent of all jobs dispatched.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	2	0	2	4
New York	17	3	13	33
Philadelphia	3	0	4	7
Baltimore	4	5	4	13
Norfolk	0	0	3	3
Jacksonville	1	0	1	2
Tampa	0	0	4	4
Mobile	5	2	3	10
New Orleans	5	8	13	26
Houston	1	1	18	20
Wilmington	0	0	3	3
San Francisco	2	4	5	11
Seattle	4	3	6	13
TOTALS	44	26	79	149

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	ALL
Boston	0	2	0	2	0	0	3	3	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	10	16	7	33	0	7	6	13
New York	22	39	7	68	0	13	20	33	13	38	3	54	1	12	19	32	0	10	7	17	54	32	17	103	98	153	32	283	4	38	61	103				
Philadelphia	4	10	1	15	1	3	4	8	0	5	4	9	0	2	2	4	0	3	0	3	9	4	3	16	14	17	8	39	1	3	12	16				
Baltimore	7	17	5	29	0	2	7	9	7	7	3	17	0	0	2	2	0	1	0	1	17	7	1	25	37	42	19	98	0	14	44	58				
Norfolk	4	5	2	11	0	1	0	1	1	5	0	6	0	0	1	1	0	0	0	0	6	1	0	7	11	15	3	29	1	5	8	14				
Jacksonville	2	3	1	6	1	7	3	11	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	11	15	2	28	3	10	9	22				
Tampa	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2	6	1	9	1	2	2	5				
Mobile	4	5	3	12	0	1	5	6	6	3	7	16	0	0	2	2	0	0	0	0	16	2	0	18	29	28	4	61	0	5	17	22				
New Orleans	20	27	9	56	1	5	14	20	10	15	4	29	1	4	9	14	0	3	1	4	29	14	4	47	66	79	15	160	8	48	87	143				
Houston	10	15	6	31	3	5	4	12	8	15	3	26	0	13	7	20	0	2	0	2	26	20	2	48	59	83	14	156	3	29	43	75				
Wilmington	3	3	3	9	0	0	1	1	0	4	0	4	0	1	1	2	0	0	0	0	4	2	0	6	14	17	4	35	1	2	9	12				
San Francisco	11	10	4	25	4	6	2	12	4	8	2	14	1	4	5	10	1	8	3	12	14	10	12	36	25	28	4	57	4	10	18	32				
Seattle	6	4	1	11	0	7	4	11	6	7	1	14	2	7	5	14	2	5	5	12	14	14	12	40	24	20	3	47	4	16	5	25				
TOTALS	94	140	42	276	11	50	67	128	56	109	30	195	5	43	58	106	3	32	16	51	195	106	51	352	400	519	116	1035	30	189	321	540				

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	ALL
Boston	0	2	0	2	1	1	1	3	1	1	1	3	0	0	2	2	0	0	0	0	3	2	0	5	1	16	2	19	2	5	4	11			
New York	9	31	4	44	5	13	14	32	7	37	4	48	5	7	8	20	2	3	7	12	48	20	12	80	57	114	10	181	20	57	52	129			
Philadelphia	0	11	1	12	0	2	4	6	0	8	2	10	0	0	3	3	0	1	0	1	10	3	1	14	3	27	3	33	0	5	7	12			
Baltimore	3	11	2	16	0	8	7	15	2	7	0	9	0	3	7	10	0	4	0	4	9	10	4	23	12	50	3	65	1	24	33	58			
Norfolk	1	6	0	7	1	1	2	4	0	3	2	5	0	1	0	1	0	0	0	0	5	1	0	6	4	16	3	23	1	10	5	16			
Jacksonville	0	4	0	4	0	4	3	7	0	2	0	2	0	2	0	2	0	0	0	0	2	2	0	4	3	9	1	13	3	10	9	22			
Tampa	0	1	1	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	3	2	5			
Mobile	1	7	0	8	2	6	3	11	2	7	3	12	1	2	4	7	0	0	0	0	12	7	0	19	8	29	3	40	1	14	12	27			
New Orleans	10	20	8	38	1	16	10	27	4	25	3	32	1	4	8	13	1	0	5	6	32	13	6	51	35	80	11	126	11	71	88	170			
Houston	5	15	3	23	2	5	8	15	8	17	5	30	1	1	4	6	0	0	0	0	30	6	0	36	26	18	6	50	6	45	51	102			
Wilmington	1	1	1	3	0	2	1	3	0	1	0	1	0	4	0	4	0	0	0	0	1	4	0	5	8	16	5	29	2	7	11	20			
San Francisco	3	7	2	12	1	3	2	6	1	7	2	10	0	4	1	5	0	3	2	5	10	5	5	20	12	35	4	51	3	0	9	12			
Seattle	2	2	1	5	0	3	8	11	1	9	3	13	0	4	8	12	1	0	2	3	13	12	3	28	4	22	0	26	3	11	12	26			
TOTALS	35	118	23	176	13	66	63	142	26	124	25	175	8	32	45	85	4	11	16	31	175	85	31	291	173	439	52	664	53	262	295	610			

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	0	0	1	0	0	1	1	0	0	1	2	3	0	0	0	0	0	0	0	0	3	0	0	3	3	4	0	6	13	0	0	4	4				
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Mo.	1	5	0	4	10	0	0	1	1	1	3	2	4	10	0	0	5	5	0	0	0	10	5	0	15	8	18	7	23	56	0	0	19	19				
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Visitor From South America



Here in the US to discuss mutual problems in the maritime industry, Secretary-General J. C. Brunetti of Argentina's "32" free trade union federation (left), is pictured at headquarters with Seafarer Robert Principe, serving as SIU Interpreter. Brunetti is secretary of AEDA, the customs workers union in the Argentine.

MTD Pushes 50-50 Rule On Grain Shipped To Reds

WASHINGTON—Wheat sales to the Communist bloc hold the key to a boom in shipping out of all US ports for the next six months. President Kennedy announced last week that the "wheat we sell to the Soviet Union will be carried in available American ships, supplemented by ships of other countries."

Commerce Secretary Luther Hodges, a day later on October 10, took the same view—that all of the estimated four million long tons of wheat to be shipped to Russia and other Soviet bloc countries will move in US-flag ships "except as maybe other registries may be needed." In a press conference statement, Hodges declared: "We will go as far as we can with US ships."

The question of cargo rates and ships actually in service and free to haul the huge American wheat movement will eventually determine how much American tonnage is used. The export transaction

has not been completed as yet, since the Russian trade mission seeking the wheat still hadn't reached the US late this week.

Approval by the President of the wheat deal followed a larger Canadian transaction made two weeks earlier. Russian vessels and other ships are already moving grain out of the Canadian ports on the St. Lawrence Seaway.

Six-Month Deadline

A six-month deadline on the US wheat deliveries is expected to be set, so that the entire shipment must reach Russian ports by the end of April, 1964. This would tend to rule out heavy shipments from the US ports on the Lakes, which are frozen over during most of this period. Canada has a similar problem.

US shipping interests led by the AFL-CIO Maritime Trades Department are pushing a drive for the shipments to be governed by the 50-50 cargo law as a minimum, since the transaction required prior approval directly by the White House and Federal agen-

cies will be deeply involved in the business and shipping arrangements.

A Senate resolution (S. Res. 210), introduced by Sen. Hugh Scott (R-Pa.) on October 8, in advance of the President's announcement, calls for full application of the Cargo Preference Law. It would bar foreign ships which have traded with Cuba from handling any of the shipments.

The International Longshoremen's Association, which has spearheaded a boycott on trade with the Soviets for many years, agreed to urge its members to handle the grain in an executive board decision on October 14.

MTD and ILA launched a major protest against ships trading with Cuba when they tied up the Yugoslav-flag MV Drzic in Houston 13 months ago, in advance of a formal US embargo on such trade.

Meanwhile, in the Soviet press, the wheat deal with the US was treated as a move to help the American economy. No reference was made to the Soviet Union's crop failure this year.

SIU CONTRACT DEPARTMENT



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

(This column will be a regular feature of the SEAFARERS LOG to deal with contract matters and job issues in the SIU and maritime that develop from time to time. Seafarers are urged to write directly to the SIU Contract Department at headquarters regarding any comments or suggestions on these issues.)

Penalty Meal Hours On Sailing Day; Serving Canned Milk

The headquarters Contract Department receives many letters from ships' delegates, requesting information, interpretation or clarifications on a variety of subjects. We are reproducing in this issue questions contained in letters received by headquarters regarding subjects on which we have received a number of inquiries.

Recently a question arose with respect to setting watches on sailing day on the SS Fairland and SS New Orleans. The question raised on both ships was:

Question: "Can the mate knock off two of the 12-4 watchstanders in port on sailing day from 12-1, so as to avoid paying a penalty meal hour?"

The circumstances, as related to headquarters, were:

On sailing day, the 12-4 watch was on day work since 8 AM. At 11 AM the mate knocked off one of the 12-4 men, told him to get some lunch and to take over the gangway watch as soon as he finished. The other two men from the 12-4 watch worked till 12 noon at which time they ate lunch. They were not turned to on the 12-4 watch until 1 PM. These two men claimed a penalty meal hour on the ground that the mate had no right to change their meal hour. The mate disputed the penalty meal hour for these two men but he paid a penalty meal hour to the man who was knocked off for lunch at 11 AM, and who took over the gangway watch, because he did not have a full meal hour.

Interpretation: The mate had a right to do as he did and by doing so did not violate the agreement. The contract provides that the dinner hour is from 11:30 AM to 12:30 PM. It provides further that the 12-4 watch on sailing day is to be knocked off at 11 AM in order to eat at 11:30 AM and to be ready to go on watch at 12 noon. It provides still further that the meal hour may not be changed in excess of one hour either way, provided that one unbroken hour shall be given or an hour's overtime shall be paid in lieu thereof.

The change of meal hour for the two men involved was not in excess of one hour. They were given a full, unbroken hour for dinner so they are not entitled to a penalty meal hour.

Reference: Freightship Agreement-Article II, Section 44. MEAL HOURS. Relieving For Meals.

"The meal hours for the unlicensed personnel employed in the deck and engine departments shall be as follows:

Breakfast . . . 7:30 AM to 8:30 AM
Dinner . . . 11:30 AM to 12:30 PM
Supper 5 PM to 6 PM

"(a) At sea the 4 to 8 watch shall relieve itself for supper.

"(b) 12 to 4 watch on sailing days is to be knocked off at 11 AM in order to eat at 11:30 AM and to be ready to go on watch at 12 noon.

"(c) These hours may be varied, but such variations shall not exceed one hour either way provided that one unbroken hour shall be allowed at all times for dinner and supper when vessel is in port. When watches are broken, if one unbroken hour is not given, the man involved shall receive one hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hours."

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Headquarters has also received questions concerning the use of canned whole fresh milk. Recently we received a letter from the ship's delegate of the SS Aldina and he posed the following question:

Question: "What are the rules regarding the serving of canned milk and how often is it to be served?"

Headquarters wrote to him and answered his query in the following manner:

Answer: After a ship departs from the last continental US port going on a foreign voyage, canned whole fresh milk is to be served at breakfast only while at sea, and while the vessel is in a foreign port, canned whole fresh milk is to be served three times a day.

Reference: Standard Tanker Agreement-Article II, Section 40. FRESH PROVISIONS. "(b) (1) Vessels making a foreign voyage shall store canned whole fresh milk at the rate of one pint per man per day, for the duration of the voyage.

"(2) While a vessel is in continental US ports, fresh milk from local dairies is to be served three times a day.

Prior to a vessel departing from any domestic port going to another domestic port and/or a foreign port, 40 gallons of local fresh milk must be placed on board.

"(3) After departure from the last continental US port and the supply of fresh local milk has been consumed, canned whole fresh milk is to be served at breakfast only while at sea.

"(4) While in a foreign port, canned whole fresh milk is to be served three times a day as per agreement.

"(5) No purchase of milk shall be made in foreign ports while canned whole fresh milk is available."

Canadian Scabherder Wins Round In Court

MONTREAL—Michael J. Sheehan, who was ousted last spring as president of the Canadian Maritime Union, in what he charges was a "rigged convention of Canadian Labour Congress stooges," has won the first round of a court fight to regain the top spot from Jack Staples and James Todd, whose election Sheehan charges was "irregular and illegal."

Sheehan is a former patrolman for the SIU of Canada, who was booted out of the SIU three years ago on charges of misconduct and then ran to the CLC with stories of SIU corruption, violence and dictatorship. He later repeated these charges as a witness for the CLC during the Norris Commission hearings into the SIU-Upper Lakes dispute. The CLC has been working hand-in-glove with Upper Lakes to promote the company's union-busting campaign.

But now the shoe is on the other foot for Sheehan, and he has charged in court that "the CLC

doesn't want a real sailors' union. It wants a company union that will do what it's told. And the CLC knew I wouldn't go along with it, so I was dumped. The CLC doesn't want free elections and it doesn't want union hiring halls. It has set the rights of Canadian sailors back 30 years."

It was Sheehan who, after being ousted from the SIU, worked at recruiting scab crews for the Upper Lakes vessels—crews which were first drummed into the Canadian Brotherhood of Railway, Transport and General Workers. The CLC and CBRT then set up the CMU, with Sheehan as president of the scab union. The circumstances of his "election" never became clear, as CMU had no members at the time.

Domestic Ship Waiver Passes Senate Group

Lumber Firm's Take Rips 'Poverty' Claim

NEW YORK—The impact of the Jones Act waiver which permits foreign-flag ships to move lumber from the Pacific Northwest to Puerto Rico has been felt by one lumber producer—in the form of an expected ten percent rise in earnings this year as compared with 1962.

Meanwhile, the Senate Commerce Committee, headed by Sen. Warren G. Magnuson (D-Wash), has approved an additional two-year waiver of the Jones Act, to allow foreign vessels to carry West Coast lumber to Puerto Rico with no provision for American-flag participation in the trade.

The present waiver is due to expire October 23. Action on the measure (S. 2100), which is sponsored by Sen. Magnuson, was

taken on Tuesday, October 15. The original bill called for a permanent exemption allowing foreign ships in the domestic trades, but the Committee limited the authority to two years. The Commerce Department had urged the extension. It was backed in its request by the American Merchant Marine Institute, on behalf of US subsidized operators.

The Georgia-Pacific Corporation was one of the six Pacific Northwest lumber producers to apply for the use of foreign tonnage in the Puerto Rico run under a law passed by Congress last year. The legislation opened US domestic shipping trades to foreign-flag vessels for the first time since the passage of the Jones Act in 1920.

According to a news report on October 10, Georgia-Pacific expects a 10 percent rise in earnings and a 15 percent boost in sales for both the first nine months of the year and for all of 1963. The forecast also includes earnings and sales of Puget Sound Pulp & Timber and St. Croix Paper, two firms which G-P acquired this year.

In this year's first half, profit was \$13.4 million, or \$1.37 a common share, up from a net of \$11.8 million, or \$1.23 a share, in 1962's first half.

The lumber interests fought for the Jones Act waiver against the interests of US-flag shipping on the ground that they were experiencing heavy business losses. They have been pressing for a permanent waiver on the same basis all this year.

Sponsored by Senator Maurine Neuberger (D-Ore.), the 1962 amendment overturned the basic provision of the Jones Act requiring all ships in the domestic trades to be American-built and manned by US seamen.

Spotlights Runaway Controls

(Continued from page 2) the "internal management and affairs" of foreign vessels with alien crews, although the ships are American-owned and operate in US commerce.

In developing the effective control policy over the past dozen years, the Government, through the Maritime Administration, has worked on the theory that it will

not approve the transfer of a US-flag vessel to another registry, without the assurance of the respective country that the ship will be available to the US in the event of certain national emergencies.

This was the policy followed just recently in the sale of the Matson liner Lurline to a Greek concern, where the original trans-

action was delayed until the Greek government consented to the "control" stipulation.

The present Honduran situation could well serve as a test to see how adamant the US Government is in seeing to it that its effective control policy is maintained when a new regime moves in on the old, particularly when the takeover is not through normal constitutional means.

A similar uprising could conceivably occur in other US runaway-ship strongholds such as Liberia and Panama, where the US maintains such a vital interest in the Panama Canal. According to the report last August, there were a total of 145 dry cargo ships and 264 tankers flying the flags of the "Panlibhon" countries on April 1, 1963.

In addition to the 1 tanker and 12 dry cargo ships registered under the Honduran flag, the Senate Joint Committee's report showed that 112 dry cargo ships were registered under the Liberian flag and 21 under Panamanian flag. The tanker phase of the report listed 168 Liberian vessels and 95 Panamanian.

If "effective control" succumbs to political practicalities, this could mean a big burden on the US Government's ability to marshal an adequate merchant fleet on short order in terms of present-day tonnage needs.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Something New For Night Lunch?

The subject of sandwiches has been in the food news lately since it was announced that a large US bottling company will sponsor an exhibit at the coming World's Fair in New York called the "International Sandwich Gardens," serving sandwich favorites from all over the world.

Designed primarily to push the company's beverage, the pavilion will boast as a consultant John Edward Hollister Montagu, Viscount Hinchingbrooke, of London. He is said to be a direct descendant and namesake of John Montague, the fourth Earl of Sandwich, who died in 1792 and is the reputed inventor of the sandwich as we know it today. Asked just what he knows about sandwiches, the sandwich consultant and future Earl of Sandwich told reporters, "I like them."

Sandwiches have also been a favorite with Seafarers for a long time, as they have been with many busy people who need a nourishing meal in a hurry or at an odd hour when elaborate food preparations are impossible. For Seafarers, a night lunch of tasty, well-prepared sandwiches can brighten up what might otherwise be a drab time on watch.

The SIU Chief Steward's Manual has a section on sandwich ideas to aid stewards in preparing nourishing and varied sandwiches to complement the regular meals served Seafarers aboard SIU ships. The manual includes hot and cold sandwiches containing all kinds of meats, poultry and dairy fillings, and should be used by SIU stewards as a planning aid whenever possible.

For additional sandwich ideas stewards can also take a look at this list of snacks to be featured at the New York Fair's sandwich pavilion. Four areas of the world will be represented with four countries in each area. Many of the concoctions are pretty far out, but some may prove helpful.

Northern Europe: Scotland—sliced lamb with mint dressing; England—cream cheese with red currant jelly on raisin bread; Germany—a variety of wursts on pumpernickel; Sweden—smoked salmon and chopped egg on limpa bread.

Pacific Group: Australia—sliced beef with Sidney Sauce on rye bread; Philippines—barbecue pork on herb bread; Indonesia—chicken with ginger and coconut on cinnamon swirl bread; Hawaii—loma loma salmon on coconut bread.

Mediterranean Area: France—liver pate on French bread; Italy—prosciutto and provolone on sesame seed bread; Spain—chicken valencia on poppy seed white bread; Morocco—spring lamb with a tart dressing on onion white bread.

The Americas: Alaska—salmon with lemon dressing on buttermilk bread; Canada—baked ham with pickle dressing on cheddar cheese bread; The United States—sliced turkey with cranberry dressing on whole wheat bread; Argentina—churasco beef on corn meal bread.

Some of these suggest possibilities for night lunches that wouldn't go too far afield from standard stores and preparations. A little experiment will quickly show whether they'd be worth a try as a shipboard snack.

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

CG Seaman Held Guilty In Sinking

NEW YORK — A Coast Guard court martial handed out a nine-month sentence on October 1 to CG bosun's mate Harry D. Lane, 22, after convicting him of sinking the tugboat Tamaroa on which he had served for two years.

Lane, of Poughkeepsie, NY, had been charged with sinking the craft on March 14 in Brooklyn by opening the valves of the floating drydock in which the tug was secured. The conviction was for "negligently" sinking the Tamaroa.

Earlier, he had also been found guilty of sinking the drydock itself, but this verdict was reversed when it was pointed out that the dock was owned by Ira Bushey & Company, and was thus under civilian jurisdiction.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margollus

Funeral Industry Defends Itself

In letters to this department, the funeral industry defends itself against the current criticisms of expensive burials. Many readers also have written citing additional incidents of high expenses, and asking for more information.

We want to give the funeral directors a chance to present their arguments, necessarily excerpted in brief.

ASSOCIATION DEFENDS: "You say the funeral cost \$1600 and even the \$1200 insurance did not cover this amount. (This was the case of an Idaho worker who died after an auto accident, previously reported here.—Ed.)

"First, the 'funeral expenses' were \$1,567. Of this, \$405 was paid out of Social Security and VA allowances. Therefore the life insurance did cover the amount. In addition, there was the \$4,600 collected from the accident which probably was based partially on death expenses . . .

"What made up the so-called 'funeral bill' of \$1,567? According to the funeral director, \$80 was paid to transport the man to the hospital where he died; the cost of a two-grave cemetery plot was \$576 (including opening and closing one grave); transportation charges were \$45 and the funeral selected was \$865.

"You say funeral costs are one of the 'most vexing family financial problems.' You imply exploitation and tell of union, cooperative and memorial-society plans . . . Why didn't you tell why many of them that once existed no longer do?

"You mention the drain on union welfare funds caused by funeral expenses . . . Are death benefits 'out of pocket' as to the union or are they a fringe benefit of the union earned and/or paid for by the worker and the employer?

"You urge planning in advance for 'the kind of disposal you wish.' Could the worker (in the case cited) and his family have pre-arranged his funeral? Not unless they knew where and when and under what circumstances he was going to die . . .

"Why not give the advice the Association of Better Business Bureaus does in its pamphlet on pre-arrangements:

"By the end of 1963 it is expected there will be \$725 billion in life insurance in force. Many of the policies in the lower brackets are purchased with the intent that the proceeds will be used for funeral and burial purposes . . .

"Would it not be wise to tell your readers to get basic information on funerals and a funeral director or two; to check the monies which will be available at the time of death and to augment them if necessary with life insurance? This allows survivors to bury their loved ones as they desire.

"We will admit that your articles were low pressure. However it is little consolation to an individual who gets both eyes blackened, that one is less black because a lighter blow was inflicted.

"Unless some of the studies might have provided me with the wrong impression, it seems that the union worker does not wish to be regimented . . . Therefore, what could be a better arrangement than to suggest that insurance be looked to as a means to help him pay for last expenses . . ."

Howard C. Raether, Executive Secretary
National Funeral Directors Association

Answer: It would be a mistake to assume that the unions are an outsider or third party. The unions are the workers, and are concerned about the disposition of death benefits and whether union-won benefits improve family circumstances. Many employers also are concerned.

It is true that many low-income workers carry small "burial policies" which are expensive for what they provide. But the real aim of insurance should be to help provide for a family, including education of children. They also should know where to turn for legal aid, as shown by the miserable \$4,600 settlement for that fatal auto accident.

Husband and wife can pre-plan. They can discuss and agree on simple arrangements the survivor might make for this inevitable need.

One reason why some labor and co-op funeral homes discontinued (some new ones again are being planned) is that the oldtimers who felt the need for making low-cost arrangements have passed away, and many younger people today, brought up in a semi-affluent era, are more earnings-conscious than consumer-conscious (until they live through their first couple of recessions and financial disasters).

Another is that group-owned funeral homes may suffer the same problem as do privately-owned establishments—a large number of funeral homes handling a relatively few burials. A third is that the memorial associations have become a new tool for providing low-cost funerals and burial or cremation. They encourage simplicity, and use their combined purchasing power to make possible lower costs.

FUNERAL DIRECTOR'S ADVICE: "What you quote is untrue. The so-called societies give you nothing. They are an organization to which members pay annual dues. They in turn act as agents to contact a funeral home to provide a \$400 or \$500 funeral. If a person wants a \$400 funeral he can get it from any funeral home. The difference in price is merchandise, the service remains the same.

"Let's hit the cemeteries. Why should it cost from \$125 up to \$200 to open a grave? Often a \$1,200 funeral will include \$400 for grave; \$100 for opening grave; \$25 for tent; \$10 for newspapers; \$25 for clergy; \$25 or more for clothing. This leaves \$600 for casket and vault."

Joseph Szabat Funeral Home
Oil City, Pennsylvania

Mr. Szabat's letter serves as a warning against high-priced cemetery promotions. It is far more profitable for promoters to sell real estate for graves than for building lots. Some unions, fraternal and religious groups have cut this cost as much as 80 percent by buying their own burial grounds.

MEMORIAL ASSOCIATION ADDRESSES: "Can you give me the name of a local memorial association?" —Mrs. R. H. (Madison, Wisc.)

A number of readers have asked for addresses of societies. Ernest Morgan's booklet, "A Manual of Simple Burial," available for \$1 from Celso Press, Burnsville, NC and "The American Way of Death," by Jessica Mitford, available at your public library, both provide directories of societies. Or you can write to the Continental Association of Funeral and Memorial Societies, 53 East Van Buren Street, Chicago, for addresses of local societies.

Another Perfect Score For SIU Lifeboat Class



After 100 percent success in Coast Guard lifeboatmen's exam, latest training class at SIU headquarters meets for final photo to record the event. Pictured (front, l-r) are Glenn Winchester, John Fanoli, M. Binosman, Joseph Power; middle row, Robert Washington, James McDonald, Nick B. Cabahug, S. Tzavis, Moy Him; rear, instructor Dan Butts, and Peter Siems, Rudi Flor, Peter Madsen and Paul Phillips, plus instructor Arne Bjornsson.

Sea Unions Again Hold Joint Talks

NEW YORK—A meeting of US maritime union officials held here two weeks ago in an attempt to deal with various disputed issues in the maritime labor field made favorable progress, according to chairman Lane Kirkland, executive assistant to AFL-CIO President George Meany.

The October 4 session was the second such meeting under the sponsorship of the AFL-CIO president, stemming from a suggestion he made at the time of the Maximus dispute in June. The first meeting was held on October 1.

At the time of the Maximus dispute, National Maritime Union picketing of the ship in a dispute between the NMU and the Marine Engineers Beneficial Association halted work aboard the Maximus in Philadelphia and led to a tieup of shipping in other ports. The Maximus has since come under SIU contract as the SS A.&J. Mercury (Pacific Seafarers).

Present at the latest joint union session, besides Kirkland, were SIU President Paul Hall, NMU President Joseph Curran, MEBA President Jesse M. Calhoun and John M. Bishop, secretary-treasurer of the Masters, Mates & Pilots.

At Philadelphia



Paying no mind to nearby cameraman, Seafarer G. Scullard, steward, gets up to date on the local news in the Philadelphia SIU hall. The reading session filled the time between job calls recently, after he had come off the *Massmar* (Calmar).

Navy Releases Some C-4s For Merchant Ship Use

WASHINGTON—A long-range move to upgrade the fleets of some non-subsidized US ship operators in the domestic and foreign trades was announced by the Maritime Administration last week, following the Navy's release of 18 reserve fleet C-4-type troopships for conversion to merchant ship use.

At least ten operators, including SIU-contracted Waterman Steamship, have already filed for twice that many of the C-4 vessels currently held in reserve status as potential troop carriers. Waterman alone is reportedly seeking to acquire 12 of the 18 available C-4s. There are 43 such vessels in all.

The ships would be taken over in exchange for some of the older, slower tonnage now held by non-subsidized companies.

American operators have been showing interest in trading in their small, aging vessels for newer, bigger, faster ships for some

time but the Navy Department has until now refused to release them from the reserve fleet, designating them for use only during a national emergency.

November 15 Deadline

Applications for the C-4s will be accepted by the MA until November 15. The 15,000-ton vessels are 523 feet long with a 71 foot beam and a speed of 17 knots. Among the C-4-types now manned by Seafarers in various trades are the *Transglobe* (Hudson Waterways), *Ocean Evelyn* (Ocean Carriers) and *Sea-Land's Mobile* and *New Orleans*.

Such conversions would cost from \$1 million to \$3 million, well

below the cost of brand-new vessels. The 18 conversions could create \$50 million in work for US shipyards. The ships involved are presently anchored with the reserve fleets in Hudson River, New York; James River, Virginia; Suisun Bay, California, and at Olympia, Washington.

The MA announcement of the release of the 18 vessels states in part: "As these ships will significantly upgrade certain depressed segments of our merchant marine, assignment of these ships will be made on the basis of the greatest benefit to the national economy and national defense. Accordingly, applications will be closely scrutinized to determine the requirements of the contemplated trade, type of conversion and resulting efficiency of the ship, the applicant's operating ability and financial responsibility."

Speaking last week at the 37th convention of the Propeller Club, Vice-Admiral John Sylvester, deputy chief of naval operations (logistics), said the conversions "will make a highly valuable addition to the US merchant marine."

"We must not lose sight of the need for many more ships in the coming years," he said. "Failure to provide the US-flag ships required to meet the estimated increase in our waterborne commerce will place us at the mercy of those nations controlling the world ship charter rates."

'SEIZED SHIP' RETURNED TO SERVICE

SAN JUAN—The SIU-contracted containership *New Yorker* was due to be withdrawn from the James River (Va.) reserve fleet last week to go back into operation on the North Atlantic run to Puerto Rico ports. The ship had been seized by the Maritime Administration for non-payment of its Federally-insured mortgage in July.

She will haul palletized sugar

from here to Atlantic Coast refineries and return south with wheeled vehicles. This is reportedly the first time that the Government has returned a ship to service, after seizing it for a mortgage default, so that the vessel can meet future mortgage installments.

The three-year-old *New Yorker* was put into the reserve fleet in mid-July when her owner, Containerships, Inc., missed mortgage payments on the \$4 million ship. The outstanding mortgage on the vessel at the time was \$3.2 million. However, Containerships received a proviso from the MA that if it could find a charterer, the *New Yorker* would be reactivated.

Time-chartered on a two-year basis to American Seatraders, Inc., the ship will also operate under a "joint venture" arrangement. She had previously been in service for South Atlantic & Caribbean Lines from South Atlantic ports to Puerto Rico with a sister ship, the *Floridian*. The *Floridian* is still operating on the old run.

The charter covers use of the *New Yorker* for the movement of palletized sugar from Puerto Rico to the North Atlantic, and means that shippers will not have to warehouse sugar as they have in the past when it was hauled in bulk loads. Full advantage can thus be taken of current sugar prices. American Seatraders is a subsidiary of Olivarria & Company, Inc., a large sugar brokerage house.

The "joint venture" covers the southbound movement of wheeled vehicles and other cargo. MA determined that it will not foreclose on the mortgages at this time, since the charter will provide for assignment of both the charter and joint venture monies to the US. Earnings in excess of scheduled mortgage payments and operating expenses will be deposited into a "restricted fund" for eventual distribution.

THE INQUIRING SEAFARER

QUESTION: Do you usually vote in your hometown elections?

Victor Velez: The only time I vote is during a Presidential election, and I usually use an absentee ballot because I'm sailing most of the time. In the last Presidential election I used an absentee ballot that was distributed on the ship. I don't care



for the politicians in New York City so I never bother to vote in city or state elections. I don't know whether that's the right thing to do, because it's a good thing to vote in all elections if you have the chance.

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Harvey Bursey: I usually vote in all the elections if I'm ashore. As a matter of fact I'm going to check tomorrow to see if my voter's registration is still valid. I wanted to vote during the last Presidential election but, unfortunately, I was sailing when that came up and there were no absentee ballots distributed on the ship.



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Raymond Reddick: I tried to register in Brooklyn recently and found that I had to be a resident a year before being eligible to vote. I think that that rule is unfair because all citizens should be allowed to vote no matter where they reside and how long they live there. I'm never in one spot long enough to meet the registration eligibility requirements. As I recall, the last time I voted was in a Democratic primary in Florida in 1936.



Jack Farrand: I always vote no matter what the election is and if I'm away from Boston, which is my home port, I make sure that I get an absentee ballot. I have to admit that I did miss the last Presidential election because I couldn't get a ballot on the ship I was sailing. We do have pretty spirited conversations on board sometimes, especially about the President or about Presidential candidates.



~ ~ ~

Joseph Ferenc: The last time I voted was in 1956 during the New York City elections, but other than that I've always been at sea and they never passed any absentee ballots around. Some of the guys on ship have some pretty loud arguments about Presidential candidates sometimes, but as for myself, I'm happy to just hit the sack after my turn.



~ ~ ~

Theodore M. Larsen: I'm a registered voter in New York City and if I'm at home I usually vote. Actually I can never recall voting on an absentee ballot. Most ship captains never bother with it because it produces a lot of extra work. I voted in last year's election for governor and state senator and also voted in the last Presidential election. I think that all seamen should be interested in politics and should also make sure that they vote. As for myself, I never forget under which administration the Wagner Act was passed.



Mail Crew Lists To Union Office

In order to keep Union records up to date and to fully protect Seafarers' rights to welfare and other benefits, it is important that all ships' delegates mail a complete SIU crew list in to headquarters after the sign-on. The crew lists are particularly valuable in an emergency when it's necessary to establish seetime eligibility for benefits on the part of a Seafarer, or a member of his family, particularly if he should be away at sea at the time. The crew list forms are being mailed to all ships with each issue of the LOG and can be obtained from Union patrolmen in any port.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



Social Security \$ In Good Shape

Opponents of the Social Security System who like to use the argument that the system is "actuarially unsound" have been proven wrong once again. The fund's board of trustees has just issued a summary report of a more-detailed one made to Congress declaring the program "actuarially sound" based on projections of income and outgo for the foreseeable future.

These projections estimate that the cost of the present program averages out to about 9.33 percent of covered payroll over the long run. This is approximately the same average percentage of payroll which will be contributed to the fund on the basis of the present law.

The report notes that at the end of June, 1963, there were about 18.5 million persons being paid benefits at a monthly rate of almost \$1.3 billion.

Although from year to year and depending on the state of the economy, outgo and income do not always balance exactly, "the complete schedule of contribution rates, ending with an ultimate rate of 4% percent each, for employees and employers and a 6.9 percent for the self-employed, is estimated to produce adequate income to pay the benefits now provided in the law to all present and future beneficiaries and to pay the administrative expenses of the program, without any subsidy from the general funds of the Treasury."

The one area of the Social Security program in which assets are not expected to increase over the next five years is the Disability Insurance Trust Fund. The trustees note that a large part of the increase of expenditures by this fund was due to the 1960 amendments to the Social Security System which made disability benefits payable to workers under 50 and their dependents.

To counter this deficit, the trustees recommended that the Social Security law be changed so that a small portion of the increase in Social Security contribution rates scheduled for 1966 will be allocated to the Disability Insurance Trust Fund.

"If this is done," the trustees reported, "it is estimated that both parts of the program as a whole, will have enough income from contributions and from interest earned on trust fund investments to meet future benefit payments and administrative expenses."

They added that this would not involve any change in rates paid by employers and employees, but would represent a slightly different allocation of the funds to be collected.

Trustees of the fund who made the report are: C. Douglas Dillon, Secretary of the Treasury; W. Willard Wirtz, Secretary of Labor, and Anthony J. Celebrezze, Secretary of Health, Education and Welfare.

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

Safety Panel Asks Revised Tanker Rules

WASHINGTON—The report of the Tanker Safety Committee appointed by the Treasury Department was made public last month and calls for some new rules to increase safety on tankers.

Of direct interest to Seafarers in the report is the committee's recommendation of special manning requirements and Coast Guard endorsements for seamen manning tankers. Joe Algina, director of the safety program covering SIU-contracted vessels, is currently in contact with CG headquarters, which has invited comments on the proposed new rules.

There were no representatives of maritime labor or management on the nine-man panel which has been studying tanker safety for more than a year after being appointed by Treasury Secretary Douglas Dillon. The Coast Guard is an agency of the Treasury.

The 62-page report cited the human element as an important factor in tanker safety, stating that "safety problems relate more to personnel than to material."

One interesting recommendation made in the report is that it should not be made mandatory to gas-free the empty cargo tanks of tankers either before they leave port or at sea.

Experience has shown, the report points out, that it is safer to seal the empty tanks and let the petroleum vapors develop until they are too rich to be explosive. It has been found that after tanks have been gas-freed, new explosive vapors form from the petroleum-soaked rust left in them.

The committee also recommended that tankers be required to carry explosive gas-indicating devices and that the Coast Guard make further tanker safety studies.

Court Sets Hearing On Bull Line

NEW YORK—The latest in the long series of hearings on the attempt by Manuel E. Kulukundis to revive his bankrupt US-flag shipping operations under a trusteeship arrangement has been scheduled for October 25.

At this hearing, Federal Judge Thomas F. Croake has announced, trustees of the Bull Line-Kulukundis American-flag operation must produce a reorganization plan for the remaining ships or submit a report on why they cannot formulate such a plan.

The court-appointed trustees have expressed doubt that there could be a reorganization because of insufficient funds, although attempts have been made to raise the necessary money.

Claims against the Kulukundis shipping operation were originally estimated at over \$5 million, including claims by the SIU and other shipboard unions and claims by SIU crewmembers with liens against individual ships for wages due.

Meanwhile, the Maritime Administration had no luck in its latest attempt last week to sell the supertanker Titan, a former Kulukundis vessel. For the second time the only bidder was the Charles Kurz Company. As on the first occasion, however, the bid was hedged with many conditions. It was these conditions which caused the MA to reject the company's first bid.



Squat stern end of Liberian-flag ore carrier Tyne Ore, registered in Monrovia, is pictured at Conneaut, Ohio, where ship has figured in several dock mishaps.

US Steel Keeps Plugging Foreign Ships On Lakes

CLEVELAND—The US Steel Corporation is still operating the Liberian-flag runaway Tyne Ore in the Great Lakes ore trade, in the face of a long-running fight and picketing by the Marine Engineers Beneficial Association and other Maritime Trades Department unions to protest the use of the runaway while many of the company's US-flag vessels are idle and their crews out of work.

US Steel also has an additional foreign-flag ship, the Schmedeman, flying the Bermudan ensign with a Jamaican crew, operating on the Lakes. This is part of the company's continuing campaign to force an opening for still more low-cost foreign vessels to enter the Lakes ore trade.

The Tyne Ore made the news recently when she went aground at Conneaut and smashed in a big chunk of the dock in her attempt to break loose. Last year, the Tyne Ore banged up a good part of the unloading equipment at the Toledo, Lorain and Fairport facilities, doing an estimated \$1 million damages.

Picketlines by US seamen were thrown up when the ship reached this area and were honored by members of the SIU Inland Boatmen's Union and the Licensed Tugmen's Association who refused to dock her. She made it into her berth however, and was unloaded by company personnel. The vessel was trying to make it out again when she was caught by the wind and driven against the shore and onto the mud bottom.

It took many hours of hard work by the German crew before the Tyne Ore was finally winched free. By that time she had bounced off the dock a few times, causing considerable damage.

The Tyne Ore dispute is based on the fact that Local 7000, the marine division of the United Steel Workers, and other unions would normally be manning the American-flag oreships which US Steel has kept idle by using foreign-flag vessels. Local 7000 has contracts with Pittsburgh Steamship, which is the largest bulk ore

operation on the Lakes and a subsidiary of US Steel.

The steel company has several vessels similar to the Tyne Ore and the Schmedeman registered in Liberia which it apparently wants to introduce into the same trade. The MEBA and other MTD affiliates have long been picketing in an effort to spotlight the case of foreign ships coming into the Lakes and taking over the work of Lakes seamen.

Seafarer Guessed Close; Picked LA, Koufax In 5

Almost nobody guessed the outcome of this year's surprise trouncing of the Yankees by the upstart Dodgers of Los Angeles. But Seafarer Charles Rehill was almost as close as the Dodgers themselves.

Rehill, an engine department sailor, told the LOG "Inquiring Photographer" just two days before the Series started on October 2 that the Dodgers would take it, but he did not expect it to be so quick. Rehill guessed it would maybe take the Dodgers five games to wrap it all up.

Backing up his claim, Rehill said that "good pitching always beats good hitting."

He seems to be a born prophet, because he scored a real sooth-saying triumph when he told the LOG that "Sandy Koufax will win two, the first and the fourth." That's just what happened in the four-game Series that ended in Los Angeles on October 6.

Koufax whipped Yankee star hurler Whitey Ford each time, just as Rehill said he would.

Of the six Seafarers besides Rehill who were asked about their Series favorites, Dave McKinley and Edgar Anderson, both deckmen, also pegged the Dodgers as winners. Both McKinley and Anderson responded that they felt the Dodgers had the strongest pitching.

G. Bell, sailing in the engine department, decided the Yanks would take it in six games, and wanted to back that stand up

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Cancer Detection & Physical Check-Up

More than 267,000 Americans died of cancer in 1960. It is estimated that at least 65,000 of these deaths could have been prevented if the cancer had been diagnosed and treated at the early localized stage of the disease, according to Emerson Day, MD, who writes of cancer detection by examination in a recent American Cancer Society publication.

All cancer arising from a primary focus must pass through a localized stage in the tissue where it arises. At this early localized stage most cancers can be completely removed and cured by surgery or radiation therapy. The key to the success then is to discover cancer while it is in this early localized stage.

Early localized cancer is usually small and does not produce symptoms. There are no biochemical or serological changes that occur which are useful for a general "cancer test", at least at the present time. Therefore, the only method of detecting cancer in the early localized stage where cure is possible is by "periodic examination of the asymptomatic adult".

This is the type of examination routinely performed in all SIU clinics. The salient features of these examinations include several essentials. History. This should include family history of cancer in the patient's family; It should detail environmental factors for occupational hazards or exposure to known carcinogens, as petroleum products, dies, etc., or unusual exposure to radiation; and

habits of diet, drinking and cigarette smoking.

The medical history as to illnesses, operations, x-ray therapy is important. Any changes from the normal habits may be important diagnostic leads.

Physical Examination. This should be a thorough check from head to toe by inspection and palpation in a systematized manner, including the skin areas for any suspicious areas of skin change. The head and neck, with good lighting, including nose, mouth, nasopharynx, ears and eyes, the thyroid gland and lymphatics, should be examined thoroughly.

Abdomen. Careful palpation is essential for possible detection of any intra-abdominal mass or masses.

Male Genitalia, Prostate and

Rectum. Thorough inspection and palpation of the entire genitalia including scrotal contents is essential.

Digital rectal examination is the primary means of detecting early cancer of the prostate. Any localized change in consistency of the prostate, especially after the age of 50, should be further investigated by smear or biopsy, or both. The anal and rectal area should be examined at the same time as prostatic examination.

Examination of the Female Patient. The female patient requires the same thorough general physical examination as the male. In addition to the general examination, special emphasis is placed on thorough examination of the breast and female genitalia and pelvic organs; also examination both by inspection and palpation including cervical smears for cancer (Paps) and biopsy of cervix if indicated.

Laboratory Studies. The following laboratory studies are essential: urinalysis, hemoglobin or hematocrit, blood cell counts. Other tests should be given if history indicates.

X-Ray. A 14 x 17 x-ray of the chest is essential for good cancer screening. In addition to cancer detection, this type of examination will reveal most pathological conditions correlated to cancer, but just as important probably in total adult preventive medicine.

Cancer cure, as well as the successful treatment of many other conditions depends on early detection. See that you and yours receives this physical check-up annually which is available at all SIU clinics for your convenience and protection.

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

with "a little cash." He figured the better-balanced Bombers from the Bronx would be too strong for the Bums of Chavez Ravine. And Augustine Rodriguez, of the deck gang, backed up Bell, citing the Yanks' pitching and hitting.

Wallace (Mad Bear) Anderson, sailing in the deck department, picked the Yankees because he is a Yankee Indian.

The safest of all, however, was Oliver Hodge. His comment? "I don't give a damn about either the Dodgers or the Yankees." Hodge is a Giant fan—and he didn't care who won it.



Rehill

AFL-CIO Names Shipbuilders' Head To Vacancy On Executive Council

WASHINGTON—Another member of maritime labor, John J. Grogan, president of the Industrial Union of Marine & Shipbuilding Workers and three-time mayor of Hoboken, NJ, has been named a member of the AFL-CIO Executive Council and a vice-president of the Federation.

Grogan's election to the Executive Council was announced by AFL-CIO President George Meany October 8 after a one-day meeting of the Council. The session was held prior to the scheduled November 14 opening of the AFL-CIO constitutional convention at New York, and also dealt with current legislative problems and initiation of a register-and-vote campaign.

Grogan, 49, joined the old AFL Steamfitters Union in 1930 and served as executive secretary-treasurer of IUMSWA Local 15 from 1937 to 1942. He was elected vice-president and an executive board member the following year, and has served as president of the Hudson County Industrial Union Council and as a member of the New Jersey State Assembly. Elected a Hoboken city commissioner in 1947, he was voted into the mayor's post in 1953 and has been reelected twice since then.



DRYDOCKED IN BALTIMORE

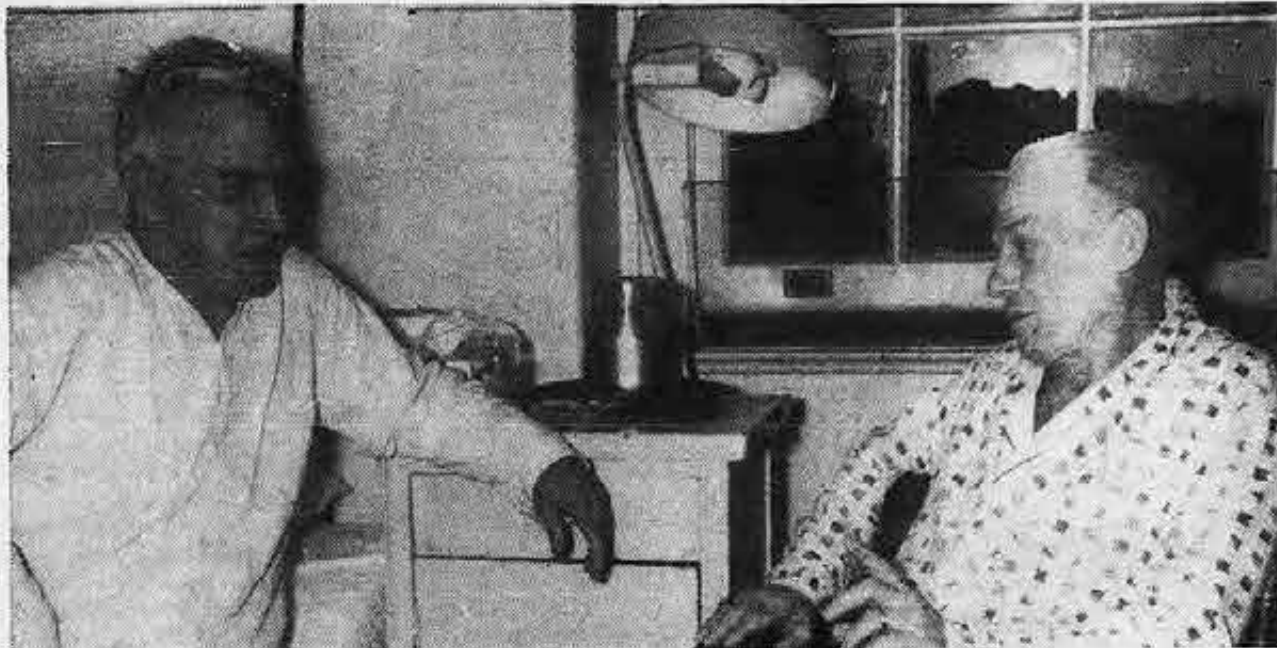
Seafarers laid up at the US Public Health Service Hospital in Baltimore last month had a visit from a LOG photographer while SIU welfare rep. Bennie Wilson was making his rounds of the wards to pay out weekly benefits. Besides putting out cash, Wilson checked on mail, shopping and other personal needs of the men idled in the hospital, so that their affairs can also be in good shape when they're fit again for duty.



Off the *Steel Executive* (Isthmian), Seafarer Carl Smith, saloon messman, takes it easy in hospital bed.



"How's shipping" is the inevitable query from William Lane, ex-Alcoa Polaris, on arrival of Welfare rep. B. Wilson.



Bull session about old ships and shipmates stokes up memories for a hospitalized two-some —William E. Lane, ex-Alcoa Polaris, and Gus Loeffler, ex-Alamar (Calmar).



News broadcast from a bedside radio provides a little bit of diversion for Seafarer Byron J. Ricketts.



Close-ups picture James Case (above) and P. Van Millican (above, right).



Item of personal business for Seafarer Ira H. Kilgore, ex-Kenmar (Calmar), occupies attention of SIU welfare rep, Bennie Wilson after paying weekly benefits.



Book from hospital library helps kill time for Seafarer Jose Carames, ex-Short Hills (Sea-Land).

Darrow Saw 'Right-To-Work' Was Phony Label Long Ago

CHICAGO—Clarence Darrow, whose life as a lawyer was an endless struggle for the rights of the poor and for union labor, knew long ago that the "right-to-work" label was a fraud. An all-time famous lawyer, he defended trade unionists when that was an unpopular job.

He long ago spotted "right-to-work" as a phony slogan and was not misled by it. He called it "a bit of birdlime used to catch the unthinking . . ."

"In spite of the fact that, from the standpoint of the employer and the market, labor is a commodity like any other to be bought at the lowest price and worked into the finished product, still in a limited way society and law have always recognized that this commodity is not exactly the same as wood and iron and must be governed by a somewhat different rule," Darrow once wrote.

"Labor is really life. It is the strength and energy and time of human beings given day by day to someone else. To give it without any return is slavery; to take it for an unjust or insignificant return is only so much less.

"Trade unionism has grown so old and strong, opposition is not now so much directed against the union as against everything it does. Most people are now willing that workmen shall be organized provided they do nothing but pass resolutions and pay dues . . .

"Just now the popular line of opposition against unionism is made in the violent demand for open shop . . .

"So long and vociferously have the enemies of trade unions de-

clared for the open shop that no doubt many of them really believe that they are fighting for some principle of liberty and justice and not to serve their selfish ends.

"Mainly their arguments consist in various statements of the assumption that every man has an inalienable right to work when he pleases, for what wages he pleases, and for whom he pleases.

"The word 'inalienable' sounds well, for it is taken from the Declaration of Independence but it has no meaning in this connection. An 'inalienable' right is one which cannot be taken away and it is obvious that, under present conditions, no such right exists.

"The inalienable right-to-work is a bit of birdlime, used to catch the unthinking mass. Society, and all industrial life, must be made over or, at least, radically changed before such a right is anything except a far-off-dream . . .

"The inalienable right-to-work means simply the inalienable right of the employer, without hindrance, to go out in the open market and bid for laborers on the hardest terms, or, rather, to so order that industrial world that all men and children must bid against each other for a right to toil.

"It is not so very long since a large part of the coal of England was mined by women, since they were even harnessed to coal cars down deep in the earth, and on their hands and knees drew cars of coal from the darkness up to a point where they were relieved by mules . . .

"It is not long since little children from 8 years of age were placed in these mines with their fathers and mothers, and were penned in the constant whirl and din of the spinning wheels of England for 10, 12 and even 14 hours a day. It is due to the trade unionists of England that these inhuman conditions are gone forever . . .

"But every step of advance was stubbornly fought by employers who violently contended that not only their fortune but the safety and glory of the British empire rested upon the unpaid labor of these helpless slaves.

"If trade unionism today should flag or grow weary, should hesitate or falter, should give up its demands for the recognition of its union, its collective bargains, and its closed shop, if the field should be abandoned to the employers, the great sea of weak and helpless men and women and little children would sweep away the industrial conditions that organized labor has won through its devotion and its struggles. America would live over the dark industrial history that England has passed through."

House Kills Bonner Bill

(Continued from page 2)

which it was rendered.

The Lausche proposal has been referred to the Senate Commerce Committee, of which Sen. Warren G. Magnuson (D-Wash.) is chairman.

More than 60 AFL-CIO trade union organizations responded to an SIU alert regarding the Bonner bill's restrictions on free collective bargaining and the right to strike, and raised their voices in a highly-successful protest. Bonner, in a by-lined article published in New York the day before the HMM Committee voted on a motion to table the legislation, had sought to discount the reaction to his proposal and his effort to pass special legislation for a single industry.

In the October 10 vote in committee to set aside the Bonner bill, House members noted the opposition not only of labor organizations, but of top Government spokesmen as well.

Both Labor Secretary W. Willard Wirtz and Commerce Secretary Luther Hodges testified against the measure last summer. Hodges said that the bill, which then provided for compulsory arbitration, might produce worse conditions than those it was supposed to improve. Wirtz said the bill was far too drastic.

Later amended by the omission of the compulsory arbitration feature, the measure with its strike-stalling provisions still received only lukewarm support.

As a spur to labor protests against the measure, SIU President Paul Hall notified all AFL-CIO international unions, state and central labor bodies of the dangers inherent in the bill at the time it was reintroduced in its amended form. Condemning the revised bill even with the compulsory arbitration feature removed, Hall said it was "still a bad piece of legislation for the unions because it would throttle free collective bargaining."

He also pointed out that the revised proposal posed "a dangerous precedent for dealing with all labor-management disputes."

2 Seafarers Retire On Pension \$



Purcell



Leslie

Two more Seafarers were named to receive monthly pensions by the trustees of the program after their regular meeting in New York recently. Both oldtimers qualify for a pension of \$150 per month for life.

The list of qualified seamen receiving SIU pension benefits this year has risen to 87 with the approval of this list.

Of the two retiring men, Joseph Leslie, 67, is on a normal retirement pension, while James Purcell, 65, is retiring because of disability.

Leslie, a native of Poland, first started shipping on SIU vessels in 1947, when he went aboard the Florida in the deck department and rode the same vessel for several years. His permanent home is Miami, Florida. The SIU-contracted Florida State (Everglades) was his last ship.

Purcell had shipped on American vessels since 1932 and on SIU ships since 1941. He last signed off the Atlas (Tankers and Tramps) in February. Purcell holds all engine department ratings. He and his wife live in New York.

SIU Family In Focus



Visiting New York hall, Seafarer Leonard S. Bugajewski poses with wife, Alice, and stepson Guy Baudoux on tour of headquarters facilities. The family resides in Elizabeth, New Jersey. Bugajewski was AB aboard the Steel Artisan (Isthmian) on his last trip out.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



How To Help After An Accident

In the past this column has suggested many pointers on safety, with particular attention on how to avoid accidents. But what would you do in case an accident does occur? This time we will concentrate on what to do in case of injury to a shipmate or a member of your family at a time when your actions could mean the difference between life and death.

Question: When a person suffers electrical shock and remains in contact with the electrical source, how would you separate him from the electrical contact to safely begin applying artificial respiration?

Answer: Use a stick or other non conductible object to make the separation. Direct contact or contact by means of a conductible material could transmit the shock to you.

Question: Can artificial respiration be begun immediately upon separation without danger to the rescuer?

Answer: Yes. Artificial respiration should begin immediately. The victim's body will not retain any electricity after he is separated from the source.

Question: What is the best method of applying artificial respiration?

Answer: The mouth-to-mouth method forces more air into the victim's lungs than either the chest pressure-arm lift or the back pressure-arm lift.

Question: What is the best body position for a person with a severely-bleeding head injury?

Answer: To prevent harmful blood flow in the event of concussion or fracture, the head should be raised in such an injury.

Question: How would you treat a severely-bleeding wound on any part of the body?

Answer: The important thing here is to control the bleeding. Apply direct pressure over the wound with a sterile dressing or other clean material available. Don't use a tourniquet unless it is an extreme emergency.

Question: What sort of a bandage should be used for emergency treatment of an ordinary wound?

Answer: A snug sterile bandage is best. A tight one may hinder circulation; a loose one might fall off.

Question: If your clothing catches fire with no one around to aid you, what is the best way to extinguish the fire?

Answer: Don't panic and start running. If there is no water around, drop to the floor, put your left hand on right shoulder, right hand on left shoulder, pull your

arms against your face and roll over slowly to douse flames.

Question: Should a person with neck and back injuries be moved?

Answer: Not unless his position makes further injury from falling objects, etc., probable. Improperly moving him may cause paralysis.

Question: Is the fact that a person can walk any assurance that he does not have a fractured leg?

Answer: No. He may be in shock and not notice the pain in walking.

Question: What assistance should the first-aid give an accident victim?

Answer: Emergency injuries should be treated first. Victims may die unless bleeding, stoppage of breathing or oral poisoning is quickly treated. Never move the injured unless you're sure he's in immediate danger.

Question: Should a person with fractures that are not splinted be transported?

Answer: No. Mishandling of any injured person is likely to increase shock.

Question: What is the best treatment for shock?

Answer: Shock is frequently fatal and should always be treated in any serious injury. To treat shock, the idea is to prevent loss of body heat. Keep the victim warm—but not hot. Make the victim lie quietly and administer a warm liquid to drink.

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

DIGEST OF SIU MEMBERSHIP MEETINGS

NEW YORK, September 3—Chairman, Earl Shepard; Secretary, Ed Mooney; Reading Clerk, William Hall. Minutes of all previous port meetings accepted. Port Agent's report on shipping was accepted. President reported on AFL-CIO Executive Council meeting. State Department meeting re Canada beef, organizing and new ships. Leonard McLaughlin, executive vice-president of SIU of Canada, was introduced and thanked membership for support in Upper Lakes dispute. President's report accepted. Secretary-Treasurer discussed quarterly financial committee, Welfare Plan trustees, Bull Line money due, new port assignments. Report accepted. Welfare services report presented. Meeting excuses referred to dispatcher. Auditor's reports presented and accepted. R. Holder elected to quarterly financial committee under new business. Total present: 440.

PHILADELPHIA, September 3—Chairman, Frank Drozak; Secretary, Steve Zubovich; Reading Clerk, Charles Stansbury. Accepted minutes of previous port meetings. Port Agent's report on shipping, need for rated men and blood bank was carried. President's report of August was presented and accepted. Auditor's reports accepted and carried. Lawrence Tryon elected under new business to quarterly financial committee. Discussion in good and welfare on medical exams for Cities Service crews. Total present: 54.

BALTIMORE, September 4—Chairman, Rex E. Dickey; Secretary, Jack Geller; Reading Clerk, Ben Wilson. Minutes of meetings in all ports accepted. Port Agent discussed shipping, blood bank, quarterly financial committee, building repairs and deaths of several Seafarers. Report accepted. Report of the President for month of August was accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Pete Lannon elected in new business as member of quarterly financial committee. Total present: 240.



COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

RIGHTIST POLITICAL DRIVE SHAPES UP. AFL-CIO President George Meany warns that "the money and manpower of big industry and the right wing will be pumped into the 1964 elections in unprecedented amounts to elect conservative candidates." In a kickoff address to the recent COPE Big Cities Conferences, Meany urged delegates to offset the conservative drive by using "our natural advantage in the big cities and their suburbs. We must register record numbers of union members, their families and friends, and we must conduct a massive get-out-the-vote campaign."

About 80 delegates, representing the nation's 22 most populous metropolitan areas, attended the conferences. Meany said, "The outcome of the Presidential and Congressional elections next year will hinge on what we are able to accomplish in the major industrial cities and the fast-growing suburbs around them. Nothing can be taken for granted. We can afford no illusions about the prospects for liberal victories in 1964. Only if we get our members to register and vote can we feel confident of reasonable success."

"We certainly must improve on past performance," he pointed out. In 1960, only about 60 percent of union members voted in the Presidential contest, and approximately 50 percent voted in the 1962 Congressional elections. "This just about equals voting performance of the population as a whole, but we should do better."

Recent formation of conservative political action groups provides conclusive evidence that reactionaries are stepping up their political efforts in hopes of making 1964 a year to elect a Congress and President who will "turn back the clock on progressive legislation," Meany stated. Among such groups, he said, are the American Political Action Committee of the American Medical Association, and the Business-Industry Political Action Committee, launched this summer by the National Association of Manufacturers.

Meany called on delegates to "redouble your efforts to increase the effectiveness of citywide register-and-votes drives, and to vastly expand the political participation of union members."

Also addressing the conferences was political analyst Louis Harris who cited statistics showing the gap in voting performance between city-dwellers and rural and other non-urban residents.

Harris said in 1960 in New York State, 18 percent less of the total number of urban citizens eligible to vote turned out than in non-metropolitan areas of the state; in Missouri, 15 percent; in Ohio, 11 percent; in Wisconsin, 9 percent; in Illinois and Minnesota, 7 percent; in Michigan, 6 percent, in California, 5 percent. He said this lag in voting performance of city-dwellers "cost hundreds of thousands of votes for liberal candidates."

Harris predicted pivotal issues in the 1964 Presidential race will be health insurance for the elderly, taxes, Cuba, civil rights, foreign aid and President Kennedy's handling of the economy. On all of these issues, Harris said, public support of the President's program hovers around 50 percent, making these the "battleground" issues.

Issues working strongly for the President, he stated, will be defense, space, foreign policy, education, labor policies, Peace Corps and Kennedy's personality. Agriculture, Government spending and his handling of Congress will be issues on which the President may be vulnerable, Harris forecast.

LABOR ROUND-UP

Two more "cease and desist" orders against Burlington Industries have been issued by the National Labor Relations Board, which found the firm guilty of a dozen unfair labor practices at its Vinton, Va., weaving plant. The board refused a request by the Textile Workers Union to make Burlington post a \$10 million performance bond against continued law violations, but said it would review the record in any future cases. The union had asserted that a "stiffer remedy" was necessary to prevent the nation's largest textile chain from continuing a "chain-wide policy of intimidating, coercing, discrimination and discharging pro-union employees."

The Arizona AFL-CIO, joining efforts to meet a community need, helped sponsor four summer classes for Spanish-speaking children who did not know enough English to enter the first grade successfully this year. The results were so beneficial that the state body will keep an eye on the progress of the young students, and will petition the legislature to keep pre-school training a regular part of the school program. Texas schools have already taken similar action. The need for prior training in English was high-

lighted by the failure of 70 first graders last year in classes at Eloy, Ariz., near Phoenix.

Successful after 30 years of trying to organize the Burroughs Corp. and its more than 5,500 employees, the United Auto Workers have been named bargaining agent by a count of 2,760 to 2,404 in an election conducted by the National Labor Relations Board. The firm has been Michigan's largest non-union industrial employer. It manufactures computers and other business machines. Two other unions, the Firemen & Oilers and the United Plant Guards, previously represented small groups at Burroughs.

Three separate organizing campaigns by the International Union of Electrical, Radio & Machine Workers have finally brought the runaway Proctor Electric Company plant back under the union banner. The IUE represented Proctor workers at Philadelphia from 1949 until a new management moved operations to North Carolina and Puerto Rico during a strike. In 1957, during another walkout at Baltimore, Proctor had hired strikebreakers and ousted the union in a decertification election. The present win was by a 292-250 count.

"Let's Try This On For Size!"



The labor legislation now being considered by the Canadian Parliament—to put into effect a government trusteeship with broad controls over all the affairs of Canadian maritime unions, including the SIU of Canada—brings the memory of many infamous totalitarian governments of the past and present into sharp focus.

Taking a page from the handbook of the Nazi government in Germany, the Fascists in Spain and Italy, the Communists in Russia and elsewhere, the Canadian government is moving to bring the labor unions to heel and to administer union policies and programs through a forced trusteeship. The scope of the powers that would be legislatively granted to the government trustees is frightening in its enormity.

The board would have complete jurisdiction over all the elected union officers, with the right to discharge at will, with or without the consent of the membership. It would have the right to alter the constitutions of maritime unions as it sees fit and to transact all financial matters.

Canadian seamen's pension and welfare funds would be put at the disposal of the board, to be disbursed according to the board's judgment.

This situation, as it arises from a pure and simple labor dispute between one Canadian union and one Canadian shipping company that is seeking to destroy the union, is a dangerous development not only in Canada but for the labor movement everywhere.

If Canada can adopt such a course, with a heritage including the English system of dispensing law and justice on a fair and equitable basis to all men and institutions, what next?

History has shown us that once government makes inroads on the freedom of one group, the tightening government fist eventually engulfs all facets of a country's life. Labor unions, because of their progressive tradition and leadership in progressive movements, have always been a number one target for this type of dictatorial control by

totalitarian governments. Canada is now moving on this same course.

The AFL-CIO, the SIU and unions and workers everywhere are looking with deep concern at what appears to be a disintegration of the democratic process in Canada. It is still to be hoped that Canada will not adopt as its own the page out of the book of history that says "...control the workers and you control the country."

This is an image that most democratic countries would take pains not to cultivate. What sometimes seems a cure often is really an epidemic in disguise.



'Business As Usual'

It's probably no surprise to anyone, but the record now bears it out. The concentration of stock ownership in this country is pretty much unchanged from the past. One-tenth of one percent of America's tax-paying population still owns nearly 20 percent of all the stock in the country.

This trend has continued despite the rise in new investors. So while the number of stockholders has doubled in the past ten years, concentrated ownership and control of US corporations continues. Persons with incomes of over \$25,000 a year own 48 percent of all shares, according to a Ford Foundation report.

The contrast between large and small stockholders is even more vivid from the following statistic:

All of the 101,000 monthly investment plans of stock exchanges, set up to encourage small purchases of corporate stocks, hold 6.6 million shares worth \$270 million. But J. Paul Getty, head of Getty Oil, alone controls 12.5 million shares of that company worth more than \$300 million.

A well-known runaway ship operator, Getty also controls several other oil companies and shipping enterprises and has a fortune that has been estimated "at about \$1,000,000,000."

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):

Harry K. East, 34: Brother East died of accidental injuries aboard the SS Cities Service Norfolk on August 23, 1963. He had shipped since 1953 in the deck department. Surviving is his wife, Roberta East, of Orange, Texas. Beulah Cemetery, Pensacola Fla., was the place of burial.



Cecil C. Hughes, 46: A heart condition was fatal to Brother Hughes on July 24, 1963 at the USPHS Hospital, Baltimore, Md. He had shipped with the SIU since 1957 in the steward department. Surviving is his mother, Mrs. Coral Buck, of Baltimore. Gardens of Faith Cemetery, Baltimore, was the place of burial.



Cecil Hargroves, 44: Brother Hargroves died from a heart ailment on August 4, 1963 at Port Arthur, Texas. He had shipped since 1957 in the engine department. Xavier Christ, of Port Arthur, was named temporary administrator of his estate. Burial was at Greenlawn Memorial Park Cemetery, Port Arthur.



Anastasio Quinones, 62: Brother Quinones died on May 10, 1962 in the USPHS Hospital, New Orleans, La., from septicemia. He had been sailing with the SIU since 1938 in the engine department. There were no survivors listed. Burial was in Metairie Cemetery, New Orleans.



Diosdado C. Lavador, 54: Brother Lavador died on August 8, 1962 in the USPHS Hospital, Baltimore, Md., from injuries he received when he was struck by a car. He had been shipping in the steward department since 1953. He is survived by his sister, Mrs. Florence Victor, of Baltimore. Burial was at Western Cemetery, Baltimore.



Jose E. Leston, 55: Brother Leston died of heart disease in the USPHS Hospital, Boston, Mass., on August 22, 1963. He had been sailing since 1951 in the steward department. Surviving is his wife, Mrs. Clarice D. Leston, of Boston. Burial was at Woodlawn Cemetery, Everett, Mass.



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:

Ronald Novotny, born August 14, 1963, to Seafarer and Mrs. Andrew Novotny, Lindenhurst, NY.

Waselle Magee, Jr., born June 14, 1963, to Seafarer and Mrs. Wasell Magee, New Orleans, La.

Elizabeth Ann Piazza, born August 12, 1963, to Seafarer and Mrs. Joseph E. Piazza, Groves, Texas.

Richard Chiaromonte, born June 10, 1963, to Seafarer and Mrs. Joseph Chiaromonte, Brooklyn, NY.

Charles M. James, born August 23, 1963, to Seafarer and Mrs. Charles E. James, Houston, Texas.

John G. Hanson, born August 27, 1963, to Seafarer and Mrs. Lonnie C. Hanson, Escatawpa, Miss.

Mary Caroline, Witthaus, born July 31, 1963, to Seafarer and Mrs. Paul Witthaus, Baltimore, Md.

Kristen O'Dee, born August 3, 1963, to Seafarer and Mrs. Robert O'Dee, Fairview Park, Ohio.

Henry B. Morris, born June 10, 1963, to Seafarer and Mrs. John P. Morris, Savannah, Ga.

SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

- | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| USPHS HOSPITAL
STATEN ISLAND, NEW YORK | USPHS HOSPITAL
NORFOLK, VIRGINIA | USPHS HOSPITAL
SEATTLE, WASHINGTON | USPHS HOSPITAL
GALVESTON, TEXAS |
| Thomas Allen
Corneel Amelbicki
Claudio Anavitata
F. Antonetti
Pedro Arellano
Francesco Aremania
Frank Averwald
David Blackwell
Willard Blumen
Thomas Buckley
Anthony Caramas
Thomas Clark
Arthur Collett
John Davies
Well Denny
Salvatore DiBella
Charles Dougherty
Charles Fertal
Erik Fischer
John Galloway
Jose Garcia
Raffaele Garofalo
James Gillian
Albino Gomes
Juan Gonzalez
Edwin Harriman
Fred Harvey
Arnold Hindenes
William Jordan
Carl Kendall
William King | Markos Kosmas
Jesus Landron
Robert Lasso
William Leonard
Bjorn Lerwick
Paul Liotta
Dennis Lloyd
Mohamed Mahmoud
Carlos Matt
Jack Maudin
George O'Rourke
William Phillips
John Roberts
Joseph Scully
J. Shefuleski
James Sherlock
Chas. Sierpinski
Frank Sherry
James Shiber
Manuel Silva
F. Sortillo
Thomas Statford
L. Sturtevant
Ernest Tatro
Wilbur Taylor
Oliver Thompson
Miguel Tirado
Jose Toro
Alvaro Vega
S. Zavaddon | Horace Conway
Lucien Drew
Joseph Feak
John Fitchetto
John Forsythe
A. W. Forsythe
Joseph Bailey
Malvin Chandler
Edward Cichorek
Patrick Donovan
Mark Conrad
George Djan
Richard Darville
Leslie Dean
Joseph Fontenot
Monroe Gaddy
Horace Hunt
James Hodges
John Jettette
Charles Lambert
George Little
James Lippincott | Carlos Spina
Adolph Swenson
Ruffin R. Thomas
Julius Thompson
James Walker
Billy Ward
Robert White
Howard Wright
Ernest Moore
Richard Newell
Gustavo Osuna
Ralph Palmer
James Parker
Mario Pacheco
Arthur Sabouris
Charles Sargent
Thomas Tighe
Earl Whalley
Thomas Walecki |
| USPHS HOSPITAL
NEW ORLEANS, LOUISIANA | USPHS HOSPITAL
SAVANNAH, GEORGIA | USPHS HOSPITAL
BRIGHTON, MASS. | USPHS HOSPITAL
SAN FRANCISCO, CALIF. |
| Clyde L. Barnes
Richard Barnes
John Brady
Wilbert Burke
John Caldwell
Jimmie Carlos
Henry Chemel
Eugene Copeland
Gordon Dolman
James DeMarco
Julius Ekman
Ramos Elliott | Anton Evenson
Eugene Gallaspy
Sanford Gregory
John Gross
George Hiers
Walter Johnson
Jean Lalapie
Eddie LeBlanc
Claude Lomers
Gordon Long
Joyce Massey
William McKay | E. Anderson
Raiph Harris
A. Kameda
Willard Mulling
Arthur Kaval
Raymond Perry | Mervil Black
T. Chlinski
E. Cossibain
Mike Hannestan
Fidel Lagrimas |
| | USPHS HOSPITAL
BALTIMORE, MARYLAND | USPHS HOSPITAL
FORT WORTH, TEXAS | USPHS HOSPITAL
MEMPHIS, TENNESSEE |
| | Arthur Anderson
Harry Acosta
George Bareford
James Beck
Goeham Bowdre
David Carter
James Case, Jr.
William Davies
Sidney Day
Gerald Edwards
Arthur Endemann
Carroll Fichett
Friedof Fondula
Gorman Glass
L. Halbrook
John Hannay | Wiley Hudgens
William Lane
William Milton
Esteban Quendo
Robert Outlaw
John Pegan, Jr.
John Powers
Oscar Raynor
Bryon Ricketts
John Schach
Carl Smith
Felix Tate
Charles Taylor
Esteban Villalal
George Warren | Gerald Algonson
Benjamin Deibler
Adrian Duracher
Abe Gordon |
| | | Thomas Lehay
George McKnew
Max Olson
Willie Young | James McGee |

Close-Up On A Splicing Job



Wrestling match with a 1 1/2-inch wire hawser is center of attention on the supertanker Manhattan where everything is done in a big way. The well-deck of the 106,000-ton vessel was the arena for the tricky job of making a splice in the wire rope. Only William Hale, DM (right), is identified in this photo by Wallace G. Perry, OS.

Seafarer Offers 'Welcome' Mat

To the Editor:
A lot of our boys still get to Savannah, and I'd like for them to keep my place in mind when they get to port. It's the Rio Cocktail Lounge where Seafarers are always welcome.

I've been shipping with the SIU since 1946 and am still a member and still sailing in the

My wife has gradually lost use of her left arm, then her left hip and now has trouble walking and talking, so I know what this disease is all about. Funds for research are about the only thing that can help lick this disease in the long run. Help your local multiple sclerosis society if you can.

James B. Dunkum
Elkridge, Md.

Crew Suggests 12-Year Pension

To the Editor:
We, the crew of the SS Azalea City (Sea-Land), are forced to comment on Brother Van Whitney's letter (LOG, Sept. 6) regarding a 20-year seetime requirement for retirement. If Brother Whitney likes everything so well, he can sail for the next 40 years.

Some of us would like to spend a little part of our lives at home with the family before we wind up on crutches or in a great big hole.

It is suggested, therefore, that 12 years of seetime be required for retirement regardless of age, or a 50-year age limit be set if a brother wants retirement.

We aboard the Azalea City believe that if headquarters went after the shipping companies to pay \$1 per day per man more, which we believe they would do instead of a pay increase, retirement on the above basis would be possible and benefits could be raised to \$300 per month.

This letter is also signed by Mario Reyes, ship's delegate; Ewald Kamm, deck delegate; Robert A. Bullock, engine delegate, and Pedro Viruet, steward delegate.

Louis Cevette
Chief steward

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.

deck department, so I know what it is like in some places where a seaman's money is the only thing people are interested in.

That's the reason I'd like SIU men to know that I'm in business in Savannah and will always try to give them a fair shake.

Emil Grelsky

Ex-Seaman Asks Research Aid \$

To the Editor:
As an old ex-seaman, I would appreciate the publishing of this notice in your paper. It's about a campaign to raise enough money for research on the causes of multiple sclerosis and related diseases that disable a lot of men, women and kids in this country.

I'm an over-the-road truck driver today, and am spending all the free time I have trying to raise this money by contacting unions and labor groups here in Maryland and in Washington, DC, for the purpose of getting all possible support in this fight.

Two years ago my wife, Virginia, came down with the disease that was finally diagnosed as amotrophic lateral sclerosis, a fatal disease for which there is no known effective treatment. It is the disease that killed Lou Gehrig, the great New York Yankees' first baseman 22 years ago.

Welfare Help Is Appreciated

To the Editor:
I would like to thank the Welfare Plan for what it has done to help my wife. The Plan covered most of the hospital and surgical bills for her recent illness.

These benefits are very helpful and appreciated by all of us, because they really come in handy when the chips are down.

James Norfleet

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 _____

LOG-A-RHYTHM:

The Sailor's Prayer

By "Anonymous"

(Ed. note: Seafarer Joseph Padelsky sent in the following poem, which was printed on a picture postcard mailed home by a US Navy "boot" at the San Diego Naval Training station back in July, 1918. The card pictures a trainee sprawled in his hammock in the middle of a crowded Navy barracks.)

Now I lay me down to sleep,
I pray the Lord my soul to keep.
Grant no other sailor take
My shoes and socks before I wake.

Lord guard me in my slumber
And keep my hammock on its number.
May no clews nor lashings break
And let me down before I wake.

Keep me safely in thy sight
And grant no fire drill tonight.
And in the morning let me wake
Breathing scents of sirloln steak.

God protect me in my dreams
And make this better than it seems.
Grant the time may swiftly fly
When myself shall rest on high.

In a snowy feather bed
Where I long to rest my head.
Far away from all these scenes
From the smell of half-done beans.

Take me back into the land
Where they don't scrub down with sand.
Where no demon typhoon blows
Where women wash the clothes.

God thou knowest all my woes
Feed me in my dying throes.

Take me back, I'll promise then
Never to leave home again.

THREE YEARS LATER

Our Father who art in Washington (Heaven)
Please dear Father let me stay
Do not drive me now away,
Wipe away my scalding tears
And let me stay my thirty years.

Please forgive me all my past
And things that happened at the mast
Do not my request refuse,
Let me stay another cruise.
AMEN.



Replica of the tanker Trustco with a new fictional name is displayed in ship's messhall by model-maker Robert Robin. The reproduction, all in balsa wood, is 46 inches long.

Seafarer Builds Ship Model On Tanker Trip

The SIU-manned Trustco (Commodity Transport) has literally been cut down to size by Seafarer Robert Robin, who constructed a balsa wood reproduction of the ship during his last trip aboard the vessel, a T-2 tanker. Robin built the model during his off-duty hours over a 30-day period.

Working directly from a set of blueprints, Robin fashioned a replica of the ship that is a 46 inches long and has a beam of 24 inches. The model completely lights up with power supplied by a battery generator.

It has lights in the crew's quarters aft and amidships, plus running lights. The detail work also includes booms, mason posts, a pilot's ladder and gangway that all move. "The catwalk and range lights are in good shape," he adds.

Named after a friend, the model is tagged the SS Vesa of the fictional Milburn-Matley Line and carries her name on the bow and stern. But after he finished the job and had the "christening" and launching, the person he made it for decided not to have it.

So right now the Vesa carries no port of registry, though it's definitely not going to be foreign-

flag, Robin notes. The ship is dry-docked in Philadelphia these days. Shipping with the SIU since 1957, Robin sails in the steward department. His home port is Seattle.



MONTICELLO VICTORY (Victory Carriers), Aug. 31—Chairman, S. H. Fulford; Secretary, C. Garner. \$46 in ship's fund. Motion made to have ship's delegate contact headquarters regarding launch service and other beefs.

TRANSLOCHE (Hudson Waterways), Sept. 1—Chairman, E. Hanson; Secretary, H. R. Dombrowski. No beefs reported by department delegates. Crew requests new refrigerator for crew messhall. Ship should be fumigated. Suggestion made to get a library from the hall. Steward department decks and fo'c'sles to be painted.

EAGLE TRAVELER (Sea Transport), Aug. 25—Chairman, Boyd Amsherry; Secretary, Everett Perry. Motion that ships running to Persian Gulf on steady run should provide for cold water in showers during the summer months. Everett Perry was elected to serve as ship's delegate. Crew asked to return cups to messroom. Suggestion made that lemonade and cold dinners be served when in hot climate.

DEL RIO (Delta), Aug. 16—Chairman, Angel Javier Urtu; Secretary, Alf Tolentino. Ship's delegate reported that everything is running smoothly on this ship. Vote of thanks given to the 2nd electrician, steward department, galley crew and messman for jobs well done.

TADDEI VICTORY (Consolidated Mariners), Aug. 24—Chairman, John Dunne; Secretary, Virgil L. Harding. One man paid off in Saigon. Company stopped allotment for one man who was hospitalized and rejoined ship two weeks later. Discussion on explosive cargo carried from Okinawa. \$10 in ship's fund. Motion for Union representative to meet ship upon arrival at Bangor. Captain to carry sufficient amount of American money for draws, etc. Patrolman to check before ship leaves on next voyage. Discussion on American money which is supposed to be put out before arrival in the States. Something should be done about port time in Yokohama, draws, penalty cargo, transportation, etc.

DEL NORVE (Delta), Sept. 1—Chairman, Rufus E. Stough, Jr.; Secretary, Bill Kaiser. Letter sent to headquarters regarding retirement plan

From the Ships at Sea

Financial problems and TV repair costs are dogging the Mankato Victory (Victory Carriers) these days, and had brought the ship's fund down to a low of exactly 21 cents at the last report. There had been a "respectable" ship's fund of \$26.89, but that was before the television had to be taken ashore for repairs.

Repairs and travel costs to and from the ship brought the bill up to \$35.68. Helping to make ends meet, Seafarer John Carey came up with a \$9 loan to the fund, so the TV could be taken out of hock. An arrival pool either in Honolulu or Pusan will be used to repay him and start up the ship's fund again.

The Orient Comet (Colonial) has decided to contribute its ship's fund to the American Merchant Marine Library Association as a kind of "thank-you" for past help in the reading department. The crew voted to turn over the ship's fund of \$20 to the AMMLA at the last meeting.

Getting the news while at sea is always a problem for a ship's crew that wants to keep up with the world, so radio operator Vernal C. Dean drew a unanimous vote of thanks for his assist in this chore on the Marine (US Shipping). Dean turned out a news report each day on a recent voyage and was warmly thanked for the favor by a news-hungry crew.

Added entries in the "Good Feeders" department, as reported in minutes from various ships, include some of the following stewards and galley crews: Robin Hood (Robin), Alcoa Mariner (Alcoa), Yaka (Waterman), Gateway City (Sea-Land), Steel Voyager (Isthmian), Seatrain New Jersey (Seatrain), Venore (Marven). On the Azalea City (Sea-Land), a com-

mendation went out to the entire department but especially to the baker and chief cook for their special attention to the feeding.

Back from seven months on the Persian Gulf-Japan run, the supertanker Thetis (Rye Marine) came home to New York clean and free of beefs in all departments. The ship drew special praise both from the skipper, Capt.



Higginson, and SIU patrolmen who visited the vessel on arrival. The skipper has called the crew the best he's seen in a long time and said there hadn't been a bit of trouble on the long shuttle trip. Ship's delegate James Cline and a delegates' team of Nick Papeyoglou, deck; D. Miller, engine, and W. Moore, steward, got a vote of thanks from all hands for their performance. The steward department also came in for its share of praise for good chow and service.

On the Potomac (Empire Transport), some 4:30 AM chipping in the engineroom woke up the steward department cooks and messmen, but the chief engineer said the noise was "just some pecking away" at the plates. The cooks are figuring maybe they'll try some "pecking away" at the bulkheads near the engineer's room to see how he takes it.

read to crew. Andrew McCloskey was elected to serve as ship's delegate. \$127.54 in ship's fund. No beefs reported by department delegates. Bosun Billy Edelman asks men to carry out orders that he is told to give at emergency drills. Ship's delegate asked to see captain about emergency drills.

TRUSTCO (Commodity Transportation), Aug. 17—Chairman, none; Secretary, F. Quintayo. No beefs reported by department delegates. William Schaefer was elected to

Vote of thanks given to steward department for fine food and service.

STEEL EXECUTIVE (Isthmian), Sept. 16—Chairman, Carl Lawson; Secretary, Bill Stark. Ship's delegate thanked crew for its cooperation. \$25.05 in ship's fund. No beefs reported. Motion submitted to petition negotiating committee regarding pay raise and new working agreements. Steward thanked crew for its cooperation on linen issue. Members getting off asked to leave fo'c'sle keys aboard. All members asked to cooperate in bringing cups back to messroom.

OMNIO FREIGHTER (Mol Shipping), Aug. 17—Chairman, S. A. Holden; Secretary, V. Ratering. P. Cogley was elected to serve as ship's delegate. One oiler is not living up to contract. Engine delegate advised to explain contract to oiler. Crew asked not to waste fresh water and not to use towels as rags.

LUCILE BLOOMFIELD (Bloomfield), Aug. 25—Chairman, Nils C. Beck; Secretary, R. William Birmingham. Ship's fund, \$17.62. Disputed OT in the three departments. It was agreed that no member of the unlicensed personnel will use vacant rooms above the crew deck, but this crew urges that all ships under contract be handled in the same way. Blood type of each member should be put on his clinic card. Suggestion that SIU voting procedure be changed to allow for use of absentee ballots by members aboard ship.

PRODUCER (Marine Carriers), Sept. 15—Chairman, E. Kress; Secretary, M. P. Cox. Ship's delegate requested to keep job. No water fountain placed in crew's quarters as promised at the end of trip. No beefs reported by department delegates. Vote of thanks to steward department.

STEEL VENDOR (Isthmian), Sept. 2—Chairman, Fred Shala; Secretary, J. Goude. \$35.92 in ship's fund. No beefs reported by department delegates. Motion made to have all draws in foreign ports made in American money and to do away with travelers checks. Ship's delegate announced that keys will be made for toilets and washrooms, and every man will be given one. Vote of thanks to steward department.

DIGEST of SIU SHIP MEETINGS

serve as ship's delegate. One member hospitalized in Aruba. Letter sent to headquarters regarding the injured brother and full investigation of treatment will be made. Vote of thanks by all members given to Brother William Schaefer for help he offered injured shipmate.

A & J FAITH (Pacific Seafarers), Sept. 11—Chairman, M. Trotman; Secretary, John Klinko. One man missed ship in Aden and will rejoin in Suez. Six men paid off. \$30 in ship's fund. Motion made that new men should not be allowed to make other than coastwise trips if they will not have time to return ship to States. Beef on sanitary because of shortage of wipers. Engine department requests the ship's delegate to check on the reason why the new washing machine has not been installed. Beef with steward for buying foreign lunch meats for night lunch.

ORION PLANET (Orion), Sept. 15—Chairman, Clyde Kent; Secretary, R. Mont. Ship's delegate reported everything is running smoothly. \$28.80 in ship's fund. Ship's delegate to see captain about the crew having access to new ice cube machine which was placed aboard at the start of the voyage and is being kept locked up.

Next Port: New York



Homeward-bound three days out of New York, Seafarers on the Steel Worker (Isthmian) team up at coffeetime for a group picture. Shown (front, l-r) are Joe Martin, OS; Harold Steen, OS; Frank Land, MM; rear, Fritz Taylor, AB; Mike Stratos, OS, and Herb Mueller, reefer engineer. Mueller sent in the picture on the return from a three-month trip out to the Persian Gulf and India.

Galley Crew On Transeastern



Everything's shipshape in the galley aboard the Transeastern (Transeastern), where (l-r) Albert Hendricks, BR; Young McMillan, baker; Edward Singleton, pantry utility; Grant Marzett, chief cook, and Harold Ducloux, steward, manned some of the steward department posts on a recent voyage.

Worst Port? Alexandria Heads Seafarer's List

Contrasting the freedom available in the States for seamen who come ashore from foreign ships, Seafarer Leo Seleskie has put Alexandria down in his book as the "worst port" you can name. He says he'd rather be at sea than spend ten days in "Alex" or any other port in the United Arab Republic.

Back from Alex after a couple of trips on the York (Ship Operators) to the UAR and Spain, Seleskie pointed out how a seaman going ashore there "absolutely must have an Arabian to support . . ."

The "guide" who shows you around tells you where to go, what to do, how to spend all your money—"it's the quickest form of foreign aid I ever saw," he adds. "We would all have been satisfied to leave the next day and say to hell with that port-time break. Let's get out to sea again . . . just let's leave Egypt . . ." You just can't win there, says Seleskie. If you stay on the ship, you're pestered constantly to go ashore. And if you go ashore to try it again, the fun begins.

"A guide picks you up, whisks you off in a cab to the most expensive places and will even loan you money when you go broke. He knows he will get it all back—plus."

Seleskie said he'd heard that the

Foreign Payoff? Leave Clean Ship

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of housekeeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

new government in Korea has finally cracked down on the "slick boys" who spend their time stealing wristwatches and hats, and anything else they can from seamen.

"Something of the same order is long-overdue in UAR ports. Let's get the ball rolling at Alex so a seaman can have some freedom. When we want to find our way around, we ought to be able to take a taxi without having a couple of 'guides' on our tail so the cabs will drop us at their joints."

MARGARET BROWN (Bloomfield), Sept. 8—Chairman, W. Tregemby Secretary, W. D. Purdy. No ship's delegate as he left in the last port. Motion made to ask for 2 hours minimum for deck department when the watch below is broken out for OT. Francis Pastrano elected as new ship's delegate. Discussion on canned milk, which is a good thing on some runs. Since fresh milk is available in most ports in Europe, ships on this run should go back to buying it.

AZALEA CITY (Sea-Land), Sept. 14—Chairman, Lou Covette; Secretary, R. M. Nielsen. \$5.12 in ship's fund. Motion that a letter be written by chief steward to be sent to LOG in reply to Brother Van Whitney's letter on pension. Motion that letter on pension be discussed, and membership concurred. Joe Reghetti was elected to serve as ship's delegate. Motion that new chairs be put in crew mess. Vote of thanks to steward department, with special thanks to baker and chief cook.

FAIRPORT (Waterman), Sept. 12—Chairman, S. Thayer; Secretary, J. D. Brigham. Ship's delegate resigned after serving for 18 months. Vote of thanks given retiring ship's delegate for a good job. Brother Foster elected in his place. \$5.05 in ship's fund. Everything going along fine. Motion made that the agent in San Francisco explain new penalty cargo provisions. Vote of thanks to steward department. Washing machine wringer should be replaced. Crew asked to close door to laundry room when finished.

BETHFLO (Bethlehem), Aug. 22—Chairman, F. C. Greff; Secretary,

A Plan On 'War For Peace'

(For several years, Seafarer Joe Pasinosky has given a lot of thought in the course of his travels to the long-range problems facing the US and the Western World. Here he sets down some of his ideas on an intricate subject.)

For the past 40 years we have been witnessing the greatest debacle since the fall of the Roman Empire; the collapse of Western civilization. In the past 20 years alone 700 million people have been enslaved by the Communists. Today they are devouring southeast Asia and are in complete control of Cuba 90 miles off our shores. Tomorrow they may be the masters of South America.

The blunder that we have been making was to attempt to fight Communism on its own terms. They make the ground rules, they determine when and where the next "hot" or "cold war" will be fought, how it will be fought and under what conditions.

I propose that we reverse the situation. We should lay down the rules under which this struggle should be fought. We should force the Communists to compete with us on our own terms and under rules which would be favorable to our cause. To do this I propose that we should launch the "battle of Armageddon."

"Armageddon" is not a war of enslavement or destruction. It is the great struggle for peace, for democracy, for equal rights, the struggle that mankind must wage and win before it can eliminate destructive wars and create the ideal society for us all.

The great battle is described in the Bible, at Revelations, Chapters 19 and 20.

"And I saw heaven standing open; and behold, a white horse, and he who sat upon it is called faithful and true, and with justice he wages war.—And the armies of heaven, clothed in fine linen, white and pure, were following him on white horses. And from his mouth goes forth a sharp sword with which to smite the nations . . ."

The man on the white horse is not an individual, only a symbol. He represents the ideas of the great philosophers; the sword that issues from his mouth is the philosophies they teach. It is these philosophies that move the hearts and minds of man and like a tidal wave sweep him along to the ultimate goal that he seeks.

If we are to succeed in this great struggle we must emulate the symbol that is the man on the white horse. We must truly become the symbol around which all nations can rally. We must teach a philo-

sophy that all men can admire and seek to follow.

First, we must adopt a philosophy of a balanced budget so that we are not destroyed ultimately by spending ourselves into bankruptcy as other nations have done before. Our tax system should be equitable and based on ability to pay.

Second, we must strive to create a universal system of tuition-free education throughout the free world. At home we must expand our tuition-free educational system up through the university level. In this way, every student who can meet academic requirements and maintain minimum academic standards could have equal opportunity to secure a college education, regardless of race, creed, color, national origin or financial status.

Third, we must expand our concept of the role that the Peace Corps should play. We must expand our student exchange program so that upward of a million students could have the opportunity to visit and study in foreign lands. We should grant the opportunity to an equal number of foreign students to visit the US and study in our schools.

In this manner we could accomplish a twin goal. Not only would our students have the opportunity to visit foreign lands and study their customs, cultures, languages and way of life, but the foreign students could have an opportunity to study democracy in action on our own shores.

If we succeed in this endeavor we will strike a death blow against Communism, for it thrives best in those areas where the education of the people is neglected and where democratic principles are least understood. We will be making friends instead of attempting to buy them. We will be strengthening the arsenal of democracy. We would create upwards of 10,000 jobs in the marine transportation industry.

What I propose is not impossible. In the last world war we defeated the Axis powers under the most adverse conditions. Surely we could defeat the Communists under peacetime conditions and with everything in our favor.

Brothers who believe in the wisdom and justice of this cause; brothers who would raise their voices in union halls and at meetings; brothers who would be willing to write letters to their Congressmen and Senators in order to secure the necessary legislation and win public support, all could take part in a cooperative effort to win a battle of great magnitude for our time and for future generations.



Pasinosky

C. V. Bedell, Ship going to shipyard this trip. \$16.55 in ship's fund. Motion to see about having doctor examine crew once every six months, as he does the licensed personnel. Motion that any time the mate does not call gang to get coffee for readiness period, this should be considered one full hour OT. Motion to revise sailing board time, as company has three hours to work with, while crew only has one minute to be late before it costs a day's pay or a fine. Request that rooms be air-conditioned, or at least the messrooms.

OVERSEAS REBECCA (Maritime Overseas), Sept. 8—Chairman, Paul J. Franco; Secretary, John H. McElroy. Ship's delegate reported cap-

the father of Brother Heinz F. Ulrich. Flower contribution quickly raised. One man missed ship at Yokohama and rejoined at Inchon.

PORTMAR (Calmar), Sept. 2—Chairman, L. Barch; Secretary, N. Kondylas. Richard Heffley was elected to serve as ship's delegate. No beefs reported. \$9 in ship's fund. One man missed ship in Baltimore but was replaced.

OVERSEAS JOYCE (Maritime Overseas), Aug. 25—Chairman, M. J. Kerngood; Secretary, C. Misak. No beefs reported. Up to present time crew has been enjoying a pleasant trip. \$9.50 in ship's fund. Discussion on matter taken up with boarding patrolman by ship's delegate, regarding moving certain rooms around to give baker and 3rd cook larger room.

STEEL VOYAGER (Isthmian), Sept. 8—Chairman, Joseph Blinhard; Secretary, Joseph N. Powers. One man missed ship at Alicante, Spain. There were several beefs about the draws being given out in the Port of Calcutta, India. \$10 in ship's fund. Deck delegate suggested that crackers should be ordered in packages of 4 wrapped in celo pack. All members getting off should leave room keys on desk. Ship's delegate thanked the chief steward for his cooperation during the voyage.

BEAUREGARD (Sea-Land), Sept. 15—Chairman, B. Sharp; Secretary, C. Memby. No beefs reported by department delegates. \$3.03 in TV fund. Repairs to be made in galley to stop all water leaks. Clorox for the deck department to be ordered and issued by the chief mate or by the steward.

Motion to be referred to negotiations committee to get pension for those who have 15 years seafaring regardless of age.

DEL ALBA (Delta), Sept. 14—Chairman, Jack Craft; Secretary, L. A. Mitchell. \$1 was left in ship's fund at the end of last voyage. L. A. Mitchell was elected to serve as ship's delegate. It was suggested that a timer be gotten for crew's washing machine. When in port and watches are broken, coffee should be made in large coffee urn, as all hands are working and percolators are too small.

ROBIN HOOD (Robin), Sept. 15—Chairman, Vincent L. Tarallo; Secretary, Louis S. Thomas. Crew requested to turn off washing machine when finished using it. \$34.19 in ship's fund. Vincent L. Tarallo was elected to serve as ship's delegate. Negotiations committee should try to get retirement for any member that has 20 years with the SIU. Delegates to see patrolman about slop chest prices and variety of merchandise. Vote of thanks to the steward department.

ORION COMET (Orion), Aug. 25—Chairman, Manuel De Barros; Secretary, Ernest Trakimavich. \$20 in ship's fund. Crew voted to turn over balance of ship's fund to American Merchant Marine Library Association. Vote of thanks to ship's delegate for a job well done. Motion made that present chief cook not be allowed to sail above 3rd Cook until he is qualified. This motion is caused by the continued and consistent poor quality of food preparation this crew has been forced to endure.

DIGEST of SIU SHIP MEETINGS

tain's view on disputed quarters allowance while ship was in drydock, and on disputed delayed sailing from Honolulu. Both matters will be referred to patrolman, plus the cold water problems. Bosun discussed captain's attitude regarding several items and the incident of a man being refused a hospital slip. All will be referred to patrolman. Crew's attention was called to the death of



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	.....November 4	Detroit	.....November 8
Philadelphia	.....November 5	Houston	.....November 12
Baltimore	.....November 6	New Orleans	.....November 12
Mobile	.....November 13		

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

PERSONALS and NOTICES

J. A. Acosta

Your tax return check is being held at the SIU headquarters counter, 3rd deck.

James Cloughessy

A check from the Manufacturers Trust Bank is being held at the SIU headquarters counter, 3rd deck.

Money Due

Ex-Maritime Overseas

Checks for the following men from the Maritime Overseas Corp. are being held at the SIU headquarters counter, 3rd deck:

R. H. Bunce, Jr., Joseph Bucher, J. D. Crowe, B. Elverum, S. Goumas, Lee Gillain, B. Jackson, Bernard Jackson, James Kendrick, J. F. Lae, S. Mylonopoulos, R. M. Martin, J. Maguire, W. J. McNeely, Vernon Nash, W. W. Newson, L. E. O'Connell, William Pittman, P. Pringi, P. Pacheco, D. L. Redmond, S. Rivera, J. J. Swykert, C. H. Travis, A. Urheim, E. Ward, Stanley Yodris.

Audly Carwick Foster

Your wife needs your help. Write as soon as possible to 338-7th Street, Jersey City, NJ, or 609 Absecon Highway, Hoboken, NJ.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

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Paul Hall

EXECUTIVE VICE-PRESIDENT

Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams

Al Tanner Robert Matthews

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John Fay, Agent Richmond 2-0140

DETROIT 10225 W. Jefferson Ave.

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HYacinth 9-6600

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MOBILE 1 South Lawrence St.

Louis Neira, Agent Hemlock 2-1754

NEW ORLEANS 630 Jackson Ave.

Buck Stephens, Agent Tel 529-7946

NEW YORK 675 4th Ave., Brooklyn

HYacinth 8-6600

NORFOLK 418 Colley Ave.

Gordon Spencer, Acting Agent 625-6503

PHILADELPHIA 2604 S. 4th St.

Frank Drosak, Agent DEwey 6-3817

SAN FRANCISCO 450 Harrison St.

Frank Boyne, Agent DOuglas 2-4401

E. B. McAuley, West Coast Rep.

SANTURCE PR 1313 Fernandez Junco

Stop 20 Phone 724-2848

SEATTLE 2505 1st Ave

SEA TEd Bahkowski, Agent MAIn 3-4334

TAMPA 312 Harrison St.

Jeff Gillette, Agent 229-2788

WILMINGTON Call 508 N Marine Ave

George McCartney, Agent TErminial 4-2528

Joseph Fried

You are asked to contact Arthur Croteau, 7130 Village Way, Houston, Texas.

Lyle Hipp

M. F. Busby asks you to ship his tools COD to his address at 1311 Ann Street, Cullman, Ala.

David L. Meehan

The above-named or anyone knowing his whereabouts is asked to contact his attorney, Martin J. Jarvis, 123 Second Street, San Francisco 5, Calif.

Money Due

Ex-SS Potomac

Checks for the following men from the above vessel are being held at the SIU headquarters counter, 3rd deck:

Eldon Froese, Ernest Gilbo, James Rutherford, Charles Thorpe, Herman Vizena, Readus Wheelington.

Money Due

Ex-Sea-Land Service

Checks for the following are being held at the SIU headquarters counter, 3rd deck:

V. E. Kane, P. L. Miranda, N. A. Paine, O. R. Rodriguez, G. E. Shuford, L. P. Young.

Ernest Ibarra

Ex-SS Steel Chemist

The above-named or anyone knowing his whereabouts is asked to get in touch with the attorney for Harry L. Baum regarding a 1962 accident. Call J. R. Duggan, YUkon 2-9617, San Francisco, collect. Urgent.

Richard J. Grant

You are asked to get in touch with Charlotte L. Callison, 150 South Carolina, El Paso, Texas, regarding a matter of importance to you.

Ex-SS Rye

All crewmembers are advised that a check on the mail situation shows that our correspondence was answered from New York but apparently didn't reach the ship and that all monies due are being collected. I collected my vacation on my pay slips. Clark S. Inman, ship's delegate.

Mike Danguvich

Get in touch with your sister, Mrs. James H. Halverson at 2411 Fourth Avenue North, Seattle 9, Wash. Urgent.

Income Tax Refunds

Checks for the following men are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:

Joseph A. Alves, Louis Baer,

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.

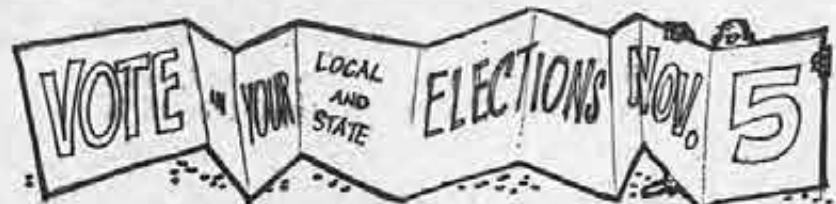
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you 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

Margarito Borja, Roy C. Bru, John P. Chambers, John J. Doyle, Fortunato Drilon, Steve Krkovich, James Lear, Harry Lowther, Waldo M. Oliver (2), Jorgen G. Pedersen, William Saltare, Henry R. Smith (2), Harold R. Thomas, Ding Hai Woo.



College Scholarships for Seafarers and their Families



● One of the first SIU winners in 1953, Dr. Alma Iris Jiminez (right), daughter of Seafarer Pedro Jiminez, is shown 10 years ago with officials at University of Puerto Rico.



● '55 winner Lem Howell, with SIU dad Cleveland Howell in 1958.



● Seafarer George Butenkoff, 1956 scholarship winner, with wife at graduation in 1959 from Newark (NJ) College of Engineering.



● "From AB to MD" is story of Dr. Seymour Wallace, former Seafarer and one of 1954 winners.