

1,700 In Virgin Isles Join SIU

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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

SIU, MEBA CRACK RUNAWAY JOB ISSUE

'We Did It!'



Win Organizing Rights Aboard Foreign Ships

Operators OK Union Program To Revive Industry, Boost Jobs

4 Percent Money Gain To Apply On Pensions, Vacations And Welfare

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Editorial On Curran Sellout

By Paul Hall

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Annual Report Of The SEAFARERS WELFARE PLAN

..... filed with
The NY State Insurance Department

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Behind The Contract Smokescreen: 'Courage'—Curran Style

By Paul Hall

To all outward appearances, the current maritime contract beef is a confused and complicated tangle. Actually the issue was simple and clear cut. It was simply whether US seamen's unions were going to fight to preserve their members' jobs or walk away from the basic problems created by the growth of the runaway fleets.

The confusion was the product of a fog thrown up by NMU President Curran to cover up his hasty retreat. The fact is, which every seaman should know, that Curran surrendered unconditionally in a completely cowardly manner. From now on, no runaway shipowner has anything to fear from the NMU. He has that guarantee in writing from Curran. When Curran dropped the issue, he agreed to turn it over to a fact-finding board whose recommendations would not be binding — which

means that Curran put the whole issue aside for the four years of the agreement.

Once Opposed Runaways

It should be remembered that at the beginning, all unions, the NMU included, made the runaway problem the Number One issue. Curran made that clear in several issues of "The Pilot." He threatened that the operators would have to sign with him for the runaways or else. His first demand was, "1. Amendment to the contract recognition clause to include foreign-flag vessels which the contracting companies were operating."

However, when the operators, in Curran's words, "took the inflexible position of not bargaining on any of the union's economic demands unless the union were first to withdraw its demand on the foreign-flag issue," Curran caved in. He threw away any opportunity to protect his membership against the runaways for the next four years.

SIU Rejects Sellout

I reported to the SIU headquarters meeting on Monday, July 3, that if our Union had agreed to drop the runaway-flag issue, we could have gotten double in the money package. But if for a few measly bucks we would surrender on so vital an issue affecting seamen's security, we would have no right to call ourselves a union. There was no question but that the membership agreed fully with this position. Seamen have long been clamoring for action on this runaway problem. The meeting unanimously ratified the provisions of the contract.

In selling out on this runaway job issue, Curran did more than damage his own membership. The Masters, Mates and Pilots also suffered. They had originally been in agreement with the engineers, and other member unions of the NCMB, to stand firm on this issue. When Curran broke and ran out on the issue the MM&P leadership didn't have the courage to stand up and fight it through. Instead, they took the easy way out by swallowing the Curran line. It is interesting to note that the membership of Local 88, the largest in the MM&P, has repudiated the union leadership and voted down the contract.

The record shows, when all is said and done, that only the NCMB unions stood their ground, and only they won protection for US seamen's jobs. It is shameful that others abandoned their member-

ships to the dictates of the shipowner. This will make organizing the runaways considerably more difficult, but the job will be done nevertheless.

It's a certainty that, having deserted this important issue, Curran will launch "all out" offensives to cover his retreat. He will attack the other unions with a variety of loose and unfounded misrepresentations, which are so characteristic of him.

Curran's press clippings have made much of the fact of his well-advertised "militancy" and "courage." Unfortunately, what he showed at these negotiations was not courage, but something else. It was plain and simple cowardice in the face of the enemy. When such cowardice shows up in a situation involving the livelihood and security of seamen, then it is no longer a private affair. It becomes a public issue because of its unhappy impact on the future of American seamen.

Jersey Tables Curbs On Port Union Groups

TRENTON—Organized labor in the Maritime Port Council of Greater New York scored a victory when the New Jersey legislature adjourned without acting on a labor curb bill sponsored by the Bi-State Waterfront Commission.

The bill would have greatly expanded the commission's authority to interfere in the legitimate picketline and strike activity of harbor unions.

The legislation had already been passed in New York State. In addition to the opposition of the Port Council, it had drawn the fire of AFL-CIO President George Meany, as well as of AFL-CIO unions in the New York-New Jersey area.

Virgin Islands Union Official Visits SIU



Mrs. Ruth Smith, secretary of the Virgin Islands Labor Union, discusses operations of SIU clinics with Dr. Joseph Logue, medical director, during visit to SIU headquarters. The 1,700-member group has affiliated with the SIU.

Virgin Isle Union Votes To Join SIU

ST. THOMAS, Virgin Islands—The SIU's base in the Caribbean was considerably strengthened last month with the announcement that the 1,700 member Virgin Islands labor union had formally affiliated with the SIU.

Coupled with the 5,000 members of the SIU Puerto Rico Division, the addition of the Virgin Islands group gives the SIU a membership of 6,700 workers in the Caribbean area, which is a center of runaway ship operations.

Maritime Federation

At the last SIUNA convention, delegates had voted to participate in a Caribbean maritime federation, which would include SIU affiliates in the area as well as maritime unions from the West Indies Federation, Venezuela and other Caribbean countries.

The Virgin Islands union already has close ties with other Caribbean unions since it is a member of the Caribbean Congress of Labor.

Union Leader Is Senator

The newly-affiliated Virgin Islands union is the only union in the islands with the exception of

the Musician's Union. It is headed by Earle B. Ottley, who is also a member of the island's senate.

Mrs. Ruth Smith, treasurer of the union, said that the group has a membership goal of 3,000. Formerly affiliated directly with the AFL-CIO, the union decided on SIU affiliation after surveying the operations of the SIU's Puerto Rico Division.

Publishes Newspaper

The Virgin Islands union is active on all three of the major islands—St. Croix, St. Thomas and St. John. It represents workers in shops, manufacturing and other phases of the island's economy. The total population of the islands is in the vicinity of 30,000.

The union, which is just a few years old, publishes a newspaper "The Defender" twice a month and is an active participant in island affairs.

Louis Goffin Dies At 61

NEW YORK—One of the veterans of the seafaring union movement, Louis Goffin, died here June 26 after a long illness. He was 61.

An active union member for 40 years, Goffin first went to sea in

1921 and took part in the historic 1921 seamen's strike during which the powers of the Government were used to virtually destroy the International Seamen's Union. Nevertheless, Goffin kept up his union attachment, continuing to sail during the dark days of the 1920's and 1930's. The columns of the SEAFARERS LOG were often enlivened by his description of what it was like to ship out of the old "fink halls" maintained by the U.S. Shipping Board and how novice seamen learned their duties from the bosun's "educated toe."

Goffin transferred from the old ISU to the SIU in 1939, shortly after it was chartered and was active in many of the Union's early organizing drives. Subsequently, in 1941 he was named as patrolman in the port of New York. He served at various times as assistant secretary-treasurer, Philadelphia agent, and Jacksonville agent. Since 1947, he had been repeatedly elected as dock patrolman or joint patrolman in the Port of New York.

He became ill in February of this year and had been bedridden since then.

Goffin is survived by his wife, Dorothy. Funeral services were held on June 28 at Schwartz Brothers Funeral Home in Queens. Burial was in Knollwood Cemetery, Cypress Hills, Queens.



Goffin

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

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NCMB Presents Contract Demands



While US ship operators listen attentively, Jesse Calhoun, chairman of the National Committee for Maritime Bargaining details program for revitalizing US maritime and providing job security for American seamen. Charts illustrate defects in existing maritime policies and need for a new approach along lines proposed by the NCMB. (See centerfold.)

Unions Win On Runaways

SIU, MEBA Succeed In Fight To Strengthen Job Security



Picketing two Bloomfield SS Company vessels in New Orleans at the Perry Street wharf are (l. to r.) Seafarers A. P. Richoux, Raymond Holder, James T. Beasley and Floren Weintraub and MEBA engineer William E. Danese. Bloomfield and Alcoa refused to sign a contract.

NEW YORK—Maritime unions in the National Committee for Maritime Bargaining scored an historic "first" for US seamen when operators representing almost half of the US merchant marine agreed that the unions have the right to

organize US operators' foreign-flag affiliates. The breakthrough scored by the SIU and the Marine Engineers Beneficial Association came in the face of fierce opposition from the American Merchant Marine Institute, headed by John Franklin, and its allies, the major international oil companies.

In addition to the key victory on the runaway issue, the contract calls for a four percent monetary gain, which will be used to improve welfare, pension and vacation benefits for seafarers. The agreement runs for one year.

The agreements signed by the SIU with Atlantic and Gulf contracted operators, by the MEBA with the same group and with Pacific Coast operators, specifically

grant the unions the right to go aboard their foreign-flag ships for organizing purposes. The operators will bargain with the unions whenever they show they represent a majority of any foreign-flag crew involved.

The contracts also provide for a joint union-shipowner committee to "formulate and take all necessary steps to effectuate a program and establish policies for the development and growth of the American merchant marine." Consequently, the unions will have a voice in determining industry policies which affect the jobs and security of seamen.

The agreement was ratified by the SIU headquarters membership meeting on July 3 and is now being acted on in other SIU ports.

Practically all SIU-contracted operators have been accounted for with the principal exception of

Alcoa, which has a sizable runaway-flag fleet, and Bloomfield, plus a smattering of small operators. Both companies had assigned their bargaining rights to the AMMI. Consequently their crews were still on strike when the US courts issued a Taft-Hartley restraining order on July 3. Also unsettled were the contracts between the MEBA and the Institute group.

SIUNA President Paul Hall made it clear that as soon as the 80-day cooling off period has ended, the SIU intends to resume strike action against those operators who have not yet signed the agreements.

Despite the SIU's and MEBA's success, the National Maritime Union surrendered on the crucial runaway issue. It abandoned its principal demands in this and other areas, accepting instead a "package" cooked up by Franklin and the oil companies. The four-year NMU agreement took the heat off the oil and metals companies on the

(Continued on page 7)

Future Of Shipping, Jobs Was Major Contract Issue

NEW YORK—The basic issue in the maritime contract dispute, now temporarily halted by a Taft-Hartley injunction, is between those who want a bigger merchant marine with more jobs and those who would like to see it shrink.

On the one side are the member unions of the National Committee For Maritime Bargaining who offered a program to expand the industry and job opportunities for seamen. On the other side are the policy makers of the American Merchant Marine Institute, consisting of a handful of subsidized companies led by John Franklin of US Lines, and the major international oil and metals companies who have a heavy investment in runaway ships.

The firm alliance between the Franklin group and the oil companies arises out of a situation in which "one hand washes the other." The objectives of the group

to drop their demands on the runaways and their proposals for a union voice on a joint policy-making committee, the AMMI hoped to accomplish both aims. Elimination of the policy-making committee would leave the AMMI with clear sailing as the principle voice of the industry and would enable it to press its monopoly program

in Washington. Further, the economic burden of the package would severely damage the independent, unsubsidized companies. At the same time, the package would assure total immunity to the runaways. Such companies as Texaco, Gulf, National Bulk, States Marine and United Fruit would be guar-

(Continued on page 7)

The Maritime Union, under Joseph Curran, won a "package" money deal involving

of running a ship. In this agreement also was the dropping of what had once been the prime demand of all the unions: bargaining rights on foreign-flag ships under American control but registered under so-called "flags of convenience." Some unions still insist on this point, and also on a pledge to let unions have a voice in such industry problems as subsidy distribution.

Excerpt from "New York Times" of July 2, 1961, describes nature of AMMI "package" deal, and dropping of runaway flag issue.

Here's What Union Won:

The Big Gain: Job Security

Today, as the NCMB pointed out in its program, there are less than 900 active ships in the US merchant marine and employment for seamen is less than in the depression year of 1939. The unions of the NCMB agreed that the principal issue to be faced up to in the negotiations was the job potential of the industry and its effects on seamen's job security. The contract negotiated by the NCMB unions reflects that concern over seamen's jobs.

Q. What are the basic contents of the contract won by the SIU?

A. It has three basic provisions. The first gives the SIU the right to go aboard foreign-flag ships affiliated with SIU-contracted companies for the purposes of organizing. The second sets up a joint union-industry committee to act on maritime issues affecting seamen's employment. The third provides a four percent monetary improvement to be applied to various fringe benefits.

Q. How many foreign-flag ships are involved and what can we do about them?

A. The SIU group of companies signed thus far has affiliations with well over 200 foreign-flag ships. Over 40 of these are under runaway flags and the others under other maritime flags. The number of ships may turn out to be far greater.

SIU organizers can now board these vessels, just as an SIU representative can go aboard a contracted vessel. When a majority of the crew designates the SIU as bargaining agent, then the operator agrees

to recognize the Union on that ship and to negotiate a contract.

Q. What will be the function of the joint union-industry committee? Why is it important to seamen?

A. Up until now there has been no central body speaking for the industry and its workers. As a result, the Franklin group has captured the role of industry spokesman and has used its position to favor the major subsidized companies.

The new committee will work to revamp the merchant marine program of the United States to benefit the entire industry; to support the revival of the neglected domestic trades; to work toward the establishment of an adequate American-flag fleet in the bulk cargo and oil cargo field. In the final analysis, all of this activity would greatly increase job opportunities for American seamen.

Naturally, in discussing the overhaul of the merchant marine program, the subsidy question would arise. The union members on the committee are committed to the principle that any subsidy program must look toward expansion of the industry and development in areas of changing trade patterns.

Q. How will the four percent monetary settlement be applied?

A. The Union is making a study, on the basis of which it will work out a program to apply the four percent in the areas most needed. Such areas could include improving existing welfare and disability-pension benefits, expanding vacation benefits, or developing new protection for seamen.

The Ship Tie-Up, Blow By Blow:

The following summarizes the major events in the ship contract beef:

- All unions whose contracts expire June 15 asked for shipowner concessions on runaway ships. The AMMI and its allies, the major tanker companies, refused to discuss the issue.

- On June 15 and 16, the SIU and MEBA signed 65 companies with over 260 vessels to a one year contract providing: the right to organize some 200 US-controlled foreign-flag ships; the establishment of a joint union-shipowner committee to work for expanded job opportunities; improvements in fringe benefits.

- Both unions rejected feelers from AMMI that a "package" offer would be available if they dropped their demands on the runaways and formation of the committee.

- The US Government proposed a 45-day cooling-off period with a fact-finding board to make recommendations. This was turned down as undermining collective bargaining.

- The NMU surrendered on the runaway ship issue, in return for a four-year "package" deal. Subsequently, the AKA and MM&P signed a similar package.

- The MEBA signed the Pacific Maritime Association to its basic program. PMA had previously been committed to the AMMI position.

- The Government obtained a restraining order under Taft-Hartley, compelling all unions to return to work, leaving the following contracts open: AMMI with MEBA; SIU with Alcoa, Bloomfield and a handful of small operators; MM&P with the Pacific Maritime Association. SIU Pacific District contracts do not expire until September 30.



led by Franklin are nothing less than a complete monopoly of US Government maritime appropriations. In seeking this monopoly, the Franklin group would find the going much easier if they could seriously cripple the rest of the merchant marine.

The oil and metals companies, on their part, are simply out to operate their foreign-flag carriers without interference.

By offering a "package" deal which would require the unions

What P&I Insurance Covers

by Capt. Milton Williams

(Ed. note: This is the fifth in a series of articles written for the SEAFARERS LOG by Captain Milton Williams, formerly vice-president and operating manager of Bull Lines. Captain Williams, who is now retired, will discuss the various phases of American-flag ship operation in these articles from an independent management viewpoint.)

Most seamen during their years at sea will come into contact with companies insuring the vessels on which they sail. This contact may be in the nature of a claim for injury or as a witness in connection with some aspect of their ship's operation.

The two major groups of underwriters are those covering the hull and machinery, and those providing protection and indemnity insurance for the shipowner. Protection and indemnity insurance is usually called P&I insurance. The importance of P&I will become apparent when one realizes the great variety of claims against the owner that this policy covers.

Marine protection and indemnity insurance is insurance to cover shipowners, charterers, ship operators and others having an insurable interest in a vessel against liabilities arising out of ownership or operation of a vessel, be it a small harbor craft or a large ocean-going liner.

The insurance law of the State of New York defines marine protection and indemnity insurance as follows:

"Marine protection and indemnity insurance, meaning insurance against, or against legal liability of the insured, for loss, damage or expense arising out of, or incident to, the ownership, operation, chartering, maintenance, use, repair or construction of any vessel, craft or instrumentality in use in ocean or inland waterways, including liability of the insured for personal injury, illness or death or for loss of or damage to the property of another person."

The name, "protection and indemnity" means little, if anything, to the man unfamiliar with shipping. A more understandable name for this class of insurance would be, "ship operator's liability insurance."

The question might be asked, "Why not change the name so as to make the meaning clear? The answer is that P&I is well known and universally used, so that the change could cause confusion.

Quite frankly, many volumes have been written on the various interpretations which the courts have put on P&I and there are still many controversies today. Therefore, I will stick to basic facts only.

P&I insurance has frequently been referred to as the catch-all insurance. This is not exactly correct because it does not cover all the problems. Nevertheless, it is a type of insurance which becomes involved in so many of the daily shipboard occurrences that it is considered to cover everything not covered by hull and machinery insurance.

American shipowners have available, in the United States, several P&I insurance companies which are able to adequately cover all risks. Prior to World War I, there were no American companies and most of American-flag P&I was carried by British firms.

P&I insurance companies were formed about 1850 in Great Britain to protect the shipowners against damage resulting from laws passed in that country.

Originally, P&I insurance covered only loss-of-life claims, but as time went on the need for broad protection became increasingly manifest. Steam supplanted sail. Vessels increased in size and value. Voyages became longer and more frequent. The amount and value of cargo increased. The number of persons carried on board increased. Laws and regula-

tions were enacted establishing the liabilities and responsibilities of shipowners.

The coverage under P&I has been broadened to meet these changing conditions. Among the risks now covered are:

1. Liabilities for loss of life of, and personal injury to, and illness of seamen, passengers, longshoremen and other persons.
2. Expenses incurred in repatriating seamen.
3. Liabilities arising out of a collision which are not covered by hull policies.
4. Liabilities for cargo loss or damage.
5. Liability for damage to docks, buoys, bridges, cables and other fixed or movable property.
6. Damages caused other than by collision such as damage from propeller wash.
7. Fines and penalties.
8. Quarantine expenses.
9. Liability for wreck removal.
10. Expenses in defending unfounded claims of seamen and other employees.
11. Expenses for putting in to land an injured or sick seaman.
12. Liability for uncollectable cargo's proportion of general average.
13. Costs, charges and expenses in connection with any of the above insured liabilities.

The above list, while large, does not include all the items covered by P&I.

Obviously, it is apparent that a policy to protect the owner from all of the claims which may be made against him or the ship must be quite expensive. The premiums the owner must pay cannot be determined by looking in the little black book of tables, as is the case with life or fire insurance. On the contrary, the insurance rates charged by the companies are determined as a result of a study of company experience.

There is no fixed rate of premium for P&I, nor do the underwriters rate all risks alike. It is largely a matter of individual underwriting judgment. In making a determination of the P&I premiums for fleets, various factors are taken into consideration. The type of vessel, age of the ves-

sel, the trade in which she may be employed, the owner's operating experience, kind of cargo carried, loss record, number of passengers carried, if any, and so on.

Also, of course, we must take into consideration the operating cost of the underwriters, plus a margin for catastrophic losses.

The highest cost of premiums for P&I is paid by passenger vessels. Second is the combination passenger-freight ship, followed by general cargo ships, tankers, bulk dry cargo ships and colliers. It can readily be seen that it is to the shipowner's advantage to reduce his loss record—in other words, claims. His premiums are, in the final analysis, paid on the basis of the record his company was able to make over the years—in other words, his experience rating.

The cost of P&I insurance on American-flag ships is very high. It will be reduced only by the full and wholehearted cooperation of every single individual on board, whether he is the master or messman.

The cost of premiums paid for by P&I are, of course, an operating expense and reflect, in the end, the ability of the American ship to compete for cargo with foreign operators. This is well known to Union officials and is reflected in their ever-increasing drive to promote safety on board, not only to relieve the suffering caused by accidents to its members, but also to reduce the cost of ship operations.

In future articles, we will go into more detail on the items covered by P&I.

Seafarer-Graduate Discusses Future



Seafarer Ed Skorupski (left), who has just graduated New York University, discusses future plans with Professor Oscar Cargill of the NYU faculty. Skorupski is now on the Robin Locksley as chief electrician.

Two Seafarers Graduate Via SIU Scholarships

June is graduation month for two more Seafarers who had been awarded SIU scholarships in past years. Seafarer Edward Skorupski, who sailed as electrician has received his diploma from New York University this month, while Seafarer Donald Peterson is graduating from Swarthmore College, Swarthmore, Pa.

Skorupski majored in English at NYU's Washington Square College. Peterson also took a liberal arts course and has been accepted for graduate work at Harvard University, where he plans to major in education after a summer voyage.

Skorupski, who had sailed for ten years in the engine depart-

ment when he got his Scholarship, won the SIU \$6,000 award in 1957. He has successfully completed his four-year college studies although he never finished high school, since he had to drop out to go to work at 17. Subsequently he qualified for college by taking a test for a high school equivalency diploma given by the state of Connecticut and was successful in obtaining a scholarship award.

Peterson won his award in 1959, after putting in some college schooling on his own time, in between trips. The 30-year-old Seafarer, a Philadelphia resident, served as a volunteer shipboard organizer for the SIU on non-union ships and sailed for a number of years in the deck department.

Peterson has received permission from the trustees of the Seafarers Welfare Plan to apply the balance of his scholarship award to graduate studies.

LABOR

'ROUND THE WORLD

Apparently the world Communist movement is growing increasingly concerned about the activities of the AFL-CIO in combating Communist penetration of trade unions, as well as in supporting anti-Communist efforts in other areas. The AFL-CIO's activities in this area were the target of an angry blast in a recent issue of "The Worker," official publication of the Communist Party, USA. The inference was that the Party was finding AFL-CIO backed opposition a serious obstacle to its plans.

Among the areas of concern to the Communists, is the AFL-CIO's support of democratic trade union leaders from Cuba who fled that country to escape Communist vengeance. Obviously, the Communists fear that Cuban trade unionists can supply effective leadership to anti-Castro movements in that country. Another sensitive area is Berlin, where the East German Communists have long had a hard time keeping rein on German workers, who can see the evidence of greater prosperity on the other side of the Iron Curtain.

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Danish seamen, who recently conducted a worldwide strike for a new contract, faced the problem of scabbing in several areas. In New York for example, one of the downtown job agencies, which makes a living supplying \$100 a month crewmembers to runaway ships, was happy to oblige with three shipboards of scabs to take three Maersk ships out behind the picket lines. But New York wasn't the only trouble spot. In Helsinki, Finland, the Finnish Seamen's Union reports that Communist-controlled dockworkers were ordered to unload the struck ships even though all Scandinavian seamen's and dockworkers unions agreed to support the beef. In addition, in the Finnish port of Kotka trainees in the dock foreman's school were ordered to act as strike-breakers.

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Workers in Cuba, who are having a hard time getting some of the basic necessities of living, are now being ordered to go out and cut sugar cane. All construction work has been halted so that the building tradesmen are compelled to cut cane, and all public works employees have also been ordered off their regular jobs for the same purpose. In addition, other workers are being pressed to "volunteer" for weekend work in the cane fields. The forced labor reflects the lag in the Cuban sugar harvest upon which the country depends for its foreign trade.

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 | August 7 |
| Philadelphia | August 8 |
| Baltimore | August 9 |
| Detroit | August 11 |
| Houston | August 14 |
| New Orleans | August 15 |
| Mobile | August 16 |

SIU Moves Hq Meetings

In order to provide ample seating space for Seafarers, the headquarters membership meetings are now being held in Prospect Hall, at 263 Prospect Avenue, Brooklyn.

The hall, which is situated between 5th and 6th Avenues, a short walk from SIU headquarters, can accommodate a considerably larger number and should be more than adequate to handle attendance at Union meetings. In addition, the new meeting hall site will enable the Union to make more effective use of space in the present Union hiring hall, which doubled as a meeting hall up until now.

IBU Dredgeman Rescued



Ludwig Bednor, a member of the Great Lakes IBU Dredge Section, was the first man rescued from Great Lakes Dredge and Dock's Dredge No. 2 which went adrift in the Michigan City, Indiana, harbor last month. Bednor, 51, suffered back injuries and was the only member of the five-man crew hurt.

**THE SIU
INLAND BOATMAN**

The first convention of the Inland Boatmen's Union of the SIU held in May, mapped a program for aiding the inland waterways industry and extending the benefits of IBU representation both to unorganized boatmen and to boatmen now represented by organizations which are not bonafide maritime unions. Officers of the IBU unanimously elected at the convention are: Robert Matthews, national director; Al Kerr, secretary-treasurer; Earl Shepard, Atlantic Coast area director; Lindsey Williams, Gulf Coast area director, and August Wolf, Great Lakes area director.

The Railway Labor Executives Association has unanimously approved the SIU's application for membership in the million member organization representing 22 major labor unions. The SIU sought membership in the RLEA to give added strength and representation to the IBM Railway Marine Region, since RLEA is the principal coordinating body for railway labor in many fields of activity.

The National Labor Relations Board upheld the IBU victory in the Curtis Bay and McAllister fleets in Norfolk when it threw out charges filed by District 50. The IBU defeated the "catch-all" district in an NLRB election in the Hampton Roads area. Tugmen in the Gatco fleet in the same area also overwhelmingly voted for IBU representation.

The Great Lakes Tug and Dredge Region of the IBU signed three first-time contracts with newly established firms which will operate tugs and dredges in the Great Lakes region.

Coverage in the Seafarers Welfare Plan is considered likely for members of the Railway Marine Region of the IBU. RMR and railway management have been meeting to consider a recommendation by a neutral party that railway tugmen be covered in the SIU welfare plan.

IBU Railway Marine Region members ended their voting for officials of the Region on June 16. The results of the election showed that the following candidates had been elected to their respective offices: G. P. McGinty, regional director, E. B. Pulver, assistant regional director (Jersey City), C. T. Murrell, assistant regional director (Norfolk), Howard Brower, B & O Railroad chairman, William Relyea, New Haven chairman, Frank Pirone, New York Central chairman, Joe Fadde, Brooklyn Eastern District chairman, Woodrow Fuller, Bush Terminal chairman, James Waters, New York Dock chairman, L. A. Burdell, Pennsylvania Railroad chairman (Philadelphia), and Richard H. Avery C & O chairman (Norfolk).

Five members of the SIU Great Lakes Inland Boatmen's Union were rescued after spending a night on a derrick buffeted by high winds in Michigan City harbor last month. Shortly after the rescue, the craft, derrick dredge No. 2, owned by the Great Lakes Dredge and Dock Company, sank. One man, Ludwig Bednor, was injured when a wave slammed him into the winch during the rescue. The other crewmembers, Nick Grbich, H. K. Benell, Ambrose Meagher, and J. J. Sweeney, were treated for exposure to the high winds and cold water. The accident occurred when the dredge broke loose from the tug which was towing it into the harbor on May 26. A storm prevented Coast Guard men from rescuing the crew who had to stay on the vessel for 12 hours.

The IBU and the Marine Engineers Beneficial Association are combining their efforts to organize numerous river fleets in the Midwest. The major targets include unorganized boatmen and companies presently under contract to District 50 of the United Mine Workers. The MEBA recently won an important victory by defeating District 50 in a National Mediation Board election in the Erie-Lackawanna Railroad. The election involved 51 licensed engineers on Erie-Lackawanna tugs and ferries.

ICC Reverses Field, Criticizes RR Bid For Ships' Cargoes

WASHINGTON—Coastwise shipping may finally be getting fairer treatment at the hands of the Interstate Commerce Commission. This was indicated by a recent commission ruling involving Seatrain Lines and Sea-Land, both SIU-contracted companies, and the only two lines operating in the coastal trade.

The ICC ordered cancellation of a proposed reduction of all-rail rates on paint or varnish driers as an obvious attempt to take away the business of the shipping companies.

The decision was based on the rule of ratemaking added to the Interstate Commerce Act in 1958 which, although forbidding the ICC to hold up rates of one mode of transportation to protect another, requires the commission to consider the national transportation policy which is to encourage all modes of transportation and prohibit destructive rate practices.

Maritime unions and the remaining companies in the domestic trades have complained that the ICC, in its eagerness to please the railroads, has studiously ignored the objectives of the act. The union charges were largely upheld by the Senate subcommittee which held hearings on the problems of coastwise shipping last year.

Consequently, maritime unions are hopeful that the latest ICC ruling represents some response to criticism of its past practices. The ICC ruling on the paint or varnish drier rates noted that if railroads were allowed to charge rates equal to water carriers, Sea-Land and Seatrain would be able to attract very little, if any, of the traffic and would be threatened with extinction.

The ruling said that allowing the rail rates to drop to the water rates would be in contravention of the national transportation policy calling for the development and preservation of a transport system by water, highway and rail as well as other forms adequate to meet the need of US commerce and national defense.

The ICC referred to a similar decision in 1960 involving Pan-Atlantic, Sea-Land's predecessor, in which the commission established a six percent differential in favor of the water carrier as opposed to trailer-on-flatcar service.

In the current case, the ICC ruled unanimously in favor of giving the water carriers the right to establish itself as the "low-cost" transport medium. In the earlier ruling, one commissioner protested the establishment of a water-rail differential.

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Kennedy Would End FMB; Revise Shipping Agencies

WASHINGTON—A complete overhaul of Government machinery for regulating the maritime industry has been proposed by President Kennedy. The President sent a reorganization plan to Congress which would abolish the present Federal Maritime Board and give the Secretary of Commerce the job of passing upon subsidy awards.

The purpose of the reorganization is to separate the regulatory function from the job of developing and promoting merchant shipping. Under the existing set-up, the Federal Maritime Board and its related body, the Maritime Administration, both had regulatory and promotional functions. These, the President said, conflicted with each other, since in the interest of promoting the industry, the regulatory function went by the wayside on many occasions.

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Dilute Responsibilities

"Intermingling of regulatory and promotional functions has tended, in this instance to dilute responsibility and has led to serious inadequacies, particularly in the administration of regulatory functions," the President declared.

To complicate matters, the Maritime Administrator was also chairman of the FMB, giving him a split personality as far as regulating and promoting was concerned. The two agencies also shared other employees.

Under the new set-up, a five man Maritime Commission would be established. This would be the "court" for the industry, which make all the decisions on regulation cases. The Maritime Administration would continue as the agency responsible for technological advances, for supervising the design and construction of new ships and for the day-to-day ad-

Esso, Socony Divvy Up Afro-Asian Markets

Technically two separate oil companies since 1911, Standard Oil of New Jersey (Esso) and Standard Oil of New York (Socony-Mobil) have made a new arrangement to divvy up oil operations in West Africa, Australia, Indonesia, Japan and Southeast Asia, involving a total market of close to a billion people.

The new arrangement involves a half-interest for each company in a tanker fleet of 26 wholly-owned ships, plus another 51 vessels under charter. All of the ships involved are under runaway flags, or various foreign flags.

Result Of Government Action

The revision in the set-up was the result of Government anti-trust action dating back to 1953 with respect to foreign marketing operations. The official Esso publication "The Lamp," put it this way:

"Concurrently with the announcement of the forthcoming Stanvac reorganization Jersey signed a consent decree that ended the litigation, but did not admit any violation of the law."

Stanvac (Standard Vacuum Oil

Company) was set up as a jointly-owned venture of Esso and Socony in the Eastern Hemisphere back in 1933, thus disposing of the problem of competition in that area between the two companies.

A map published in the magazine shows that Esso will take over the business in India, Pakistan, Burma, Thailand, Tanganyika, South Korea, Malaya, the Northern Philippines, and South Vietnam among others. Socony will operate in Somali, Ethiopia, the Union of South Africa, New Zealand, the Rhodesias, the southern half of the Philippines, New Guinea and Hong Kong.

Joint Operations

Both companies have agreed to operate jointly or side by side in Japan, Indonesia, Formosa and Australia.

In a gesture of appeasement toward the anti-trust division the announcement adds that "neither company is restrained from entering any area where an interest is received by the other." Observers would be vastly surprised though if, for example, Socony Mobil were to poke its nose into Esso's preserve in India or vice-versa.

SEAFARERS

PORT O' CALL

New York and Baltimore

675-4TH AVENUE • 1216 E. BALTIMORE

BROOKLYN BALTIMORE

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.



SEAFARERS ROTARY SHIPPING BOARD



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

May 1 Through May 31, 1961

Sparked by an upsurge in in-transit ships, SIU shipping made a strong comeback in the month of May. A total of 2,674 jobs were shipped in all ports, well ahead of April's 2,240 totals.

While payoffs and sign-ons varied only slightly from the March figures, there were an additional 26 ships making in-transit calls. These apparently were responsible for the increase in job opportunities.

New York and Houston again dominated the job picture, with each port shipping 485 men during the month. Houston had the most ship calls, 108, with 83 of these being of the in-transit variety. New Orleans and New York both had 83 ships in, but New York had by far the largest number of payoffs.

The ratio of registration on the beach to total jobs shipped continues to be very favorable for class A men. With 2,331 men on the beach compared to the total of 2,674 jobs shipped, the class A group is assured of speedy shipping. All three seniority classes showed sharp increases in shipping during the month. Shipping in class I-S also showed a marked improvement in May, with 33 men going out in the chief steward category compared to 21 in the previous month.

The traditional summertime pattern in engine room shipping is showing up again as in past years. As against a total month's shipping figure of 972 jobs, there were also 643 class A men registered. In fact, the total registration of "A" and "B" men barely matched the month's shipping. It's always hard to fill those black gang jobs in the warm weather.

Ship Activity

Table showing ship activity by port, including columns for Pay, Sign In, Offs, On's, Trans., and TOTAL.

DECK DEPARTMENT

Table for Deck Department showing registered and shipped counts for Class A, B, and C across various ports.

ENGINE DEPARTMENT

Table for Engine Department showing registered and shipped counts for Class A, B, and C across various ports.

STEWARD DEPARTMENT

Table for Steward Department showing registered and shipped counts for Class A, B, and C across various ports.

SUMMARY

Summary table showing totals for Deck, Engine, and Steward departments across all categories.

† Group 1-s men totals included in Group 1 totals. * 1 man shipped 1-s, class B. ** 1 man registered on beach 1-s, class B.

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

Check Up On Personal Safety Gear

One of the key points in any shipboard safety program is provision for regular inspection and maintenance of personal protective equipment, such as respirators, goggles, safety belts, gas masks, oxygen breathing apparatus (OBA) and similar gear. There is too little regard for such safety equipment most of the time; the feeling is that it will somehow take care of itself. Yet these items of personal safety gear are subject to the same abuse, wear and tear as all other tools and equipment.

Frequent instruction and reminders on the use of the OBA, the limited value of gas masks (in areas where oxygen content may be low) are just as important as regular fire and boat drills. It seems like a "nuisance" sometimes to have to turn out for these instruction periods and drills; "everybody knows about them" is the attitude. Anyone who reacts that way is loading the dice against himself and his shipmates.

Extra Margin Of Safety Is Important

Sure, disaster may never come. But what a break for the whole gang if it has gone through the whole procedure on a dry run a couple of times before. Professionals, firemen ashore, go through the same routine as a drill regularly and this is bound to pay off in an emergency.

The same applies to the personal safety equipment and its use. Someone has to be delegated as the responsible person for this gear. It has to be inspected before being issued and after each use. Any cleaning, repairing or drying out should be taken care of immediately after use—before the gear is put away. Improper storage will result in deterioration, particularly with canvas and rubber items. Replacements or stand-by parts should be readily available.

The extra margin of safety offered by the above, and many other long-established practices on American ships, drew a sharp blast a few days ago. The beef by one management spokesman was that US ships have "too much" of an edge on safety over foreign ships and management has to close this gap. He conceded at the same time that American ships are the safest in the world but said this accounts for a big cost item in US ship construction.

Direct Solution: Turn Back The Clock

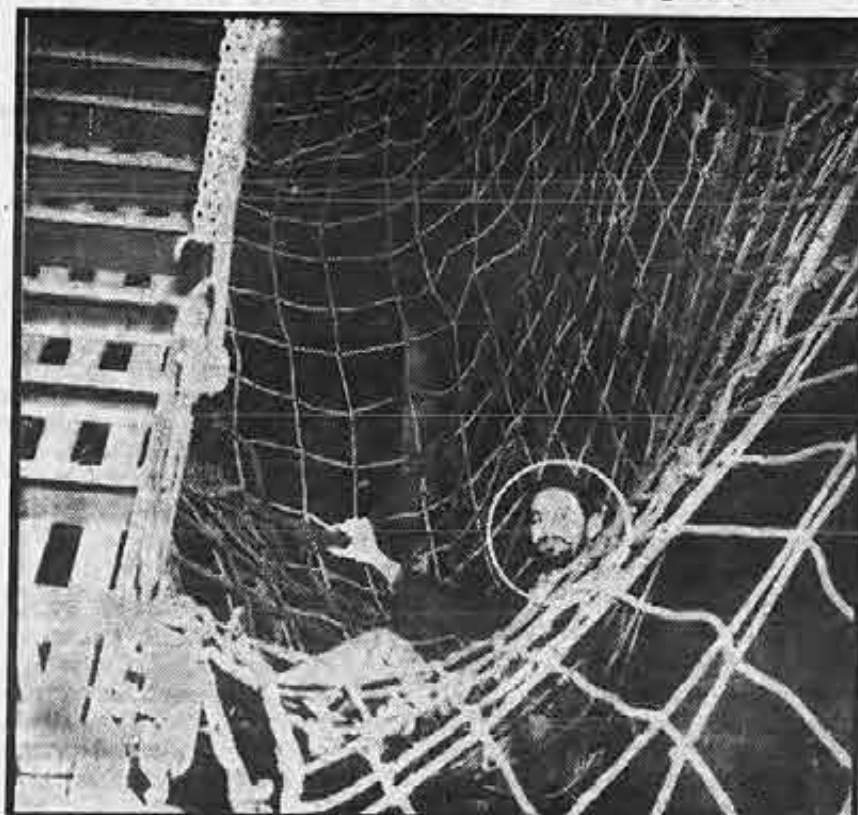
His solution is simple and direct: Turn the clock back on American ships and bring the safety level down closer to the standards on the foreign-flaggers. This is a weird approach to the problem of competition, but typical of the attitude in some management quarters. The reasoning is that crew and passenger safety and comforts can be sacrificed right off the bat without hurting anybody.

This comes up at a time when foreign ship lines are building new vessels with more and more American-style features and accommodations so they can drain off what's left of the US passenger and cargo trade. The compartmentation and safety protection built into US ships are being adopted by more foreign lines all the time. These items are finally being recognized as matters of importance. The foreign vessels are closing the gap between our ships and their own by bringing their standards up to the American level. As was noted here, following the SIUNA convention last March, the US industry would do itself some good by insisting, as the unions have, on encouraging this trend—not by stopping it dead in its tracks. A new international convention on sea safety, dedicated to bringing safety standards on foreign vessels up to those of the US, could do it.

The SIUNA Convention in March in Puerto Rico urged the American shipowners to pay strict attention to safety aboard ship as a protection for passenger and crewmembers. It is a dictate of common sense that relaxed safety standards aboard American-flag vessels would not contribute to the nation's merchant marine, but rather might give away another competitive advantage to foreign and runaway flag ships.

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

Seafarer At Ease In Safety Net



Confidence in value of gangway safety net is demonstrated by Seafarer Norman Carthwright, OS on the Kyska (circled), as he comfortably relaxes in one for a posed shot by a LOG photographer.

Runaway Operator Testifies

US Companies Finance Construction Of Foreign-Owned Bulk Carriers

WASHINGTON—The spokesman for the runaway shipping industry let the cat out of the bag on the nature of runaway operations when he testified before the House Committee on Ways and Means on proposals to tax runaway earnings. Erling D. Naess, president

of Naess Shipping Company told the Congressmen that runaway ships, even when not directly-owned by the companies or by Americans are financed by the American companies in whose behalf they operate.

It has been reported that American oil and metals companies, as well as American ship operators, directly own some 460 ships under the runaway flag. (See back page). But maritime unions have contended for some time that they control far more tonnage than that under the long-term charter device, there being some 1,600 ships in all under the runaway flags of Panama and Liberia. Naess' testimony confirmed that for practical purposes, these ships are built specifically for service in American trades and are financed accordingly.

As such, even though they are not directly American-owned, they could be subject to the jurisdiction of American maritime unions. The International Transportworkers Federation, representing European maritime unions among others, has recognized that Ameri-

can unions are entitled to jurisdiction over ships controlled by US firms, as well as owned directly by them.

Naess' testimony reads in part as follows:

"The majority of the vessels" [runaway-flag ships—ed.] "are leased under varying forms of long-term charters to major oil and steel companies for the transportation of such bulk cargoes as petroleum, iron ore and coal . . .

"The charters themselves serve as the principal security for ob-

taining financing for the construction of the vessels and the major part of the charter hire paid by the oil and steel companies is paid over to the financing institution by way of amortization and interest."

From the union point of view, if American companies financed the construction of a vessel for their own use, the vessel is under their control from the moment it enters service, no matter what the flag it flies or who is nominally the owner.

NCMB Unions Win

(Continued from page 3)

runaway issue and was also designed to undermine the non-subsidized segment of the industry and endanger the jobs of the seamen they employ. The latter is the principal objective of the Franklin group of operators.

The SIU and MEBA flatly rejected the Franklin package, declaring that it was "guaranteed to make a sick industry sicker."

They added that "No matter how the AMMI sugar-coats its offer, the fact remains that the institute is determined to shove the runaway-flag issue under the rug . . . We in the NCMB will not accept an AMMI bribe to drop our position . . ."

The NCMB called for a Congressional investigation of the AMMI program.

It was clear that the basic issue in the dispute was between the NCMB program to expand US shipping and jobs, and the AMMI objective of a small merchant marine, monopolized by a handful of subsidized operators. AMMI President Ralph Casey has, on several occasions, declared that within a very few years the merchant marine will consist of only some 350 subsidized ships.

Casey has also staunchly defended the runaway-flag device, calling the runaway ships the "fifth arm of defense."

It's clear that not all the subsidized operators take the same viewpoint. The Pacific Maritime Association broke with the Franklin program by signing with the engineers. The PMA agreed that US seamen's unions should have the right to organize runaways. It also approved of the participation of US unions in determining the industry's policies and goals.

In setting up the joint union-industry committee, the unions plan specific steps to revive the domestic shipping industry and the thousands of jobs which once existed in this trade, to assure US seamen and ships employment opportunities in the dominant bulk cargo trades, and to modernize the subsidy program so as to meet the needs of changing trade patterns.

The SIU companies signing the agreement have more than 40 ships operating under runaway flags, plus an estimated 200 other vessels under various foreign flags. The full extent of the operators' participation in the foreign-flag field is believed to be far larger than that.

The NCMB program in this area won important support when the Seamen and Waterfront Workers' Trade Union in Trinidad sent wires offering its full cooperation. Other Caribbean unions are expected to do likewise.

The signing of the SIU agreements followed upon presentation of the NCMB's demands at an open meeting on June 7, attended by all sections of the shipping industry.

(For the full text of the National Committee's proposals, see the centerspread in this issue.)

Shipping Future Was At Stake

(Continued from page 3)

anteed freedom from union organizing.

The Franklin group was not concerned about the costs of the package, since as subsidized companies, they would simply pass these costs on to the Government. They counted on the powerful political influence of their allied oil and metals companies to help silence any Congressional criticism.

The Franklin "package" scored when the National Maritime Union bought the whole scheme and dropped its demands on the runaways for at least four years.

Just this past April, NMU President Joseph Curran, in an article in the "Industrial Bulletin," called the runaway ships "one of the most potent factors in the decline of the merchant marine," and a "grave threat to jobs and standards . . . achieved aboard American ships." He added that it was his hope that the runaway issue could be settled "before it is too late."

Curran also recommended that "labor, management and Government" should "come together on a regular basis to work together on all the problems confronting us" such as those of domestic shipping. Yet the NMU refused to participate in the NCMB program which called for just such an arrangement.

Following the NMU action in putting aside the runaway threat to jobs and standards, the American Radio Association and the Masters, Mates and Pilots also dropped the runaway issue.

The stumbling block to this scheme was the response of the NCMB unions. They flatly rejected the "package" as one which would destroy the jobs and security of maritime workers. Further, they asked Congress to fully investigate the "irresponsibility of the subsidized operators who are using Federal money to destroy segments of the American merchant marine."

Since the Pacific Maritime Association also rejected the Franklin package, it appears certain that

there will be a searching Congressional look at the maneuvers of the AMMI group.

The NCMB unions, declaring that the "AMMI's proposals are guaranteed to make a sick industry sicker" added the following:

"No matter how the AMMI sugar-coats its offer to make it appear palatable to seamen, the fact remains that the Institute is determined to shove the runaway-flag issue under the rug, with the sacrifice of seamen's jobs and of a considerable segment of the American-flag merchant industry on the altar of the international oil and metals companies . . .

"Clearly the position taken by the AMMI shows that the Institute is ready to plunder the Federal treasury with two objectives in mind—(A) to strengthen the hand of the subsidized few while forcing the independent operators out of the trade and (B) to shield the runaway-flag oil and metals companies, who are themselves depriving the Treasury of untold millions in tax revenues, as both President Kennedy and Secretary Dillon have testified . . .

"We in the NCMB will not accept an AMMI bribe to drop our position on runaway flags and on the need for a responsible approach to the industry's problems through joint labor-management action. We will not sell out the job security of our members, nor will we participate in any scheme to liquidate any section of the US merchant marine . . ."

The member unions of the NCMB at its formation included the MEBA, Masters Mates & Pilots, Radio Operators Union, SIU Atlantic, Gulf, Lakes and Inland Waters District, Sailors Union of the Pacific, Marine Firemen's Union, Marine Cooks and Stewards Union, Staff Officers Association, International Longshoremen's Association and Operating Engineers Local 25. The MM&P participated in the initial bargaining with the NCMB but subsequently withdrew.

THE GREAT LAKES SEAFARER



Lakes Welfare Plan Paying Full Benefits

DETROIT—With the signing up of two more operators strengthening the program, SIU members are now collecting benefits from the SIU Great Lakes Seamen's Welfare Plan, which went into effect on April 1 with a full schedule of benefits.

The two additional companies which signed the agreement are the Ann Arbor Company, which joined May 15, and the Michigan-Ohio Company, which entered the plan in April a short while after the program began.

First Maternity Benefit

The first maternity benefit has been paid to the Donald Cubic family. They recently welcomed a bouncing baby girl, Michalene. The father is a crewmember of the cruise vessel Aquarama.

The first in-hospital benefit was presented to Carl Larson, while a \$195 reimbursement payment was made to Mrs. Edith Johnson, whose husband, Edmond, is 2nd cook on the tanker Detroit.

John R. Emery, assistant administrator of the plan, said claims are being processed very quickly since the enrollment cards first began pouring into headquarters.

The latest recipients under the Plan are: Henry T. Larsen and

Jason Holtry, hospital benefits, Frankfort; Joseph Scheitz, maternity benefit, Little Falls, Minn.; Frederick G. Conly, hospital benefit, Attica, Mich.; Gerald Fast, maternity benefit, Frankfort; Richard Szumila, maternity benefit, Posen, Mich.; Jack Young, maternity benefit, Bay City; and Michael Kandow, maternity benefit, Alpena.

First Lakes Maternity Benefit



SIU Representative Dick Hollingsworth presents a maternity benefit check for the first baby born under the Welfare Plan to Mr. and Mrs. Donald Cubic.

Union Boards Locate In Hq

DETROIT—Acting to provide greater and more efficient service to SIU members, the Great Lakes Seamen's Appeals Board and the newly-established Great Lakes Seafarer's Welfare Plan have moved their offices to the Union's headquarters, 10225 W. Jefferson, River Rouge.

The move brings the operation of the two programs nearer to members and allows for greater and more efficient servicing of members' welfare claims and Job Security Program benefits.

More Convenient

John R. Emery, welfare plan assistant administrator and seniority director said the new location makes the Union "better able to handle the operation of our office and at the same time provides a more convenient location for the members."

The growing demands on both programs were cited as the primary reason for the move. A tighter, more efficient internal operation will also result from the centralized set-up.

Lakes 'Poet Laureate' Winters Sings of Ships, Sea, Seamen

DETROIT—The "poet laureate" of the Great Lakes is 52-year-old Robert Winters, who quit a job as a runner in a New York brokerage firm when he was 17 and caught a liner to France.

Winters, who used to correspond regularly with such literary greats as Somerset Maugham, decided that the sea was the life for him, and has been shipping out of various ports

throughout the world ever since. He is now starting his sixth year on Lakes vessels.

Sporting a Tyrolean hat and brimming over with impromptu verse, Winters is considering having a collection of his verse published.

Winters counts as his worst period the 52 days he once spent in England's Walton Gaol (jail) after he missed his ship. "I hate to say it," he said, "but the conditions were horrible."

Considering his lively career, it comes as a surprise to discover a sentimental streak in the dapper versifier-seaman. He writes with real feeling about cities, ships, scarlet women, and men who have trouble finding jobs after they reach 45. One poem, written after visiting St. Marks Mission in New York's Bowery, is entitled, "Rejected, sir, you're over 45."

His latest endeavor is something he calls "Pygmalion," teaching various people in various ports his poetic style. As soon as the pupil masters the free-and-easy verse method,

Winters pronounces him "Pygmalion," after the Greek mythological character.



Winters

Lakes Port Reports

Lakes Connecting Channel Will Hit Bottom By '62

CHICAGO—The Army Corps of Engineers said that plans for the Great Lakes connecting channels project call for providing the full project depth of 27 feet between all of the Lakes by July of 1962.

The project, authorized by Congress in 1956 and now two-thirds complete, provides for the deepening of channels in the St. Marys River, the Straits of Mackinac, the St. Clair River, Lake St. Clair and the Detroit River to minimum depths of 27 feet for both upbound and downbound traffic.

Included in the project is the replacement of the Poe Lock at Sault Ste. Marie with a new lock. The old lock will be removed, cofferdams built and excavation made for the new lock. It is planned that construction of the new lock will proceed at a rate to enable operation of the new lock in five years.

Costs \$32.5 Million

The new lock will be 1,000 feet long, 100 feet wide and have a depth of 32 feet. It will cost \$32.5 million.

In 1960 Congress passed the Rivers and Harbors Act authorizing

the deepening of harbors to 27 feet at Two Harbors, Duluth-Superior, Ashland, Presque Isle and Marquette on Lake Superior; Calumet and Indiana Harbor on Lake Michigan; Trenton Channel on the Detroit River; Toledo, Lorain, Erie and Buffalo on Lake Erie. Additional deepening to a lesser depth was authorized at Sandusky and Rochester.

The entire Great Lakes Connecting Channels project will cost about \$129 million before it is completed and involves the removal of over 65 million yards of rock and dirt. It is the largest project of its kind in the history of the Great Lakes.

Toledo Moving

TOLEDO—Shipping got a boost with the return to service of the Clemens (Reiss) after a lay-up due to hull damages, and the crewing of C. S. Robinson (Steinbrenner), reports Neil Mahaney, Toledo agent. Ed Doherty, former agent, has been assigned to headquarters in Detroit. The SIU was represented in the all Union conference recently in Toledo which made plans to reactivate the United Labor Committee, which was very active during the fight against the "right to work" bill.

Detroit Fair

DETROIT—Shipping has been pretty fair, quite a few jobs being shipped to various ports. Two additional ships were fit out that were not expected—the Gene C. Hutchinson in Muskegon and the Philip Minch in Buffalo.

Chicago Good

CHICAGO—Shipping has been fairly good. Wisconsin Steel Works has not only called back 250 laid off men, it is now taking more applications. This means a step-up in ore and it's hoped additional vessels will be coming in on their regular runs. A former SIU member, John Avery, just signed a contract with the IBU for his new firm, International Sill Makers.

Buffalo Host To Unions

BUFFALO—Buffalo reports shipping for the past month has been slow, with most replacements being temporary men. A few shifting jobs have come in. A number of unions are now using the new Buffalo hall for their meetings. A delegation from the Southern Ontario Port Council attended the last MTD meeting in or-

der to initiate a program of closer cooperation between the two councils.

Frankfort Pays Benefit

FRANKFORT—Shipping is slow because the Ann Arbor No. 5 is on a five-day schedule. Edward Ward was the first man from the port of Frankfort to receive maternity benefits.

Duluth Sees P-M Men

DULUTH—Shipping has been slow during the month, with a brighter outlook for the next month. A total of 19 jobs were shipped out in the past 30 days, because of late fit outs. The port is active in contacting crew members in the Pickands-Mather fleet.

Alpena Picking Up

ALPENA—Shipping has picked up considerably. Arnold Transit has fit out two more motor vessels, bringing the total to four in operation. The Chief Wawatun will be put in the shipyards in Manitowac, and the company will be calling for a full crew to man the St. Marie to replace the Wawatun. Huron Portland Cement is now operating three boats and is contemplating fitting out the E. M. Ford.

Cleveland In New Hall

CLEVELAND—Port has settled down after confusion of moving to new hall in Lakewood. Latest membership meeting had discussion of Welfare Plan. Cruiser Aquarama has been crewed up and is out on a special cruise before starting Detroit-Cleveland run later in month. After a slow start, quite a few contracted ships are now hitting port and things are beginning to pick up.

Great Lakes Shipping

April 29, 1961 Through May 26, 1961

| PORT | DECK | ENGINE | STEWARD | TOTAL |
|--------------|------------|------------|------------|------------|
| Alpena | 19 | 22 | 3 | 44 |
| Buffalo | 85 | 88 | 13 | 186 |
| Chicago | 29 | 27 | 9 | 65 |
| Cleveland | 14 | 20 | 5 | 39 |
| Detroit | 105 | 57 | 117 | 279 |
| Duluth | 4 | 5 | 2 | 11 |
| Frankfort | 33 | 29 | 27 | 89 |
| Toledo | 54 | 46 | 18 | 118 |
| TOTAL | 343 | 294 | 194 | 831 |

SIU Great Lakes Union Halls

HEADQUARTERS
10225 W. Jefferson, River Rouge 28, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.
ALPENA 127 River St.
Norman Jolicoeur, Agent Elmwood 4-3616
BUFFALO, NY 735 Washington St.
Roy J. Boudreau, Agent TL 3-9259
CHICAGO 9383 Ewing Ave.
Ernest Aubusson, Agent
South Chicago, Ill.
SAGINAW 1-0733
CLEVELAND 15614 Detroit Ave.
(Lakewood)
Stanley Wares, Agent MAIN 1-0147
DULUTH 312 W. 2nd St.
Gerald Westphal, Agent RANDOLPH 2-4110
FRANKFORT, Mich. 415 Main St.
Address Mail to: P.O. Box 287
Floyd Hamner, Agent ELGIN 7-2441
TOLEDO 120 Summit St.
Neil Mahaney, Agent CHERRY 8-2431

YOUR DOLLAR'S WORTH

By SIDNEY MARGOLIUS

Saving Money On Homes

This is a better year than last for shopping for houses, mortgages to finance them and the appliances to equip them.

We've already told you about the sharp reductions this spring on refrigerators and washing machines, and the first signs of price cuts on furniture.

You also now can find excellent values in vacuum cleaners and TV sets, which are unloaded in June at sharpest reductions to make way for next year's models.

Other June buying opportunities include sales of women's dresses; clearances of summer fabrics; seasonal price reductions on lumber, paints, plumbing and heating equipment, and rug-cleaning specials.

You also get a small break on your food bill this month. Wholesale food prices recently dropped to the lowest levels since last September.

Here are tips on these and other June buying opportunities: **HOUSES, MORTGAGES:** Prices of houses have leveled off, and mortgage interest rates have declined just a little this spring.

If you're looking for a place to rent, the National Association of Real Estate Boards reports that there are more apartments available now. Single-family homes for rent are harder to find. Apartment rentals have stopped up and even have decreased slightly in a few cities.

An experiment recently completed by the US Agricultural Research Service provides some useful tips for home-seekers. Not all modern housing ideas turned out to be truly practical. The Government specialists report that families found floor-to-ceiling windows left too little wall space in a small house. They also made it hard to protect interiors from sunlight, with resultant fading of furnishings, and heat and glare. Such windows require a sizable roof overhang, shade trees or an awning.

A family living in a house that featured "open planning," with only partial walls or none separating living areas, found that the arrangement did provide spaciousness but not enough privacy.

Families also reported that bedroom closets in small houses tend to be inadequate. Those in the experiment had 4 3/4 feet of rod space. The Government housing specialists recommend 7 1/2 feet of rod space in each bedroom.

A. M. Watkins, building engineer and author of "All About Houses" suggests five tests of a good plan:

- 1—Is the family entrance (usually through the kitchen) properly located to be near the garage and driveway?
- 2—Is the kitchen centrally located so a mother can observe the children playing and also be near the front door?
- 3—Is the front entrance well planned, with a foyer and coat closet?
- 4—Is there good traffic circulation so that you can go from one room to another without walking through a third? The living room especially should be free of cross-traffic. It is not, in many low-cost houses on which builders skimp.
- 5—Is it easy to reach outside play area, drying area and patio from the house?

Despite the increase in the money supply, and the reduced demand for mortgages, interest rates have been going down only very grudgingly. The Administration itself has reduced FHA mortgage rates only one-fourth of one per cent. The effective rate is now six percent.

However, buyers and sellers currently don't have to pay as much extra discount to get a mortgage, except for VA mortgages. Vets still have to pay discounts of five or six points for a GI loan. A five-point discount means that on a \$10,000 mortgage, you really get only \$9,500 but still have to repay \$10,000 plus the interest.

Watkins reports that closing costs are being trimmed a little. He advises home buyers to bargain harder over such costs, which often range from about \$300 to as much as \$750.

MEBA Delegates Back NCMB; Strengthen District Structure

LOS ANGELES—Staunch support for the program of the National Committee for Maritime Bargaining and action to strengthen the district structure of the union was voted by delegates to the 84th national convention of the Marine Engineers Beneficial Association.

The meeting here from May 15 to May 19 endorsed the program of the National Committee as being in the best interests of both seamen and the industry in which they are employed.

The delegates voted amendments to the national constitution to provide for effective operation of the districts, which were approved by the membership in a referendum vote last year. Before the establishment of the districts, the MEBA had been fragmented into local unions in various port cities, a structure which created difficulties when engineers moved from port to port.

Jesse Calhoon, MEBA secretary-treasurer, addressed the convention on the issue of maritime bargaining, noting the need to reverse maritime policies which have led to loss of ships and employment. He blamed these losses on man-

agement's failure to work for an effective merchant marine program, as well as on the weaknesses of the present subsidy program.

Sea Unions United

SIUNA President Paul Hall also addressed the convention on the bargaining issue, calling the joint bargaining approach the only means of arresting the decline in US maritime. Captain Charles Crooks, president of the Masters, Mates and Pilots Union, told the convention that his organization was working toward a district structure similar to MEBA's with the objective of completing a merger with MEBA.

Peter DeVries, general secretary of the International Transport-workers Federation, was another featured speaker. DeVries came to the US to discuss the withdrawal from ITF of four American unions, the MEBA, MM&P, SIU and the International Longshoremen's Association.

Accident Mars Containership Debut

NEW YORK—The scheduled start of Bull Lines' new containership service to Puerto Rico was marred by the death of a fork-lift driver in a loading accident.

The driver, Steve Kolb, 51, drowned when the stern ramp collapsed as he was driving his fork-lift across it carrying a loaded cargo container. Kolb was trapped in the cab of the lift. His body was recovered that afternoon when salvage equipment lifted the submerged fork-lift out of the water.

The Floridian had been chartered by Bull Lines, along with a sister ship, the New Yorker, from the Erie & St. Lawrence Corp., as part of the company's program to institute container service between New York and Puerto Rico. The two vessels have LST-type loading through stern doors. Unlike an LST, the ramp is not part of the vessel but is secured to the stern of the ship with steel bars fitted into slots in the hull.

Steel Bar Sheers

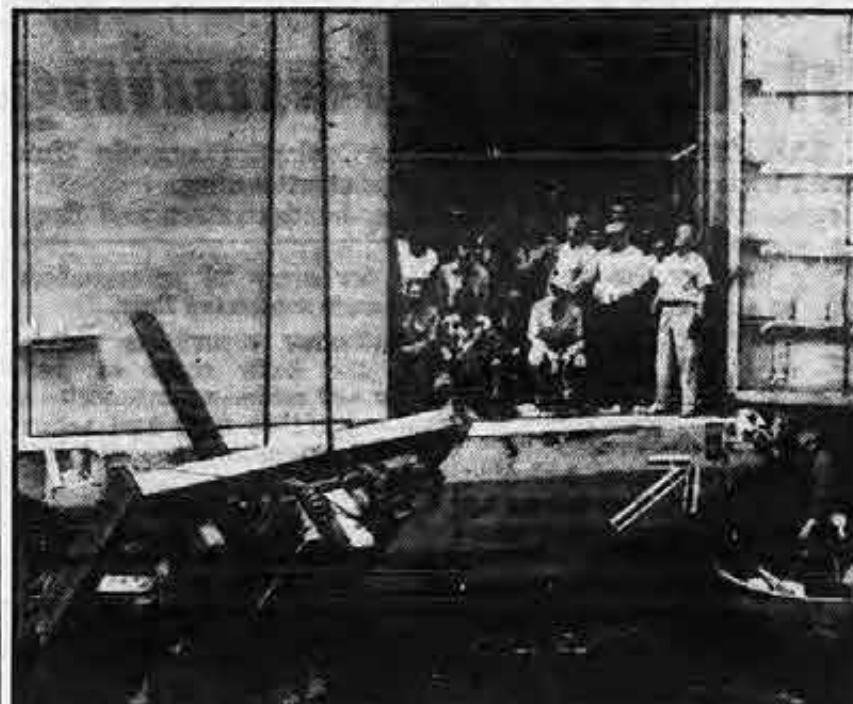
Apparently, the total weight of the load was too great for the bars to sustain. One of them sheered off, tipping the load into the water, and the second one crumpled right after.

The ramp had been built for the company at Bethlehem shipyard in Brooklyn.

Following the accident, the Floridian was shifted to Port Newark for loading at the Erie & St. Lawrence facility there. Her sister ship, the New Yorker, was also loaded there while a new stern-loading facility was built for the Bull Lines pier.

The chartering of the two container vessels is part of a program to upgrade the Bull Line fleet. The company is planning to exchange two Libertys, the Hilton and Carolyn, for two C-4s in the reserve

fleet. It hopes to obtain two more C-4s in the future. The C-4s would be modified to enable them to carry up to 178 containers in addition to the same amount of break-bulk cargo as the C-2s can haul.



While Seafarers and longshoremen look on, heavy lift hauls hi-lo out of water following collapse of stern ramp on SS Floridian. Arrow shows where one of two steel bars supporting ramp sheered off. Other slot is at left, obscured by the hi-lo.

Dr. Weisberger Scores Medical 'First'

A report on an experiment in which hereditary-determined characteristics of human cells were altered in the test tube was presented to the Association of American Physicians by Dr. Austin Weisberger of Western Reserve University. Dr. Weisberger is the brother of Morris Weisberger, executive vice-president of the SIU of North America and secretary-treasurer of the Sailors Union of the Pacific.

At a recent meeting of the Association in Atlantic City, Dr. Weisberger reported on his experiment, which was the first successful attempt to change the genetics of human cells in a manner similar to changes which have been made experimentally in bacteria. Genes are the carriers of material which determines human heredity, including such characteristics as the color of eyes, color of hair and so on.

Used Genetic Material

In these experiments, Dr. Weisberger used genetic material, known as DNA, from blood cells of patients afflicted with one type of anemia. This DNA was added to red blood cells from a patient afflicted by an entirely different form of anemia. The result was that the molecules of hemoglobin (the pigment of the red blood cell) were changed into a new form, one which differed from any seen before.

DNA is a complex acid which acts as the carrier of the genetic pattern from parent to offspring.

It has long been a dream of medical researchers to find a way of altering hereditary characteristics in human beings. If this could be done in a controlled fashion, the technique could be used to prevent defects which are transmitted from parent to child. Among such defects are physical malformations, color blindness, and susceptibility to certain diseases, such as diabetes and anemia.

Dr. Weisberger's experiment is seen as the first indication that some day hereditary patterns in man could possibly be altered under controlled conditions aimed at eliminating such defects.

He plans to do other experiments along these lines and will attempt to grow his transformed blood cells in tissue cultures.

THE

Scientist Alters Cells of Humans In a Test Tube for the First Time

Abnormal Product Achieved in Heredity Experiment by Use of DNA, Paper Given to Doctors' Group Says

By JOHN A. OSMUNDSEN

Special to The New York Times.

ATLANTIC CITY, May 2—Normal hemoglobin as a human cells have for the first time been altered in the test tube by treating them with the hereditary material extracted from other human cells, a scientist reported here today.

The achievement appears to offer the hope that man may someday be able to control his inheritance.

In the experiment described by Dr. Austin S. Weisberger of Western Reserve University, the genetic material extracted from one marrow cell of a person with one type of anemia altered bone marrow cells from a person with another form of the disease. An abnormal and as yet unidentified form of hemoglobin, the pigment of red blood cells, was produced.

Such an apparent change, said Dr. Weisberger, "is a first step toward the manufacture of a new type of hemoglobin."

What he meant was that it could not be determined from his experiment whether the megoloblasts were actually transformed by foreign DNA. To show whether they were, it would be necessary to grow them in tissue culture, and this is the next experiment on Dr. Weisberger's list.

His findings suggest that a way may eventually be found to manipulate living cells by design in the way that the fate of all living things is directed in nature.

Dr. Weisberger began his experiment...

Shown above are excerpts from "New York Times" report on Dr. Weisberger's experiment in altering the characteristics of human cells.



THE PACIFIC

100 Delegates Take Part In MCS Planning Parley

SAN FRANCISCO—The Marine Cooks & Stewards Union's first planning conference opened here with close to 100 delegates attending.

Representing well over 100 ships, headquarters and five branches, the four day conference started June 14 at the union's hall as the delegates met to provide concrete answers to the "changing situations" that are "bringing new challenges and threats" to the MCS.

Active Conference

An active conference, including 14 guest speakers, was set up by the Conference organization committee.

Final reports and recommendations of the conference will be used to guide the union's officers and help determine union policy. The MCS 1961 Contract Negotiations Committee will also study specific items relating to the union's contract.

Organizational activities for the conference were carried on in all branches and ships under the direction of conference coordinator James O. Willoughby, assistant secretary-treasurer.

Members who attended as delegates did so on a "trip off" basis. As delegates they presented the ideas and suggestions of their shipmates. Other recommendations for study and action were forwarded to the meeting from branches and ships, as were money to defray conference expenses.

Conference Representation

Representation to the meeting was set up on the following basis: Three delegates from headquarters; one delegate from each outport; one delegate from each contracted freighter, and one dele-

Delegates Receive Steward Manual, Automation Study

In addition to its usual order of business, the first MCS planning conference also received copies of the MCS Delegates Handbook and a study entitled, "Seafaring Men and Automation: Some Educational Approaches."

The handbook, simply called "The Delegate," is designed to give information and educational material and specific aid to MCS ship's delegate. Copies were sent to each ship and distributed to conference delegates.

Revise Later Editions

Conference recommendations and comments will be used in revising the handbook for further printing and distribution.

The automation study was done by Don White, a Coro Foundation Intern, under the supervision of the MCS Publicity and Research Department. It is co-sponsored by the union and the California Department of Industrial Relations.

White, an attorney, used a questionnaire sent to MCS members in his study. The study will be used by the committee working on automation.

gate for every 50 crewmembers from each contracted liner.

Conference committees undertook the basic study of proposals and made recommendations conference then took final action on the committee recommendations.

At the request of 25 delegates,



One of the notices used to publicize the first MCS Planning Conference.

Motions were voted upon by a roll call of the registered delegates.

Membership Proposals

Proposals that have already been sent to the union indicate that MCS members are interested in the following:

- Hours of work—Suggestions include 40 hours at sea, paid legal holidays at sea and in port, wages based on a 30-day month, straight eight-hour day and time off or pay in lieu of time off.

- Working conditions—Clarification of work duties, elimination of extra work by limiting work for non-seamen and overtime pay for extra work.

- Time off—Free time and use of relief seamen in port, relief for container ships, and other proposals to give seamen some time for themselves.

- Manning scale—Add man Tor bunk work, limit service waiter to one deck each on liners, reduce work load on BRs and waiters on liners.

Other areas of interest include

wages, shipping rules, shipboard conditions, educational programs, constitutional changes and transportation pay.

Morris Weisberger, secretary of the Sailors Union of the Pacific was the keynote speaker. Other speakers included representatives from the SIUNA, other Pacific District unions, government and San Francisco labor groups.

Committees to handle conference work included those on contracts, shipping rules, union services, constitution, food program and safety.

Bedside Chat In PHS Hospital



SUP member Robert Henry (in bed) chats with a fellow patient at the Staten Island Public Health Service hospital in New York. An OS, Henry was last on a USNS tanker.

Ribicoff Presents PHS Award To APL

SAN FRANCISCO—Abraham Ribicoff, Secretary of Health, Education and Welfare, presented a Public Health Service citation to American President Lines last month in recognition of the company's "outstanding record of sanitation maintenance" during 1960.

APL received the fleet citation, awarded for outstanding performance in public health aboard the company's ships, for the third consecutive year.

Last year, each of the concern's 24 vessels earned a rating of 95 percent or more from the Public Health Service during the PHS'

inspection of 166 items of sanitary construction and maintenance.

The award was accepted by APL president George Killion, who said he was especially gratified that Secretary Ribicoff himself made the presentation.

All those whose efforts made the citation possible were to be congratulated on their work, Killion added in accepting the award plaque.

AML Launches New Freighter, Lays Keel For Another Ship

SAN PEDRO—The SS Washington Mail (American Mail Lines) was launched here last month. Just 16 hours after the ship slid down the ways, shipyard workers started laying the keel of a sister ship, the SS

Philippine Mail. The ship will be delivered to the SIU Pacific District-contracted AML in Puget Sound later this year to start transpacific service after the fitout and trial runs of the \$13 million vessel are completed.

A 12,600-gross ton Mariner-class ship, the Washington Mail is 564

feet long, has a speed of 20 knots, can carry 12 passengers and has a crew of 58 officers and unlicensed men.

The keel of the Philippine Mail was laid next to that of the Japan Mail now abuilding. The three ships mark the first phase of AML's eight-vessel replacement program.

Chandler Sells 'Aid' Cargoes

SEATTLE — Misuse of United States foreign aid cargoes, evident to seamen on their Asian runs, was brought home to this port last month.

This occurred when a routine check of stores in the Military Sea Transport Service-chartered freighter Charles C. Dunaif bought in Pusan, Korea, turned up a sack of flour with the markings: "Bread Flour, Enriched, Bleached, Donated by the People of the United States of America, Not to Be Sold or Exchanged." A sack of rice bore similar markings.

Goes Through Black Market

The food apparently had been sent to Korea under the relief program. There, through the black market, it was turned over to a ship chandler who sold it to a freighter. Similar things have happened to other "gifts" from America to starving people abroad, as any seaman on a Pacific run can relate.

SF Honors Seamen With 'Marine Plaza'

SAN FRANCISCO—A plaza being constructed here at Market, California and Drumm Streets was named "Marine Plaza" following the suggestion of the Sailors Union of the Pacific.

Seamen Helped City Grow

The San Francisco Downtown Market Street Improvement Association, in notifying the SUP of the action, said the following plaque will be placed at the plaza:

"Dedicated to the Maritime Industry of early San Francisco and the Seafaring Men who contributed so greatly toward the founding and growth of our city—Erected by the Downtown Market Street Improvement Association and the City and County of San Francisco—April, 1961. Hon. George Christopher, Mayor."

Sponsors Praise Hope's Crew

SAN FRANCISCO—SIU Pacific District crewmen on the SS Hope are doing an excellent job, according to reports reaching headquarters of the three unions here. Crewmembers of all departments have received commendations from the ship's officers, sponsors of the project and others who have visited the vessel at its many Asian stops.

Reports reaching here from Indonesia, where the Hope is now doing its medical mission work, indicate that while the crew is shorthanded, the ship is truly hospital clean—completely painted white, wooden decks scrubbed and bleached, steel decks painted green and not a sign of rust anywhere.

The ship's safety record is exceptional. More than

16,000 patients have been carried aboard the vessel by launches without a single mishap to passengers or crew. In addition, using power supplied by the ship plant, doctors have successfully performed more than 600 operations.

To insure the hospital's cleanliness, black gang members wear white boiler suits when they go to public areas aboard ship.

The steward department has shown its exceptional skill in preparing special foods for patients in addition to the 72-man crew.

The vessel—it has an operating budget of \$3 million supplied by contributions from unions, industry and individuals—is used to train Asian medical personnel besides providing basic health services to thousands of people, some for the first time.



COAST SEAFARER

Pacific Islands Will Get More Ship Services

SAN FRANCISCO—Three SIU Pacific District-contracted companies have received permission from the Federal Maritime Board to make calls at US Pacific trustee islands.

States Steamship will add a stop at Midway to its Pacific route while American President Lines and Pacific Far East Line will add stops at Midway and the Marshalls.

As this was announced, PFEL also revealed that it planned to reorganize its service from the West Coast to Guam and other intermediate Pacific Islands, subject to government approval.

The company, which has been operating in these areas for 15 years, will transfer such service to its wholly-owned subsidiary, Pacific Micronesian Line, Inc.

Operating between Guam and other intermediate Pacific Islands for ten years, PML will extend its service to take in those unsubsidized transpacific routes from the Pacific Coast formerly conducted by PFEL, which will become general agent for the new operation.

PFEL says its reorganization will enable the company to concentrate on its primary service between the West Coast and mainland Asia, leaving the islands' operation to its subsidiary concern.

Optical Plan Begins At Portland



The SIU Pacific District optical program began in Portland when SUP member Paul Schmolke received an authorization for eyeglasses from agent Frank Fellows. On the first day the plan went into effect, more than 40 members applied for eyeglasses from the three unions at all branches.

Praise West Coast Crews For Rescuing Japanese

SAN FRANCISCO—The SIU Pacific District crew and officers of the SS American Bear (Pacific Far East) were commended by the ship's master for "excellent performance of duty" in rescuing seamen of the Japanese coastal steamer, Keihan Maru No. 1, which split in two outside of Osaka Bay, Japan, in February after colliding with the American vessel.

He noted that "all hands were saved... and in our hospital without injury to anyone in 35 minutes from the time of impact."

Rescue Took 35 Minutes
He noted that "all hands were saved... and in our hospital without injury to anyone in 35 minutes from the time of impact."

the survivors "with extreme personal kindness and thoughtfulness using rare individual initiative as the situation warranted."

Orders Effectively Executed
In his letter of commendation sent to the Coast Guard, Captain R. J. Raymer said orders "were efficiently executed without any confusion," and the seamen aided

Coastwise Trade Revival Planned

SAN FRANCISCO—The SIU Pacific District Unions and Olympic-Griffiths Lines of Seattle are holding discussions on the manning and operating of two container ships which the company proposes to use to revive the now defunct coastwise trade.

So far, discussions have been centered on a manning scale of 32 men in accord with existing practices. The talks are continuing on wages, overtime, quarters and the balance of the contract.

Little Coastwise Activity
Outside of two or three steam schooners, there are no vessels in the coastwise trade. Consequently, Olympic-Griffiths' entry would be a big step forward.

The company has received Government assistance for the construction of two vessels. The ships they plan to build are to be diesel-powered with speeds of over 18 knots.

The ships will make two sailings each week on a run between Seattle, Los Angeles and here. Each vessel can carry 200 eight by eight by 20 containers and 75 autos. Shipping rates will include door to door pick-up and delivery.

Other Talks Held
In other efforts to increase job opportunities for their members, the three unions are also meeting

with two other companies and have inspected one ship.

Representatives have met with officials of the West Coast Steamship Company to discuss the manning of a Victory replacement for a Liberty ship that went aground in Asia. The company has received tentative approval from the Federal Maritime Administration to take over the ship and is now completing the purchase.

Inspect Replacement Ship
The vessel, the SS Alhambra Victory, is now laid up in Suisun Bay, California. It was inspected by union officials last month who said some improvements in the foc'sles and messrooms had to be made to bring the ship up to union standards. Once this was done, the ship, a replacement for the SS Portland Trader, would be approved for crewing.

West Coast is also interested in replacing its Liberty fleet with an equal number of Victories, subject to FMB approval. Two or three Victories would be needed, depending on the FMB ruling.

Matson Container Discussions
Talks with Matson Steamship Company are continuing over the manning and quick turnabout of the two container ships, SS Hawaiian Fisherman and SS Hawaiian Citizen. The company has made no offer for the Citizen and the proposal for the Fisherman—a trip off arrangement equal to about five days a month vacation—was unacceptable.

The two Matson ships may become pace-setters for the industry as far as automation is concerned. The company's offer, while it was unacceptable to the unions, is the first that shipowners have made in regard to this problem and is a step forward.

Pacific Port News

Seattle 'Fishyback'

SEATTLE — Alaska Steam "fishybacked" the largest armada of fishing boats ever to Alaska from here. The company received support of the Chamber of Commerce in its fight against post-office plans to send mail north by Alcan highway instead of ship. MCS reports Talkeetna and Olympic Pioneer crewed up, with three Alaska steamvessels expected to come out this month.

Portland Good

PORTLAND — Shipping continues good. MFOW reports bad weather holding back its little league team. Two members, J. J. McGee and Walter P. Kotila, fathers. Twenty-eight grain ships in Astoria fleet to be unloaded and reloaded with surplus red wheat. Hawaiian Pilot laid up. To be renamed Sonora. MTD asked Coast Guard for helicopter for emergency work in area's waters.

N'Orleans Replacement

NEW ORLEANS—Big replacement call come in for SUP here. Tullulah paid off and took on 36 new men.

San Pedro Pickets

SAN PEDRO — MFOW helped man MTD picket lines outside Todd Shipyard. Operators of Catalina expect booming season. Now planning three trips a day on some days to meet demand. Four more members, S. Kaplan, V. Vidal,

A. A. Miranda and C. M. Campbell on pension.

SF Maritime Day

SAN FRANCISCO—All unions took part in Maritime Day rites which were hailed as "best ever." SUP delegate to SF Labor Council, Ed Wilson, elected to group's executive committee. Pope & Talbot Steamship Company taking over Pier 29-31 at foot of Sansome St. Unions aided Danish seamen's strike by manning picket lines.

Honolulu Hydrofoils

HONOLULU—Two 75-passenger hydrofoils will be placed in inter island service sometime next year by island company. Boats will hit 50 knots. Others to follow will be combined passenger-freight jobs. Ventura, on way to Australia, ran out of milk. Had plenty put aboard here, SUP says.

New York Bargaining

NEW YORK—West Coast unions taking part in industry-wide bargaining sessions going on here. F. E. Weyerhaeuser to crew beginning of month and John Weyerhaeuser will follow shortly afterward, MCS reports.

Wilmington Hits Yard

WILMINGTON—MTD struck Todd Shipyard on undercutting unions for tryout run of Moore-McCormack's Mormacglens. Shipyard workers got job with a "sweetheart" contract offering less men, less pay.

Matthews Will Transfer To Hospital In Honolulu

HONOLULU—Money from the Marine Fireman, Oilers, Wipers and Watertenders' Sam Matthews Fund is expected to be used soon to move the partially-paralyzed black gang member from the San Francisco Public Health Hospital to one in this city so he can be near his family.

Efforts are to be undertaken soon by the union and Congressmen Dan Inouye (Dem-Hawaii) and John Shelly (Dem-Cal.), who have expressed interest in the case. Except for a short visit by his wife and four of his seven children a few months ago, Matthews has been separated from his family for two years.

Rank And File Contribute
The rank and file of the MFOW, other SIU Pacific District unions and other maritime unions who have learned of his plight have made generous contributions to the

Fund which is being used to pay for therapy and aids in the support of Matthews' family.

Paralyzed Following Mugging
Matthews has been paralyzed from the waist down following a mugging in New York City in 1959. Doctors say therapy will eventually enable Matthews to regain the use of his legs.

Being close to his family will be a morale boost for Matthews and will better enable him to undergo the long period of arduous therapy prescribed by his doctors.

Alex Jarrett, MFOW agent here, reports that black gang members have contributed over \$1,000 through this branch.

Pacific District Shipping

| Port | SUP 4/10 to 5/12 | MFOW | MC&S 5/5 to 5/31 | Total |
|--------------|---------------------|------------|---------------------|--------------|
| San Fran. | 646 | 209 | 323 | 1,178 |
| Seattle | 120 | 120 | 77 | 317 |
| Portland | 86 | 55 | 27 | 168 |
| Wilmington | 298 | (no hall) | 129 | 427 |
| New York | 54 | 48 | 40 | 142 |
| New Orleans | 64 | (no hall) | 6 | 70 |
| Honolulu | 40 | 46 | 26 | 112 |
| San Pedro | (no hall) | 128 | (no hall) | 128 |
| Total | 1,308 | 606 | 628 | 2,543 |

SIU Pacific District Halls

- SUP**
- HONOLULU..... Pier 8, Room 208
Phone 502-777
 - NEW ORLEANS..... 523 Bienville St.
Jackson 5-7428
 - NEW YORK..... 875 4th Ave., Brooklyn
HYacinth 9-6609
 - PORTLAND..... 211 SW Clay St.
CAPitol 3-4338
 - SAN FRANCISCO..... 450 Harrison St.
Douglas 3-8363
 - SEATTLE..... 2505 1st Ave.
Main 2-0290
 - WILMINGTON..... 505 Marine Ave.
Terminal 5-6617
- MC&S**
- HONOLULU..... Room 206, Pier 8
Phone 5-1714
 - NEW ORLEANS..... 523 Bienville St.
RAMond 7-428
 - NEW YORK..... 875 4th Ave., Brooklyn
HYacinth 9-6609
 - PORTLAND..... 211 SW Clay St.
CAPitol 7-3757
 - SAN FRANCISCO..... 350 Fremont St.
EXbrook 7-3509
 - SEATTLE..... 2505 1st Ave.
Main 3-0088
 - WILMINGTON..... 602 Broad Ave.
Terminal 4-8538
- MFOW**
- HONOLULU..... 56 North Nimitz Highway
Phone 5-6077
 - NEW YORK..... 130 Greenwich St.
Cortland 7-7094
 - PORTLAND..... 522 NW Everett St.
CAPitol 3-7297-3
 - SAN FRANCISCO..... 246 Second St.
Douglas 2-4592
 - SAN PEDRO..... 296 West 7th St.
Terminal 3-4183
 - SEATTLE..... 2333 Western Ave.
MAIn 2-6328

A Visitor From Africa



Saying goodbye to some live cargo from South Africa are (l. to r.) Seafarers Red Ratcliff, AB; Archie Beck, bosun, and Bill Liston, steward dep't on the Robin Locksley. Ostrich was one of consignment brought from South Africa.

West India Selling Out; Sea Level Up For Grabs

NEW YORK—Apparently hard-hit by the drastic decline in trade between the United States and Cuba, the West India Fruit and Steamship Company is offering its six-ship Liberian-flag fleet for sale. Included in the vessels on the selling block is the SS Sea Level, the old SS Seatrain.

A factor in the company's decision to sell out is undoubtedly the prospect that under recent Labor Board and Supreme Court decisions, the company would be obligated to deal with the SIU for its unlicensed personnel on the Sea Level and would have to start paying American wages instead of the bargain basement Liberian-flag wage scale.

Involvement in the projected sale, aside from the Sea Level, are the carferries City of Havana, City of New Orleans, Grand Haven, New Grand Haven and Joseph R. Parrott, all of which operated on the Havana run.

In fact, the sale advertisement came while the company was still attempting to get the Federal Courts to overturn the SIU's landmark victory in the Sea Level case. Chances of success in this area are extremely slim in light of the Supreme Court's action in upholding the Labor Board's jurisdiction over runaways.

Turning Point

Whatever the disposition of the ships, the Sea Level case will stand as the turning point in the fight of American maritime unions against the runaways. Coupled with the previous SIU success in the SS Florida case, it established the principle that American-owned ships cannot escape American unions by hauling down the American-flag and substituting a runaway ensign.

The first score in the runaway fight was made by the SIU in July, 1958. At that time the National Labor Relations Board agreed with the Union's position that crewmembers of the Liberian-flag SS Florida were subject to US labor law because the ship was American-owned and operated in American foreign commerce. The SIU then won an election on the ship by a count of 87 to 21.

This victory touched off a massive counterattack, spearheaded by giant oil, steel and aluminum companies which have the biggest stake in runaway operations. To-

gether with the Department of Defense and Department of State in the then Eisenhower Administration, they sought a reversal from the Labor Board.

Later that same year, SIU organizers signed up most of the Cuban crewmembers of the Sea Level, which operated between New Orleans and Havana. The company then fired all crewmen who

High Court Again Nixes Runaways

WASHINGTON — The desperation bid of runaway ship-owners for a rehearing of the Ore Monarch case has been rejected by the Supreme Court.

In April, the high court had refused to give a hearing to the runaways who were seeking a reversal of a Pennsylvania supreme court decision. The Pennsylvania court had told the ship's operator to go to the Labor Board if they had any complaint against US maritime unions.

The effect of the Supreme Court's original action was to uphold the jurisdiction of the Labor Board over American-owned runaways, as shown in the Board's rulings in the SS Florida and SS Sea Level cases.

had signed pledge cards, demanding that they repudiate the cards if they wanted to get their jobs back.

The result was that the SIU filed unfair labor practice charges against West India, as well as against the owners of the Florida for refusal to bargain, and against operators of other runaway ships, such as the Yarmouth for similar anti-union acts.

It was then that the Administration and the "Committee for the Flags of Necessity" brought their heaviest guns to bear, putting enormous pressure on the Board to reject the SIU's complaint. Nevertheless, after nearly two years' delay, the Board ruled in February of this year that West India must abide by US labor laws.

SIU SOCIAL SECURITY BULLETIN BOARD
SEAFARERS IN DRYDOCK

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

- | | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| USPHS HOSPITAL BALTIMORE, MD. Elmer W. Carter George Davis Patrick Devine Clifford Donelson Thomas Driscoll John Drummond Andrew Flaherty Chester Green James Helgoth Walton Hudson | USPHS HOSPITAL BRIGHTON, MASS. Wm. S. Costa Gilbert G. Edwards John M. Flaherty N. J. Oppedisano | USPHS HOSPITAL SAVANNAH, GEORGIA Carroll Rollins Billie B. Darley W. McLean Burtie Reynolds | USPHS HOSPITAL GALVESTON, TEXAS Leo Dingman Pedro Moreno William Millison Lester Peppitt | USPHS HOSPITAL NEW ORLEANS, LA. Charles L. Avera Trussell Beatrous | Colon Boujwell Ulric C. Boyd Charlie Burns Ernest Cochran Keith Cole Thomas Conley Thomas Conley Thomas Conley E. Douga James Egan Edgar Goulet H. Green Joseph Guillory Wade B. Harrell E. L. Jarrett Neres Johnson Edward Knapp Leo Lang Anna A. Lanza Theodore Lee Norman Lightell Ezeb Manuel Louis T. Marshall James L. McCarthy Eddie Michael | Salvador Modica Anthony Pinchock Lanix F. Reed George Rhodes Calvin A. Rome Franklin St. Mary Gus Sanchez Irvin J. Savoie Murray A. Savoy Cyril H. Sawyer T. L. Simonds Chas. D. Simpkins Charles W. Smith Wade V. Smith Charles Taylor Stanley S. Taylor Albert Trevino Joseph A. Weke Sidney A. White L. R. Williamson Herbert Young Anthony Zanca G. L. Zintz, Jr. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money and, most of all, the avoidance of suffering and possible disability.

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Norman Krumm Thomas Lauer C. Margartakis Herman Meyer Haakon Moom Peter Notios Falemino Palume James Parker Pietro Paulin George Phifer | Ramon Ramirez Michael Ronda Robert Smith Frank Soriano Charles Tallman Edward Taylor Eduardo Toro William Vaughan George Wass Thomas Wabolia |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



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

Physical Exams—All SIU Clinics
Month Of April, 1961

| Port | Seamen | Wives | Children | TOTAL |
|--------------|------------|-----------|-----------|------------|
| Baltimore | 75 | 19 | 14 | 108 |
| Houston | 66 | 5 | 1 | 72 |
| Mobile | 43 | 8 | 5 | 56 |
| New Orleans | 215 | 15 | 9 | 239 |
| New York | 334 | 20 | 17 | 371 |
| TOTAL | 733 | 67 | 46 | 846 |

SIU Welfare, Vacation Plans

Cash Benefits Paid

April 17 — May 14, 1961

| | Number Of Benefits | AMOUNT PAID. |
|-------------------------------------------------------------|--------------------|---------------------|
| Hospital Benefits (Welfare).... | 5266 | \$21,443.44 |
| Death Benefits (Welfare)..... | 17 | 54,359.62 |
| Disability Benefits (Welfare).. | 800 | 28,000.00 |
| Maternity Benefits (Welfare).. | 35 | 7,000.00 |
| Dependents Benefits (Welfare).. | 236 | 47,237.45 |
| Optical Benefits (Welfare).... | 117 | 1,104.02 |
| Summary (Welfare) | 6471 | \$159,144.53 |
| Vacation Benefits | 1268 | \$207,835.95 |
| TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... | 7739 | \$336,980.48 |

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

USPHS HOSPITAL NORFOLK, VIRGINIA

- | | |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| A. Acol Cecil R. Batts Claude L. Bib Charles Guinn, Jr. T. F. Johnson | William Mason D. J. Nelson August Prinsen Harold T. Spicer Lacy J. Walker |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|

USPHS HOSPITAL SEATTLE, WASH.

- | | |
|-----------------------------------------------------|-----------------------------------|
| Wm. T. Daniels Wm. T. Phillips Quinton Royals | Raymond Ruppert Sten Zetterman |
|-----------------------------------------------------|-----------------------------------|

BASE HOSPITAL PATRICK AF BASE, FLORIDA

- | |
|---------------|
| Walter Marcus |
|---------------|

VA HOSPITAL SEATTLE, WASH.

- | |
|---------------|
| S. E. McCurdy |
|---------------|

MT. WILSON STATE HOSPITAL MT. WILSON, MARYLAND

- | | |
|--------------------------------------------------------------|-------------------------------------------------------|
| George Gass VICTOR CULLEN STATE HOSPITAL CULLEN, MARYLAND | Theodore Valmas Weldon C. Wade Richard L. Welch |
|--------------------------------------------------------------|-------------------------------------------------------|

VA HOSPITAL NEW YORK, NY

- | | |
|------------|---------------|
| Sidney Day | C. A. Roberts |
|------------|---------------|

VA HOSPITAL NEW YORK, NY

- | |
|-------------------|
| Chas. O. Bergagna |
|-------------------|

SAILORS SNUG HARBOR STATEN ISLAND, NY

- | | |
|------------------------------------|----------------|
| Henning Bjork Alberto Gutierrez | Thomas Isaksen |
|------------------------------------|----------------|

VA HOSPITAL WEST HAVEN, CONN.

- | | |
|------------------|----------------|
| John J. Driscoll | Henry E. Smith |
|------------------|----------------|

USPHS HOSPITAL FORT WORTH, TEXAS

- | | |
|----------------------------------------------|-------------------------------|
| Davis Danos B. F. Deibler Thomas Leahy | Max Olson Boro G. Zelenete |
|----------------------------------------------|-------------------------------|

TRIBORO HOSPITAL JAMAICA, NY

- | |
|---------------|
| James Russell |
|---------------|

US SOLDIERS HOME WASHINGTON, DC

- | |
|----------------|
| Wm. H. Thomson |
|----------------|

VA CENTER TEMPLE, TEXAS

- | |
|-------------------|
| William E. Nelson |
|-------------------|

VA HOSPITAL KEVILLE, TEXAS

- | |
|-------------------|
| Willard T. Cahill |
|-------------------|

LANDIS STATE HOSPITAL PHILADELPHIA, PA.

- | |
|---------------|
| Thomas Murphy |
|---------------|

PINE CREST HAVEN COVINGTON, LA.

- | |
|--------------|
| Frank Martin |
|--------------|

SIU Blood Bank Inventory

Period: April, 1961

| | |
|--------------------------------------------------------------------------------------------------------------------------|---------|
| Pints Contributed | 68 |
| Pints Rejected | 1 |
| Pints Credited | 33 1/2 |
| (Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.) | |
| Previous Balance | 84 |
| Credits Returned | 2 |
| | 119 1/2 |
| Pints Used | 63 |
| Balance On Hand | |
| May 1, 1961 | 56 1/2 |

'With Both Oars'



SEAFARERS LOG

With the signing of agreements with the operators calling for organizing of foreign-flag affiliates and establishment of a joint union-industry committee, the maritime industry may now be turning a corner for the better. For the first time, a constructive program exists to reverse the decline in ships and the erosion of seamen's jobs. That program is the one which had been drafted by the National Committee for Maritime Bargaining and which has been agreed to by operators representing almost half of the nation's merchant fleet.

Up until now, US maritime unions have clearly succeeded in establishing superior wages, working rules, vacation and welfare benefits for their members—a vast improvement over what existed not too many years ago. But while the unions have been obtaining considerable gains for their membership, job opportunities for US seamen have been dwindling because of the growth of runaway-flag shipping, the gradual shift of US foreign trade into the bulk cargo area, changes in trade patterns with which the present subsidy program was unable to cope, and the deterioration of coastwise and intercoastal shipping under the pressure of predatory railroad competition.

Unfortunately, the shipping industry has failed to provide the leadership needed to combat these problems. Instead, the operators have played the "every man for himself" game, while US ships and jobs went down the drain.

Since the operators would do nothing in a constructive or coordinated fashion, it remained for the maritime unions to act to protect the employment of their respective memberships. The program of the NCMB would do just that. By bringing American-owned runaway vessels under contract, by working for an overhaul of the antiquated subsidy program, by taking specific steps to assure cargo for US bulk carriers and by uniting the industry behind the remaining companies in the domestic trades, the NCMB program would assure expanding employment opportunities and better conditions for American seamen.

The easy way out for the unions would have been to ignore the problems of employ-

ment security and the decline in American shipping. They could have used their economic power to obtain further gains and improved job conditions. But the unions, looking ahead, realized that these gains wouldn't be worth much if there were no jobs on which to enjoy them. That kind of approach would have been "every man for himself" instead of protection for the membership as a whole. The unions rejected such an approach because it was unwise and unsound. They have chosen instead to fight for a far more worthy goal—a sound merchant marine, offering stability of employment and union conditions to American seamen.

Subsidy Changes

Even before the NCMB had presented its formal demands to US shipowners, the Administration had taken two actions which tacitly recognized the unions' criticism of the existing subsidy program. In one instance, the President signed a bill, passed by Congress, which allows passenger ships to leave their "essential" trade routes and participate in the lucrative West Indies cruise trade.

The NCMB had previously noted that a subsidy system tied to the "essential" trade route was unrealistic because it did not allow for any changing patterns of foreign trade. The result was that foreign ships captured all available business when new routes sprang up. A perfect example is foreign domination of bulk ore and oil cargoes.

In its second action, the Administration has asked Congress for funds to provide subsidies for coverage of more than 100 additional American-flag vessels. If this Administration move is approved, it will mean a sharp break with the past practice of reserving subsidies for a handful of privileged operators. Here too, the NCMB had pointed out that the present system was injurious to an American-flag merchant marine and tended to freeze operations in a fixed pattern long after the pattern had outlived its usefulness.

These two belated Government actions are further reasons why operators and unions should work together on a common program in the area of subsidies as well as other areas.

SIU Legislative Department



Ray Murdock, Director

LEGISLATIVE ROUND-UP.—The House Merchant Marine committee has held hearings on bills designed to eliminate the six percent differential in favor of Pacific Coast shipbuilding companies. Thomas E. Stakem, Maritime Administrator and FMB Chairman, in an appearance before the Committee on behalf of the Department of Commerce and the board, said MA was not prepared to endorse any particular percentage as to the amount of the actual differential between East and West Coast shipbuilding costs. The committee will now meet in executive session to consider formal action on the problem. . . . Resolution 21 was reported to the Senate from the Committee on Commerce. The measure would authorize the Secretary of Commerce to sell not more than ten Liberty-type vessels from the reserve fleet for conversion to barges. As reported to the Senate the resolution provides that conversion of the vessels into non-self-propelled barges shall be done in a United States shipyard at a cost of not less than \$100,000 each, and that the barges be documented under the laws of the United States. Operation of the barges would be restricted to the domestic trade, excluding operations to or from ports in Alaska. . . . The House has passed H.R. 4614, establishing an Office of International Travel and Tourism with a view to encouraging travel to the United States by residents of foreign countries. The measure has been sent to a conference committee, consisting of members of both Houses of Congress, where it will be reconciled with S. 610, a similar bill passed by the Senate. . . . Senator Magnuson (Dem.-Wash.) has introduced S. 1886 by request. The measure would repeal statutes prohibiting the charging or collection of fees for certain services rendered to vessel owners by the Bureau of Customs and the United States Coast Guard. . . . The Senate has ratified the International Convention for the Prevention of the Pollution of the Sea by Oil.

REORGANIZATION OF MA.—During the course of a television interview recently conducted by Representative Celler (Dem.-NY), James M. Landis, Special Assistant to the President, said that President Kennedy would submit a reorganization plan designed to abolish the present FMB to the Congress within the next two weeks. This plan was initially recommended by Representative Celler. It calls for separation of the promotional and regulatory functions of the FMB, and would establish an entirely new and independent agency for regulating the steamship industry. Mr. Landis indicated that the proposed reorganization has met with general agreement within the Administration, "because it is wholly impractical to combine the promotional subsidy function with the function of regulation."

SUBSIDIES.—In a National Maritime Day address in New York City, Admiral Ralph Wilson, FMB member, warned the shipping industry that it must get more mileage out of the Federal ship subsidies or it would price itself out of the subsidy market. Government financial aid, said Admiral Wilson, has its limitations. Only by maintaining or reducing the average cost of each voyage and the average construction subsidy for each ship "can we hope to expand our programs to the levels required." Admiral Wilson pointed out that close to \$300 million a year was now being spent on operating and construction-differential subsidies. In addition, the nation requires a stepped-up ship replacement program, otherwise the American merchant marine will be forced to operate outmoded and worn-out ships. Although more shipping subsidies could be justified on these grounds, he said, "there is a limitation upon what portion of the tax dollar can be rightfully asked for one segment of the economy over the over-all requirements for the rest."

RESEARCH AND DEVELOPMENT.—The National Maritime Service, Inc. announced that it would place the first of five twin-container tank barges into service next month. The barges, when completed, will operate on the Mississippi River and other inland water routes. The barges will have two container sections, an inner section with three compartments and an outer section with six compartments. This design will permit the use of the other section on the return trip. This eliminates the necessity of cleaning the barge before taking on a return-trip cargo. The cost of such cleaning usually average about \$1,500 per barge. It is estimated that on some liquid commodities, the savings passed on to shippers may be as much as 20 percent. . . . MA has announced the selection of the Sperry-Piedmont Division of the Sperry-Rand Corporation to design a prototype bridge control systems console. The project is aimed at construction and evaluation of prototype equipment to be used at sea. Features to be developed are aimed toward simplification of the deck watch officer's efforts in ship conning and navigation. It is expected that safety will be enhanced when equipment design simplification takes into consideration the integrated needs of the watch officer in conning the ship.

SCRAPPING.—MA has issued invitations to bid on the sale of eight obsolete Liberty-type ships for scrapping. The ships are located in National Defense Reserve Fleets, as follows: Wilmington, North Carolina—SS Thomas J. Jarvis, SS Samokla; Mobile, Alabama—SS Josiah Snelling, SS Moses Brown; Suisun Bay, California—SS Howard Stansbury, SS Juan Flaco Brown; Astoria, Oregon—SS Henry Failing, SS Lindley M. Garrison. MA expects to continue offering for sale for scrapping limited numbers of Liberty ships which are determined to be in excess of future requirements. . . . Approval of the sale of the former aircraft carrier USS Altamaha for scrapping in Japan was announced by MA.

PANAMANIAN-FLAG VESSELS.—The Division of Statistics and Census of the Panamanian government reports that ships registered under the Panamanian flag in 1960 rose nine percent from 1959. On December 31, 1960, Panama's merchant marine fleet totaled 1,205 vessels with a gross tonnage of 5,410,700 tons. Of these vessels, 640 were cargo vessels, and 76 were combined passenger and freight carriers. There were also 128 fishing craft, 185 tankers, 76 of miscellaneous categories, and 110 ships tied up. Of the total, 14 percent were ships of 10,000 gross tons or more; 22 percent were 5,000 to 9,999 and 64 percent were under 5,000 gross tons.

The NCMB Program:

To Provide Job Security: To Expand US Shipping

The following is the full text of the presentation made to American ship operators by the National Committee for Maritime Bargaining:

THIS meeting has been called by the National Committee for Maritime Bargaining to initiate contract negotiations between our deep sea operators and the member unions of the NCMB. The National Committee is composed of nine unions, the Marine Engineers Beneficial Association; the International Organization of Masters, Mate and Pilots; the Seafarers International Union, Atlantic Gulf, Lakes and Inland District; the Radio Officers Union; the Staff Officers Association; the International Longshoremen's Association; the Sailors Union of the Pacific; the Marine Cooks and Stewards and the Marine Firemen's Union. Our member unions represent 150,000 waterfront workers and hold contracts with 90 percent of the American-flag shipping industry operating some 875 ships on the East, Gulf and West Coasts.

In addition to the representatives of the maritime unions named, there are present at this negotiating conference the representatives of the overwhelming number of US dry cargo-passenger vessel companies of the Pacific Coast, the dry cargo-passenger vessel companies of the Atlantic and Gulf Coast, the Atlantic and Gulf Coast tanker companies and the colliers of the Atlantic and Gulf Coasts. There is thus present a true representation of the American merchant marine industry.

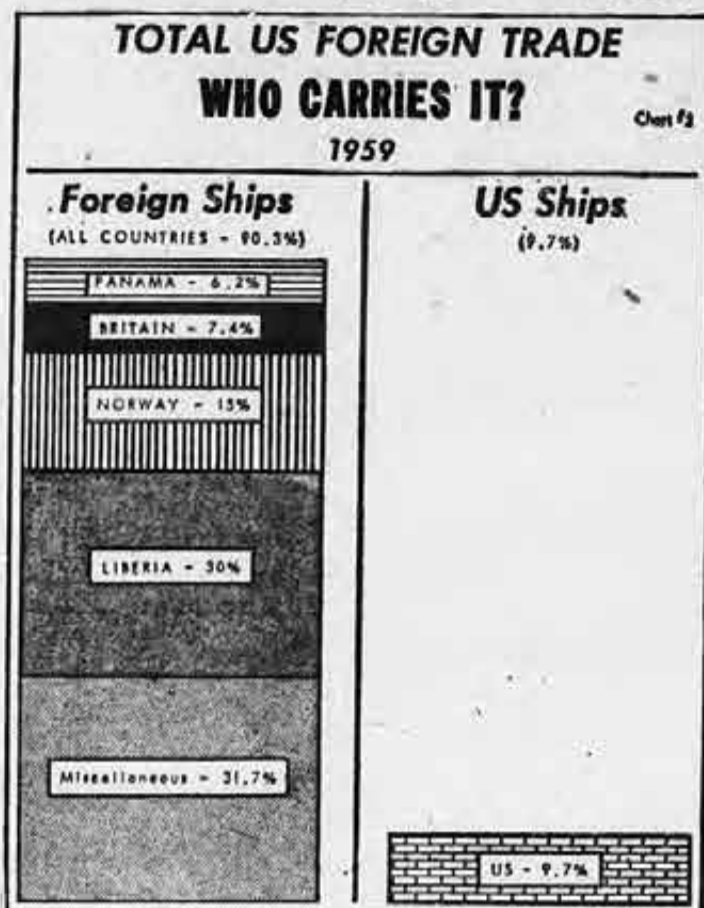
This is an unusual meeting. This is the first time that maritime labor, representing every segment of shipboard personnel in every phase of the industry, has entered jointly into contract negotiations. This meeting arises from a sense of the urgency we feel about the future security of the workers we represent and the future of the American merchant fleet.

Concern about maritime employment and the future of the industry is not ours alone. The Government has an interest, the general public has an interest. The future of the industry as an important link in our national transportation system and as a vital element of the national defense is cause for deep national concern.

The American merchant marine, except for periods of war, has been in a continuous state of depression. It is universally agreed that the industry is sick and that no recovery is in sight. As a matter of fact without positive action, the outlook is for continued decline with less and less ships and less and less jobs.

Up until now, nobody has come forward with an effective program for reversing this trend. There is a pressing need for expanding employment and increasing the area of security for the man who makes his living in the trade and for providing the nation with merchant shipping it requires in peace and war.

What are we talking about when we talk of our present day American merchant marine? We're talking about a US merchant marine that carries only three percent of our essential bulk cargo, including oil, aluminum and iron ore. We're talking about a US merchant fleet that has fewer ships today than in the depression year of 1939. We're talking about a US merchant marine that carries only 10 percent of our total US foreign trade, while in contrast, fleets flying the flags of Norway and Liberia each



carry more of our foreign trade than we do, and British and Panamanian ships only slightly less.

Every other maritime nation, as a matter of national survival, sees to it that at least half of its foreign commerce is carried by ships flying their own flags and manned by their own nationals. In contrast, the United States, which has the world's largest foreign trade, carries only 10 percent of our cargo in American-flag and American-manned ships.

What are we talking about when we talk of our present day American merchant marine? We're talking about a US merchant fleet which has a total of 10 vessels in its entire coastwise trade now, as compared with 123 vessels before World War II. We're talking about a US merchant marine which has shrunk year by year to the point where today there are less than 1,000 American flag vessels, while at the same time the runaway-flag fleets of Panama and Liberia have soared to 1,600 ships and are still expanding.

We're talking about an American merchant marine in which the employment of American seamen is declining year by year, so that in the last 10 years alone, 11,000 seamen's jobs have disappeared. All these facts are visible in the charts which you see at the front of this room and which are attached to this statement. Let's take a close look at these charts and the facts they so dramatically demonstrate.

As chart No. 1 indicates, there has been a steady decline in the numbers of American ships. In the depression year of 1939, there were 1,218 privately-owned vessels. Today there are just 905 active vessels at last report. Yet US foreign trade has grown enormously since 1939, being four times the amount of cargo. Obviously US shipping, far from sharing in this growth, has been steadily shrinking. In addition, a great many of these 905 vessels are becoming over-age, with no replacements in sight, so that the prospects are for further shrinkage.

Obviously, if foreign trade is growing while the number of American ships is declining, foreign ships are carrying the lion's share of our foreign trade. In fact, as chart No. 2 shows, American ships are carrying less than ten percent of our total foreign trade. Liberian ships are carrying three times that amount. Norwegian ships are carrying far more than American ships, while British and Panamanian-flag ships between them carry more than American ships do.

One of the major reasons for the figures in charts 1 and 2, is the radical change in US foreign trade patterns since the 1930's. As chart No. 3 shows, back in 1939 most of our trade was in package cargo. Today, bulk cargo is 87 percent of our total foreign trade. Of this amount of bulk cargo, foreign ships are carrying 97 percent, American ships only three percent.

The foreign ship domination of the bulk trades becomes clear when we examine the subsidy pattern in chart No. 4. Here, as we see, the liner trade, carrying mostly package cargo, gets 100 percent of US subsidy funds. Bulk-carrying ships, such as our tramp ships, get no subsidy assistance whatsoever.

This shift in the patterns of foreign trade has shown the

inadequacies and unrealistic nature of our existing subsidy program. When the Merchant Marine Act of 1938 was adopted, its objective was to strengthen and expand the US merchant marine to the point where it carried 50 percent of our foreign commerce. At that time, with the package cargo and passenger trades the dominant factors, chart no. 5 shows that US ships carried 30 percent of our foreign commerce. This 30 percent figure was deemed seriously inadequate, giving rise to the passage of the act. Today, as chart no. 5 shows, we are now carrying only 9.7 percent of our total foreign commerce.

Today, 30 percent would look wonderful. If we had maintained the same 30 percent of our foreign commerce down through the years, we would have approximately 2,700 ships under the American flag.

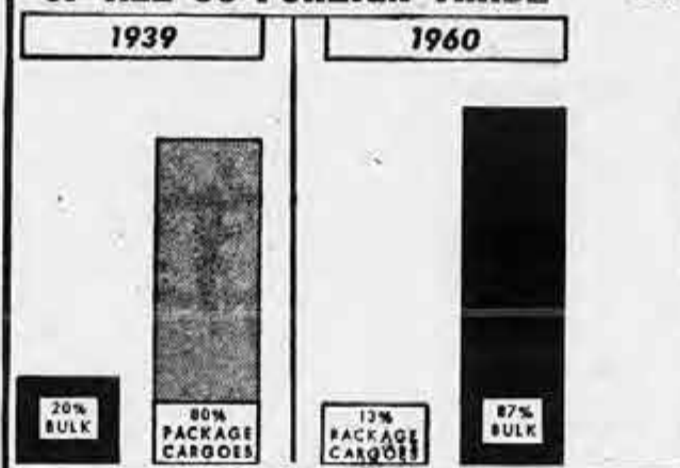
Those who claim that the subsidy program as it stands serves the needs of the industry are proven false by the figures shown on chart no. 6. In spite of the increasing outlay for subsidies for the handful of steamship companies receiving them, the fleets of the subsidized steamship companies have failed to grow and the merchant marine as a whole has declined.

At the end of the second World War, the runaway registry device was seized upon by American shipowners. As a result, as chart no. 7 shows, the flags of Panama and Liberia have some 1,600 deep-sea vessels operating as compared to the 900-odd ships operating under the American flag.

This runaway operation cannot be justified on the grounds of "effective control" where the interests of this country and its merchant marine are concerned. The unions do not regard these ships as being under the "effective control" of the United States Government, as events in Cuba and elsewhere have shown.

A horrible example of what can happen to the industry under a policy of neglect is shown on chart no. 8. No section of the industry more pointedly demonstrates the failures of the American maritime industry as a whole than the fate of the coastwise common carriers. In 1939, there were 123 common carriers in the Atlantic & Gulf coastwise trade. Today there are just ten vessels left and thousands of jobs have disappeared. If we sit idly by, the same deterioration is possible in our offshore trade. Here is a case where the industry as a whole has turned

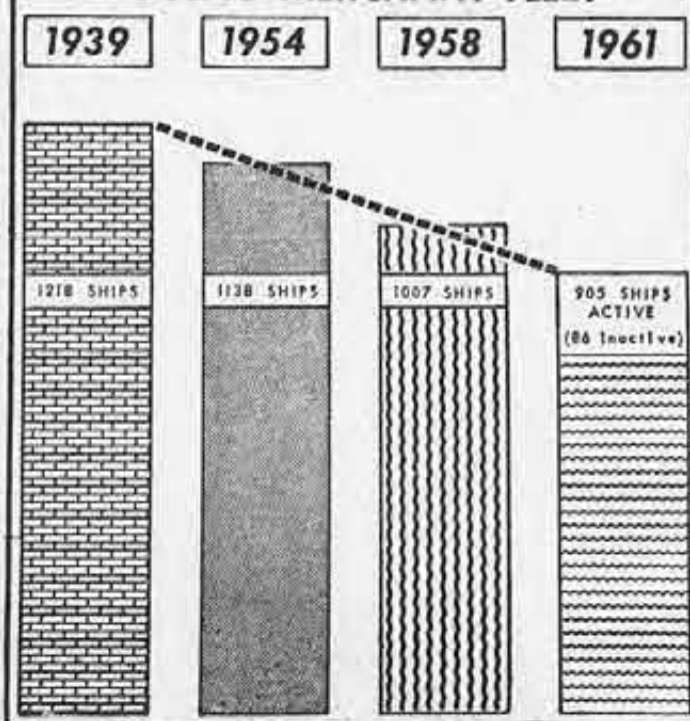
BULK CARGO IS NOW 87 PERCENT OF ALL US FOREIGN TRADE



AMERICAN SHIPS CARRY ONLY 3 PERCENT OF THIS VOLUME!

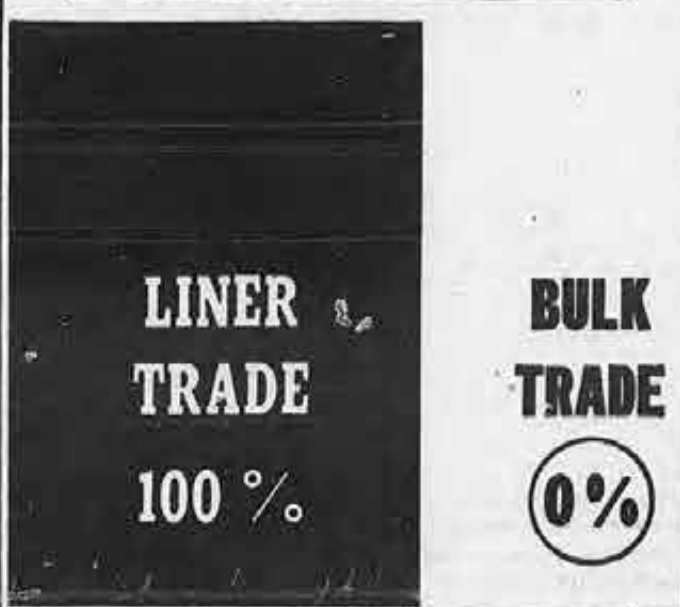


DECLINE OF PRIVATELY-OWNED US-FLAG MERCHANT FLEET

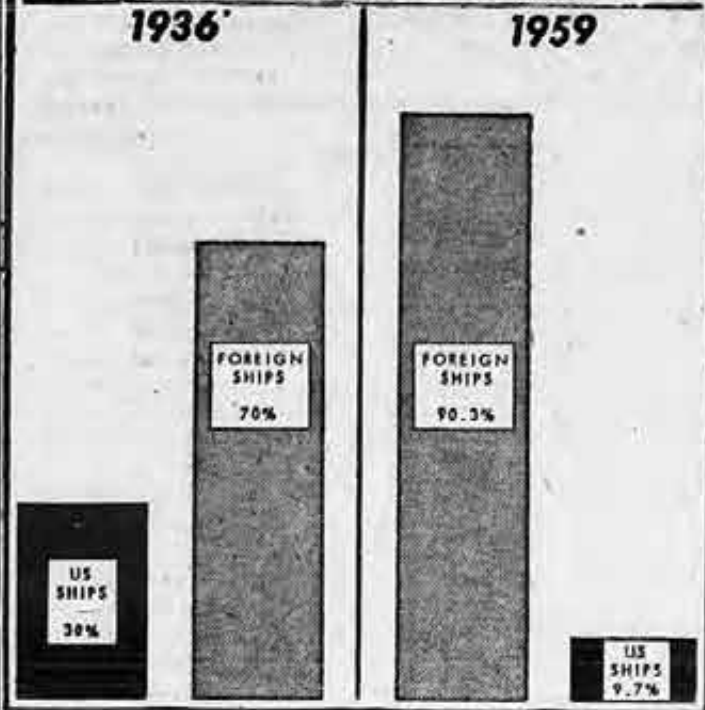


Why The Present Subsidy Program Is Inadequate

HOW SUBSIDIES ARE APPLIED



US SHIPS' PARTICIPATION IN AMERICAN FOREIGN TRADE



its back on the problems of one segment of the industry and has simply let it die.

This information is not new. It wasn't discovered yesterday. This sorry state of affairs has been developing for years. It is quite obvious that our industry, and those concerned with its welfare, have failed to convey to the public the seriousness of the situation. The public feels that the present subsidy system takes care of the needs of the merchant marine. There is a need here to inform the public of these facts. We must come up with machinery for informing the public about the conditions of the industry which is so important in our transportation picture from the standpoint of the economy and as an instrument of defense.

What has been done in the face of this situation? We have had study after study, analysis after analysis, without the development of a single constructive program for revitalizing the industry and expanding the job opportunities of American seamen. As Senator John Butler of the Senate Interstate and Foreign Commerce Committee said just last week, "We engage in the bunko game of a never-ending series of studies, each of which concludes that we must have a strong and effective merchant and naval fleet and each of which gathers dust for the lack of energetic attention." We fully subscribe to Senator Butler's views. The best that the leading brains of the industry have been able to come up with is to make American seamen the scapegoat for the industry's problems. There has been no attempt to deal with the industry's problems as a whole—only individual attempts to preserve a selfish interest at the expense of the industry at large. For example, the Labor-Management Maritime Committee, consisting of a limited number of companies, functions solely to preserve their privileges and to oppose any efforts to strengthen any other segment of the industry.

It is time to call a halt to this negative, do-nothing approach. What we need to protect our jobs, to build our industry, is to demonstrate some vigor, leadership and imagination. We must get behind a program to reverse the existing decline and provide the means for the industry to expand, to provide more jobs for American maritime workers, and to assure the United States of a merchant marine sufficient to meet the needs of our economy and national defense. Those who would do anything less are shirking their responsibilities to American seamen, the industry and national security.

This is the thinking that impelled the unions represented here to form the National Committee for Maritime Bargaining and to develop a positive program for maritime. It is clear that all of the problems of the industry are appropriate subjects for collective bargaining and further, the only possible way of resolving them is through industry-wide labor-management action. This has never existed. The only existing labor-management group is one which has a narrow interest, working on one specific purpose, often at odds with the rest of the industry.

It should be evident that any joint labor-management approach which separates the industry's problems from the collective bargaining process, or which excludes the majority of unions and ship operators, cannot be effective. While such narrow and restrictive joint labor-management groups have existed in the industry, they have not succeeded in resolving any of the industry's basic difficulties, nor can they be regarded as authoritative spokesmen for maritime labor and management.

In the opinion of the nine member unions of the NCMB these are the problems that should be negotiated in contract talks with American seamen's unions:

1) The widespread use of runaway-flag shipping, which is the biggest single factor in the decline of the American merchant marine. Numerous attempts have been made by management and military spokesmen to justify the use of runaway-flag fleets on the ground of economic and military necessity. We believe the first view is extremely short-sighted and has already made a major contribution to the destruction of a true American-flag fleet. We also reject the military need for runaways, which is based on

the flimsy notion that the United States Government has effective control of these vessels and that they form our "fifth arm of defense."

The idea that we had effective control of these ships collapsed the first time it was tested, when we sought to limit oil imports into Cuba. In one company, presumably under effective control, the owner pulled down his Liberian flag, hoisted a Greek flag and carried his cargo of oil into Cuba. It is obvious that other owners could and would do the same thing. The only ships that are under genuine American control are those flying the American flag and manned by American seamen.

2) The need to gear the Government subsidy program to changing trade patterns in foreign trade, including the need to develop an American-flag bulk carrying fleet. The inadequacy of the subsidy program is shown by the fact that in the last ten years alone, while our subsidies have more than doubled, the American merchant marine has declined more than 200 ships and huge foreign-flag fleets have sprung up to carry American bulk cargoes.

3) The need for the industry as a whole to work energetically with the unions and the remaining domestic ship operators to revive the fast-disappearing domestic trade.

4) The clear need to eliminate Government competition in the shipping industry, which is depriving private shipping of cargo and American seamen of employment opportunities.

5) In light of the possible serious consequences to employment of shipboard and shoreside automation, the need to develop a joint program for protecting the mutual interests of waterfront workers and the industry, without hindering progressive developments in the industry.

6) The need to develop an effective program for promoting safer operation of US merchant ships.

The NCMB feels that the only realistic bargaining program possible at this time is one in which maritime unions and management deal jointly with these problems. It should not be forgotten that what we in this country do is of considerable concern to our Government and the national defense, particularly in light of the strategic position of the shipping industry in the defense picture. Because of the importance of the industry, the President of the United States has expressed concern about the industry's future. He has specifically stated his interest in seeing the merchant marine develop on a sound basis, both offshore and in the domestic and inland trades, as part of a strong US transportation system. Further, in this critical period in international relations, he has called on labor and management in all industries to establish standing machinery for resolving industry problems on a joint basis. He also has asked labor and management to act responsibly in negotiations and to pool their talents and know-how to strengthen the American economy so as to preserve our leadership in world affairs.

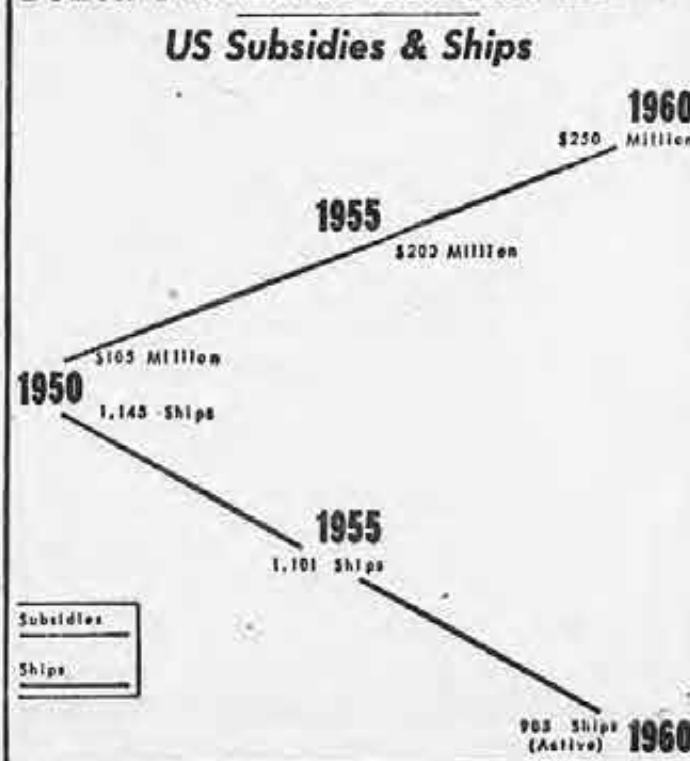
The NCMB unions are convinced that the answer to the Maritime industry's problems lies in this type of approach and we accept our responsibility. We call upon you in management to accept similar principles and to begin work with us at this time towards rebuilding the US merchant marine and providing American seamen, shippers and our nation with a strong merchant fleet.

To implement the objectives of more jobs and a thriving industry, and a sign of our sincere interest in a healthy merchant fleet, the NCMB submits the following action program which provides a workable means of solving the serious problems which confront the industry as a whole.

This program is being submitted by the following individual unions to those companies with which each union has contracts:

- The Marine Engineers Beneficial Association.
- The International Organization of Masters, Mates and Pilots.
- The Radio Officers Union.
- The Staff Officers International Union.
- The Seafarers International Union.

EXISTING SUBSIDY PROGRAM DOESN'T MEET US SHIPPING NEEDS



RELATIVE SIZE US-FLAG & RUNAWAY-FLAG FLEETS



PROGRAM

The maritime unions represented here are fully cognizant of the crucial situation confronting our industry. We have witnessed the sharp and continuing decline of vessels under American flag; with the number of runaway flag vessels steadily increasing. This has meant fewer jobs for American seamen and even those jobs are under constant threat in the face of the substandard wages and working conditions of the runaway flag vessels operated or owned by American capital.

Government officials have with increasing insistence in recent months challenged the industry to revitalize their activities and openly questioned the correctness of present policies pertaining to the subsidy program as being possibly a "subsidy of mediocrity."

The American seaman wants a growing and vital industry. In this objective, he has as important a stake as any shipping company.

To achieve this end, these maritime unions propose the following program for the maritime industry with respect to all those collective bargaining agreements which are due to expire this June 15th and September 30th:

1) Each collective bargaining agreement between a shipping company and the unions involved shall expressly provide that it will cover any vessel owned or operated by said company or any affiliate or subsidiary thereof, and not under previous contract with a US maritime union.

2) The shipowners and the maritime unions shall establish forthwith a Joint Committee for the Maritime Industry. This committee shall formulate a joint program on the following matters, to which all parties shall pledge their earnest and full effort and support:

(a) A rehauling of the subsidy program of the US Government so that it shall protect and encourage management efficiency and initiative and the development of trades and cargo shipments truly important to this country.

(b) A discontinuance of Government operation of shipping through MSTs or otherwise.

(c) Effective enforcement of the present 50-50 Federal law. To seek legislation which would assure the use of American tankers for petroleum on a similar basis.

(d) Effective program for the improvement of safety measures for the seamen.

3) Final completion of the extended collective bargaining agreements shall be subject to discussions between the companies and the respective unions affected with respect to certain clarifications of existing provisions in the agreements and elimination of certain inequities between the respective officer unions and between the Atlantic and Gulf and West Coast agreements.

4) The existing contracts and benefits provided for therein and the obligations of the companies to continue the same, and as modified pursuant to the above provisions, shall be extended for one year.

The maritime unions sincerely hope that the shipowners will give their earnest consideration to this proposal and see the imperative need for its acceptance. With this approach, the industry can avoid increases in cost that might otherwise imperil the continuing operation of the present number of vessels under American flag and at the same time, both industry and the unions, since they do have the joint responsibility, will endeavor to work out the basic policies to assure a revitalized US merchant marine.

Each union is now stating that it is prepared to negotiate its agreement with the companies with which it has contracts on the basis of the foregoing program. Our unions are prepared to meet with the companies either through a joint committee or committees which the companies may wish to establish, with full authority to consummate the agreement, or with each company separately as they may wish. The representatives of these unions are stating that from this moment, they are holding themselves in readiness for such negotiations, to continue on a day and night basis.

Our meeting place will be at the office of the MEBA Pension and Welfare Plan, 17 Battery Place, 23rd floor.

Gentlemen, we invite your questions, discussion and, we hope, your acceptance of our program.

SIU SOCIAL SECURITY DEPARTMENT

Wide Range Of Benefits Aided 8,000 SIU Families Since '55

Just entering its seventh year, the SIU dependents' benefits program has so far distributed over \$1.6 million in cash benefits to service 8,000 medical emergencies of all types for Seafarers' families. Coverage and benefits have increased five separate times since the program began.

The comprehensive welfare schedule for SIU family members and Seafarers retired on disability-pensions provides allowances for hospital room and board, extra hospital charges, blood transfusions, ambulance service, doctors' visits to the hospital and surgical treatment. Payments since the plan began average about \$200 per claim although, in recent years, as hospital costs have risen, the average has gone up. It was \$262.69 during 1960.

The rise in hospital costs since 1955 is reflected in the figure of \$516,000 covering payments over the past 12 months. This is more than six times the cost for the first year of the program when there were only one-fourth as many claims.

Compensating for these increased costs, a wide range of improvements in benefits and coverage have been instituted through trustee and administrative action during the past six years.

A \$50 deductible provision and the 31-day limit on hospital payments have been eliminated, allowances for hospital room and board charges are up 50% to \$15

per day and the hospital extras benefit has increased 400% since 1955. This amount is now \$200 for hospital stays of up to 31 days and an equal amount is provided for longer periods. Allowances under the surgical schedule have also been increased up to 50% in many cases.

Broadened eligibility provisions now cover dependent parents as well as dependent, disabled chil-

dren over the age of 19. All beneficiaries of the program are also entitled to use the services of SIU clinics for complete diagnostic medical examinations at no cost.

This broad coverage is in addition to the SIU maternity benefit program, which has provided almost \$900,000 in benefits since 1952. Together, these two programs account for \$2½ million in SIU welfare benefits paid directly to Seafarers' families.

Vacation, Welfare Offices Move

Seafarers are reminded that the new address for the SIU Welfare Plan and the SIU Vacation Plan is 17 Battery Place, New York 4, New York, in the event any direct correspondence with either office is required. Administrative offices of both Plans shifted from their original location at 11 Broadway earlier this month. The move provides more space for the expanding operations of the two benefit programs serving Seafarers and their families. The new telephone number is WHitehall 3-5950.

3 More SIU Veterans Go On Pension

A trio of SIU oldtimers representing all departments across the board is the latest to qualify for the lifetime SIU disability-pension.

Approval of the benefit applications by Seafarers Alfredo Duarte, John H. Ferguson and Robert W. Scales boosts the number of pensioners qualified so far this year to 17.

The \$35 weekly payments are in addition to the regular medical-hospital-surgical coverage and other benefits provided by the Welfare Plan.

A native of Portugal, Brother Duarte joined the SIU at New



Scales



Ferguson



Duarte

Orleans in 1941 and has sailed since then in the black gang and the steward department. He's 62 years of age and last shipped in February as a messman on the Del Norte (Mississippi). Sidelined permanently by a heart condition, Duarte is married and lives in New Orleans.

One of the earliest members of the SIU in the Port of Savannah, Brother Ferguson is 64 years of age. He joined the Union in January, 1939, and was a black gang regular until he had to call it quits last November. After a final trip on the Robin Gray (Robin) as a wiper, he was tagged not fit for duty permanently due to heart disease. Ferguson still resides in Savannah and lists a daughter, Ive Cooper, as next of kin.

Heart disease has also beached Brother Scales, who completed his last trip as an AB on the missile ship Rose Khot (Suwannee) in March. He boasts seetime starting in 1913 at the age of 17 and joined the SIU at Galveston in 1945. Scales is a resident of Pasadena, Md., and lists M. B. Willard of Baltimore as next of kin.

SIU Blood Banks Expand; Ready In 9 Ports So Far

SIU representatives have established local blood banks covering eight different ports to supplement the Union's main blood facility in Brooklyn. Arrangements are now being completed in the remaining coastal ports, Puerto Rico and the Great Lakes.

The network of SIU blood banks will speed the servicing of emergency needs for Seafarers and their families in all areas. Under the program mapped out last month, the local banks will handle all requirements in their im-

mediate areas so that the Brooklyn facility can build up a reserve for large-scale emergencies.

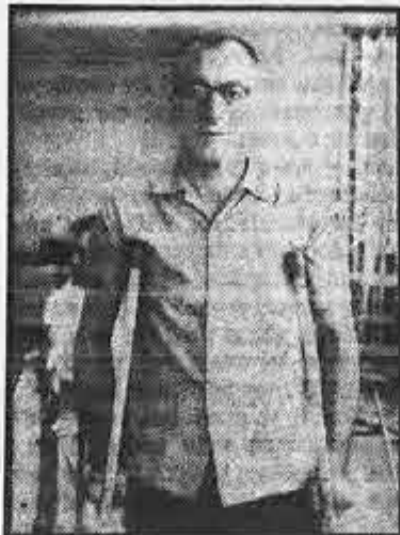
Up until now, the Brooklyn bank had been the sole source of supply for all blood needs throughout the country. It will continue to serve as the primary source for blood in the New York area as well as inland locations where the Union does not maintain any halls.

Revamping of the blood program was dictated by wholesale withdrawals at one time from the Brooklyn bank plus the possibility that similar emergencies in different areas of the country could deplete all reserves overnight. Urgent blood requirements for a Seafarer's eight-month-old baby in Houston set the new plan in motion. The child, now a year old and reported doing well, needed over 60 pints of blood altogether.

Ports where local banks have been set up, in conjunction with US Public Health Service installations or other established agencies, such as the Red Cross, currently include the following: Boston, Norfolk, Jacksonville, Miami, Mobile, Wilmington, San Francisco and Seattle.

The expanded operation does not mean any change for Seafarers or their families requiring blood in an emergency. Just as before, all they need do is contact the nearest SIU hall and the necessary arrangements will be made promptly. Volunteer donors in Brooklyn or the other ports should do the same.

Drydocked



Loss of a leg in an accident has permanently beached Seafarer Baldo Coccia, currently taking rehabilitation and treatment at the Lucien Moss Hospital, Philadelphia. SIU Welfare Plan is providing \$35 weekly benefits for Coccia during training.

SOCIAL SECURITY REPORT



Joseph Volplan, Social Security Director

New Remedies For Automation

Speedy enactment of a broad, Federally-financed program to retrain and relocate several hundred thousand workers made jobless by the impact of automation has been urged by the Administration in Washington. The proposed nation-wide program would deal with job displacement problems of the three basic kinds: Workers who need retraining before they can find new jobs; the unemployed who need help in relocating to new areas where their regular skills are in demand and others who need extra training to meet industrial change.

Early hearings are expected on the proposals, already introduced in Congress, which are designed primarily for the long-term unemployed. The three-way program would provide trainees with weekly cash allowances for up to a year plus half the cost of relocation to new jobs in other areas. It is likely that this type of planning will meet sharp opposition in those quarters where resistance to Federal action of any kind is traditional.

A novel approach to the problems of automation in industry has been advanced by a new agreement between an AFL-CIO electrical workers union and a West Coast manufacturing concern. The union, representing a production staff making automated broadcasting equipment, has won the establishment of a company-paid trust fund to finance a retraining program for broadcasting workers who may be displaced from jobs when a radio station purchases the company's new wares.

There is an unusual idea at work here. The union directly involved in the agreement would seem to have no direct stake in the proceedings, such as the possible displacement of radio station personnel by automated equipment. Actually it has a very large stake indeed, once word gets around in the broadcast industry regarding the company's new product. A lack of planning for the effects of the equipment could set up a chain of reaction of protests from station workers (some of whom are represented by the same union) plus resistance to buy on the part of station management.

The incentive for the union is the prospect that the retraining program can soften the shock of automation and, thereby, help produce steady employment in the manufacturing plant. The fund is based on employer contribution of 5% from sales of equipment and program services. It provides payments for tuition and fees at established schools so that displaced station personnel, if any, will be able to learn new skills either in the broadcast field or in other industries. This approach to automation could start a trend.

Closer to home is the realization that the "new" SIU Welfare Plan is practically grown up and almost in its 'teens. The broad SIU welfare program available today was pioneered when the first payment of benefits began on July 1, 1950. There were just two benefits then; A \$7 weekly hospital payment to Seafarers and a \$500 death benefit. The original hospital benefit has tripled to \$21 per week and the death payment is eight times what it was in 1950. These are over a dozen additional benefits as well.

During its first 12 months of operation, the Plan paid out the modest sum of \$31,733, less than it does in an average week today. This is "automation" of another sort—progress which produces no ill effects and continues to serve Seafarers and their families in every way possible.

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

Doesn't Seem To Hurt A Bit



Mrs. Rachel Babitz looks on as lab technician takes a blood sample during medical examination at the Brooklyn SIU Clinic. Blood tests are part of the complete physical offered by the clinics in seeking to maintain the health of Seafarers and their dependents through regular check-ups. Mrs. Babitz is the wife of Seafarer Nat Babitz, who ships in the steward department.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Glaucoma: Often Cause Of Blindness

Glaucoma is a condition produced by an increase in the intraocular tension of one or both eyes. The normal intraocular pressure is about 25 mm. Hg. This pressure depends on the intraocular contents and the elasticity of the outer covering of the eye.

Since the solid structure in the eye (the lens) changes very little, the pressure is dependent on the fluid content of the eye, viz: the aqueous and vitreous humor is constantly being formed and eliminated, and this formation and elimination is delicately balanced so that at any one time it is about equal. Anything that causes a disturbance in formation or absorption of the fluid will change the pressure, unless the changes are equal.

The aqueous humor is mainly formed by the ciliary processes and passes into the anterior chamber of the eye, between the iris and lens, and then goes out through the filtration angle into the canal of Schlemm. The fluid is then taken up by the venous tributaries called the aqueous veins. The production and loss of aqueous fluid is so well balanced that there is only slight normal variation in the intraocular pressure.

Pressure Increase Responsible

Any pathological condition or disease which upsets this balance so that the pressure is constantly increased produces glaucoma. Although the pressure might be increased by increased production of the aqueous humor, the great majority of cases of glaucoma are produced by interference with the outflow or absorption of the aqueous fluid.

Secondary Glaucoma: There are many diseases which are accompanied by an increase in the intraocular pressure, and the glaucoma then is considered to be a secondary type of glaucoma. The following ocular diseases are often accompanied by glaucoma: Iritis and Iridocyclitis, occlusion of the central vein of the retina; Intraocular tumors; displacement of the lens and trauma, especially if this is accompanied by hemorrhage into the anterior chamber of the eye.

Primary Glaucoma: Primary glaucoma may be considered as of two types, that in which the filtration angle is of the narrow type, and that in which the filtration angle is open or wide. This can be determined by an instrument for measuring the filtration angle.

Symptoms Of Acute Glaucoma

The narrow angle type can develop an acute glaucoma if the pupil is dilated and obstructs the narrow angle. This condition has occasionally been produced in dilatation of the pupil for refraction. The glaucoma develops rapidly, usually within a few hours, with congestion and edema of the lids, excruciating pain, blurred vision, and causes the eye to feel stony hard to the fingertips. The condition should be recognized and the patient referred immediately to an ophthalmologist for treatment and for surgical care, if necessary. This is one of the few real ophthalmological surgical emergencies.

Fortunately, this acute type is not frequent. There is, however, a large group with narrow angle eyes who develop glaucoma which is of a sub-acute type. This is usually accompanied by headaches at night or early morning pain and tenderness in both eyes, as well as mistiness of vision. The attacks may be very mild at first but, if the condition is not diagnosed and treated, it will become progressively more severe.

The open angle type of glaucoma makes up the largest group of cases. It is estimated that 30,000 to 35,000 persons are totally blind in the United States as a result of this type of glaucoma, and that 800,000 persons have glaucoma that is undiagnosed as such. Most of these cases could have been saved from blindness had their conditions been diagnosed and treated in the early stages.

Unfortunately, in the early stages, most of these cases are not recognized by the general practitioner. These cases usually are developed after the age of 40 and usually are without symptoms. There is no test that the general practitioner can make except tonometric studies, which are rarely done except by an ophthalmologist. If every person over 45 years of age could have a tonometric examination every several years, the number of people who go blind from this condition would decrease drastically.

No Early Symptoms Evident

This type of glaucoma develops very slowly and insidiously, without symptoms, until the increased intraocular pressure has done sufficient damage to the optic nerve to produce changes in the visual fields. The condition can be diagnosed by measuring the increased pressure by a tonometer and/or charting the visual fields. There also is a congenital type glaucoma which is found at birth, and should be diagnosed immediately if the sight of the child is to be saved.

Treatment: All cases of glaucoma should be placed under the care of an ophthalmologist for treatment. In the secondary type, it is important that the disease which is causing the glaucoma also be treated.

In the acute case of narrow angle type of glaucoma, the intraocular pressure must be controlled immediately by medication and, if not controlled, it becomes an urgent surgical emergency, in order to save the sight of the eye. Chronic narrow angle type of glaucoma may be controlled by diligent medical care, but often requires operative interference and iridotomy.

Glaucoma of the open angle type accounts for the great majority of the cases of glaucoma. Here conservative medical measure may suffice. However, if there is a progressive loss of vision in these cases under medical care, then some type of surgical treatment is indicated. Congenital glaucoma must be diagnosed as soon as possible if the sight is to be saved. These cases formerly lost their sight, but early diagnosis and modern surgical intervention can save the sight of many of them. All suspected cases should be seen immediately by a competent ophthalmologist. (Reference: Gifford's "Textbook of Ophthalmology by Adler" (W. B. Saunders Company).

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

Seafarer Awaits Patent On Rotary Engine Invention

Several years of effort and an investment of several thousand in personal funds may pay off soon for Seafarer Ollie H. Kuykendall. His design for a new type of engine, similar to the gas turbine, now is in "patent pending" status, at the US Patent Office.

The new engine design which he describes as a rotary-type internal combustion engine, offers a number of advantages over existing diesels and conventional automobile four-cycle engines, Kuykendall said. It would have fewer moving parts, produce far more horsepower in proportion to size than other internal combustion engines, and would be cheaper to build and operate.

For example, he pointed out that it could operate on a cheap fuel, similar to home heating oil, which sells at retail for 15 to 16 cents per gallon on the East Coast. Lubrication requirements would be minimal, around a quarter pint to 20 gallons of fuel.

One reason for the engine's efficiency, he said, is that it is essentially a "one-cycle" engine. The design is such that intake and exhaust occur on the same stroke. The conventional two-cycle engines waste one stroke of the cycle in getting rid of the exhaust.

Since the engine operates on heated gases, the efficiency can be improved by setting up "slave" units to operate off the exhaust of the original combustion unit. Operating pressures within the original unit would be on the order of 150 pounds per square inch. A combination of water and air-cooling would be used to keep temperatures down.

Another advantage of the engine, Kuykendall pointed out, is that it can be reversed easily, simply by altering the direction of its rotary moving parts, thus eliminating dry clutches and complex transmissions.

Several of Kuykendall's shipmates have become quite enthusiastic over the possibilities of the engine to the point of assisting in the financing. Now Kuykendall is considering setting up a corporation to raise funds for the manufacture of the engine. His first task ahead is the costly one of building an initial working model.



Seafarer Ollie Kuykendall (second, left) explains features of his rotary engine design to three former shipmates (l. to r.) Vincent P. D. Giacomo, electrician; Wong Lee, steward; John Simonelli, AB.

"This runs into money because it has to be hand-machined," he explained. "But once you make dies to go into mass production, the engine will be relatively cheap to manufacture."

Kuykendall, who has been sailing on SIU ships for the past ten years as chief electrician, reefer engineer or deck engineer, got the idea for the new engine when he was trying to design a variable speed transmission. In the process of working on the transmission, he

started exploring the possibilities of the gas turbine. He shifted his attention to this area, working on the engine design for a number of years so as to reduce the size and simplify it. Eventually, he modified it to the degree that it is no longer a true gas turbine, although it works on a similar principle.

A resident of Gastonia, North Carolina, he has been going to sea since World War II. In addition, he has spent a number of years working ashore as a machinist.

LABOR ROUND-UP

New York City public school teachers are urged to vote yes in a referendum ballot being conducted by the Board of Education on collective bargaining. The ballot asks for a yes or no answer as to whether teachers want representatives to bargain for them. The Board's action came after a committee set up by the group recommended a direct choice of union representation. The referendum bypassed this but is expected to lead to demands for a system-wide representation election.

Both Federal and postal unions and the AFL-CIO are urging a Senate Post Office and Civil Service subcommittee to approve legislation permitting Government workers to retire on a full pension after 30 years of service. At present, 30-year workers can retire at 60 with full annuity or at 55 with a reduced amount. Workers with less service can retire with a prorated pension. The administration has opposed the bill because it says the Government "cannot afford to lose these valuable workers."

Basing its negotiation position on the national goals set by the union's collective bargaining committee meeting held in March, the Communications Workers of America have reached wage rate agreements with two Bell System companies in two states which, the

union hopes, will set a pattern for all of its 1961 negotiations. Under the reopening clause of its existing three-year contracts the union won wage increases of 2.8 percent or \$1.50 to \$3.50 a week for 12,260 workers. Other provisions include reductions in the number of steps needed to reach top pay levels and reductions in geographical wage differentials. Negotiations are continuing with the Bell Systems in nine other states.

Delaware has been added to the growing list of states that have outlawed the importation or use of strikebreakers. A bill barring third parties to a labor dispute from furnishing strikebreakers awaits the signature of Governor Elbert N. Carvel (Dem.) after being passed by the state legislature. So far, six states have passed such laws.

A convention of the Shoe Workers Union unanimously approved a report by its president outlining steps toward a merger with the Shoe and Boot Workers Union and approved a proposal to raise per capita dues from \$1.35 to \$1.45 per month per member. A union-wide referendum will be held June 20 to vote on the dues increase. Other convention action includes changes in the constitution, election of officers every three years, support for an intensified organization campaign and backing for a Federal bill to regulate imports.

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



Hiring Hall Included

New Bedford To Conduct Referendum On Contract

NEW BEDFORD—The New Bedford Fishermen's Union will hold a 15-day referendum on whether to accept a new three-year contract with boatowners. The new contract includes a provision for the establishment of a Union hiring hall arrangement which will be an important step forward for the Union.

The negotiating committee of the Union worked out the contract late in May only hours before a strike deadline. If approved, the new pact will run until March, 1964. The referendum has tentatively been set for June 15-30.

If the contract is approved, the Union will establish a Fishermen's Registry which will operate as a hiring hall. While details of the hiring hall remain to be clarified, the principle has been agreed upon. In connection with the registry plan, the Union and boatowners have established a committee to work out a plan for annual medical examinations to insure maintenance of minimum health standards.

In addition to winning the hiring hall provision, the Union was successful in beating back several boatowner proposals which could have destroyed much the Union has fought for.

Captains who are not boatowners will continue to be members

of the Union. The contracts shall continue to refer to fishermen as employees rather than crewmen. This insures that Union members will be fully protected with regard to employment security, taxes, maintenance and cure, and recovery for injury sustained at work.

Mindful of the hazards of fishing and the hardship which injury imposes on fishermen, the Union successfully fought for an increase in maintenance and cure benefits from six to seven dollars per day effective March 31, 1962, and running for the duration of the contract.

The new scalloper contract pro-

vides for increases of one-half percent for the Welfare Fund and the Seafood Council. Both of these funds have been extremely important for NBFU members.

Increased Welfare

The Welfare Fund has been providing ever increasing benefits to members, and the additional contribution was secured to keep the fund on a sound basis. The Seafood Council fund has promoted increased sales of fish products, and these higher sales directly affect the price of the catch and consequently the take-home pay of fishermen.

The new contract moves closer to solving the problem of deductions from the earnings of a vessel for electronics equipment. Such deductions will be computed on a dock-to-dock basis.

A minimum of four days' rest ashore has been guaranteed in the new scalloper contract, with an additional half day rest ashore for each day of fishing in excess of six days.

The new contract provides for an improved grievance procedure, with a standing committee of two members, one from the boatowners and one from the Union, which will be available at all times to consider disputes arising under the contract.

The committee which negotiated the new contract for the Union included Howard W. Nickerson, NBFU secretary-treasurer; William Hayes; Theodore Pedersen; Joseph Bourassa; Chester T. Mackay; Frank Deluga; John Gomes, and Joseph Hoyle.

Good Fishing In Bering Sea

SEATTLE—The halibut fleet found good fishing in the cold waters of the Bering Sea when the season opened in April. By May, about 30 vessels were headed home with record catches of the fish.

The huge catch fetched a fair price in the market here, running about five cents higher than the 1960 opening prices. Members of the Alaska Fisherman's Union, and Bering Sea fishing groups, both affiliated with the SIUNA, operate in the halibut fleet.

Meanwhile, tuna fishermen who operate in Southern California and Central America waters found that the fish had taken a short vacation in April.

Russian Boats Active Near New England

NEW BEDFORD—Russian trawlers have been increasing their activities, fishing and otherwise, in the Georges Bank area about 100 miles east of Cape Cod.

The fishing grounds, traditional area of operations for New Bedford Fishermen's Union and Atlantic Fishermen's Union members, are the sites of two US Air Force-operated Texas towers.

The Russian vessels have been operating quite close to the two offshore aircraft observation rigs known as Texas Tower I and Texas Tower II.

In addition to snooping around the towers, Russian trawlers have been closely approaching American fishing vessels. Captain Johan Johannssen, skipper of the New Bedford Fishermen's Union-contracted scalloper Stanley B. Butler, reported that a Soviet trawler moved in close enough during a recent voyage to take pictures of his scalloping operations off Nantucket. Russian vessels in the past have tended to stay away from American vessels.

Crewmen on Boston fishing craft now report that American and Russian vessels have been approaching within hailing distance. Boston-based vessels Red Jacket, Swallow and Cambridge reported Russian vessels; four trawlers and two mother ships, fishing for herring or whiting in the vicinity of the towers.

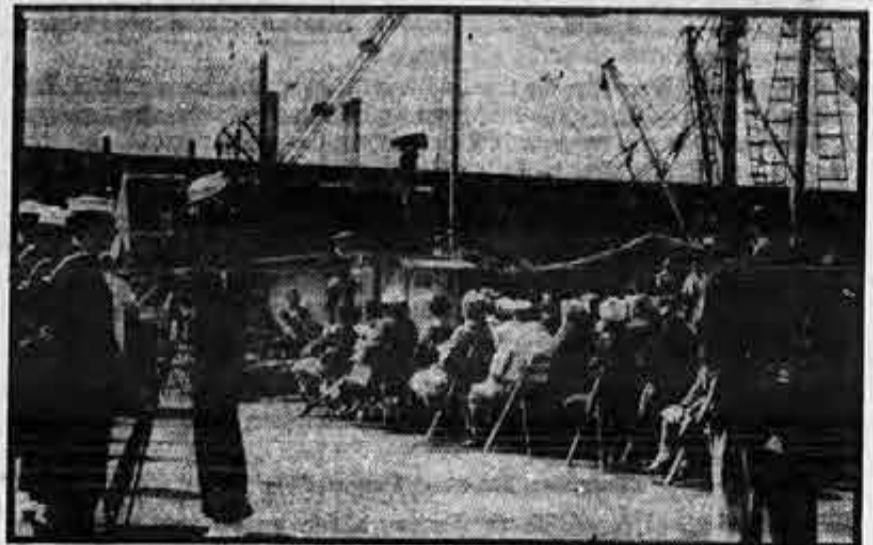
In addition, crewmen from Boston vessels Notre Dame, Olympia, La Rosa and Magellan reported Russian vessels 20 miles off Chatham at the elbow of Cape Cod

Atlantic Fishermen On Deck



Making adjustments—and just watching—on the deck of the new Sea-King are Atlantic Fishermen (l to r.) Trygve Torkelsen; Gunvald Vik; George Channell; Waldar Stienhardt (bending); Harry Gorski; Olaf Hansen, and Andrew Hellman. The Atlantic City-based vessel was at the Fulton Fish pier in New York City when the photo was taken.

Fishermen's Memorial Day



The traditional New Bedford Memorial Day was celebrated with pierside services for men who have been lost at sea as well as for those who died in the nation's service. The Memorial Day service was sponsored by the New Bedford Fishermen's Union and the New Bedford Port Society.

SIU Fishermen Hold Memorial Services

NEW BEDFORD—New Bedford's traditional Memorial Day services, in honor of men who were lost at sea and of those who died in the nation's service, began with the wheeling of the Seamen's Bethel portable organ to the fishing pier.

The organ is the same one which was used by whaling families a hundred years ago when New Bedford whalers sailed to every ocean in the world.

The Memorial Day program was sponsored by the New Bedford Fishermen's Union and the New Bedford Port Society.

Over 300 Attend Service

The Rev. Gene Landry, pastor of the Seamen's Bethel, delivered a memorial address to the more than 300 fishermen, their families and friends who gathered for the service.

Howard W. Nickerson, secretary-treasurer of the New Bedford Fishermen's Union, read the scriptural lesson at the service. Call to service was sounded by a ship's bell, and a color guard and firing squad from the Coast Guard weather patrol vessel Yakutat took part in the ceremony. Flowers and wreaths from families of fishermen lost at sea were scattered at sea.

AFU Nears New Pact In Boston

BOSTON—Agreement in principle on the first new contract for the Atlantic Fishermen's Union since 1946 has been reached with Boston boatowners. The Boston membership of the Atlantic Fishermen moved that contract negotiations continue in line with proposals recently submitted.

Pact To Bring Gains

The proposed new contract is the result of a revitalization of the Union since its reaffiliation with the SIUNA under its present secretary-treasurer Thomas "Oble" O'Brien.

Union negotiators declared that the new pact should bring great gains for fishermen as well as providing an opportunity for the industry to increase its earnings.

Germans Try To Sell Boats To Americans

GLOUCESTER—German fishing interests are trying to sell 28 beam trawlers to North American fishermen, according to a recent report in the "Gloucester Daily Times."

The vessels being offered for sale are all larger and more powerful than the Boston Beam trawlers now operating in the North Atlantic fisheries. The 28 vessels were built between 1949 and 1951 with aid from the United States.

Ironically, the Germans want to sell these trawlers back to the US while they go on to build larger modern factory ships.

However, there is a hitch in the proposed sale of the German trawlers to American interests. Shipping and fishing laws in the US carry restrictions on the use of foreign-built vessels operating under the American flag. But Canadian fishing boat owners are under no such restrictions and it is likely that they will take up the bulk of the German vessels and use them to compete in the American fish market.

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



THE CANADIAN SEAFARER

SIU Firm Builds Ships On Subsidy

VANCOUVER—The first concrete results of the Canadian government announcement that it will assist Canadian shipping were shown here when the SIU of Canada contracted Northland Navigation Company revealed plans to construct two new vessels with the aid of a government subsidy.

At the same time a shipowners' group, the Canadian Shipowners Association, said the government action would only aid domestic operators, not deep-sea companies.

The SIU-contracted company said the two ships, to be built in Canadian yards, would be able to carry 3,000 tons of cargo each at 18-knots. Accommodations would be provided for 98 passengers plus 35 automobiles.

Northland operates in the Canadian coastwise trade out of here, making more than 110 scheduled stops. Once the new ships enter service, the company's passenger vessel, the Canadian Prince, will be used as a summer-time cruise ship exclusively.

Another ship under contract to an SIU company being built here is a log barge for the Kingcome Navigation Company. The self-unloader will be the largest such vessel ever to be built here, being 339 feet long with a 64-foot beam. It will be used to go into bays and inlets along the British Columbia coast and pick up logs. With a capacity of 1 1/2 million board feet, the barge can handle quite a bit of timber.

The Canadian shipowners Association welcomed the shipbuilding subsidy but said that it will benefit Canadian shipyards to only a limited extent. The subsidy, the association said, does nothing to close the gap between Canadian operating costs and those of United Kingdom.

Together with the new restrictions on traffic between Canadian ports in the Seaway, the subsidy will encourage domestic operators to modernize and build-up their fleets on the inland waterways.

Canada SIU Begins Vote On Proposed Constitution

MONTREAL—The SIU of Canada is voting on a new constitution to govern the union during the coming period of expansion.

The proposed constitution, which incorporates amendments to the existing constitution adopted in 1954, has been termed "a most comprehensive document which should serve satisfactorily the needs of the membership" by a legal counselor.

John M. Schlesinger, Montreal attorney, stated that the autonomy granted to the licensed division in the proposed constitution will treat the engineers as a separate entity.

The opinion also stated that the rest of the proposed document indicates "an honest desire to obey the law of the country, while

Banks Attends NCMB Session



Attending the National Committee for Maritime Bargaining's opening session with shipowners in New York are (l. to r.) Hal Banks, SIU of Canada President; Paul Hall, SIUNA president, and Morris Weisberger, SIUNA executive vice president for the Pacific District.

Banks Attends First Session Of US Maritime Bargaining

NEW YORK—The opening of negotiations between the National Committee for Maritime Bargaining and US shipowners early in June was attended by Hal Banks, president of the SIU of Canada in his capacity as spokesman for the Great Lakes Conference of the Maritime Trades Department.

The bargaining committee (NCMB) presented its position to shipowners, stressing its intention to improve the general health of the maritime industry.

The most significant demand by the Unions concerned the return of runaway flag ships to Union contracts. This is an important one to concern the Canadian SIU as well as in all maritime unions in North America.

In addition to the SIU groups, others who joined the NCMB were the Marine Engineers Beneficial Association; the International Longshoremen's Association; Local 25 of the International Union of Operating Engineers; Masters, Mates and Pilots; Staff Officers Association; Radio Officers Association and others.

at the same time there is also to be found therein throughout a strong and fervent intention to protect the rights of the ordinary seaman."

The name of the Union in the new document is the Seafarers International Union of Canada. The new leadership positions will include a president; executive vice president in charge of contracts and contract enforcement; vice president in charge of licensed personnel; vice president in charge of the Pacific Coast; vice president in charge of the Great Lakes; vice president in charge of the Atlantic Coast; and secretary-treasurer.

In Canadian Ports

Montreal Fitout Smooth

MONTREAL—The 1961 fitout in this port went smoothly with jobs moving fast and furious for the first weeks. Dredge activity picked up when the weather cleared. Most beefs involved misunderstanding between crews and mates and skippers who were assigned new vessels this year. Some "do-it-all" mates have also caused some problems which were squared away.

Ft. William Fitout

FORT WILLIAM—The Mohawk Deer opened the navigation season here on April 11, and the Murray Bay opened the season for Port Arthur two days earlier. A beef has been settled in favor of Seafarer Gilbert Moisan and his wages have been restored.

BC Curbs Unions

VANCOUVER—The British Columbia Government has passed legislation to strike back at un-

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

Big SIU Victory

Licensed Division Wins In 9 Fleets

MONTREAL—Engineer officers on the Great Lakes and East Coast of Canada voted overwhelmingly to be represented by the Licensed Division of the SIU in recent elections conducted by the Canada-Labour Relations Board.

Engineer officers in nine out of 10 shipping companies chose the SIU over the Canadian Brotherhood of Railway Trainmen and General Workers (CBRT) and its defunct affiliate the National Association of Marine Engineers (NAME).

In La Verendrye Lines and in Abitibi Power and Paper, the Licensed Division won certification as representative of the engineer officers in previous action.

Other voting results are: Hall Corporation of Canada, SIU 56, CBRT 2; N. M. Paterson & Sons, SIU 57, CBRT 7; Scott Misener, SIU 25, CBRT 3; Algoma Central & Hudson Bay Railway, SIU 15, CBRT 0; National Sand & Material, SIU 2, CBRT 0; Dominion Steel & Coal, SIU 9, CBRT 0; Commercial Cable, SIU 5, CBRT 0.

In only one election, in Upper Lakes Shipping, did the License Division lose to the CBRT. It was pointed out that considerable com-

pany pressure was put on engineer officers in Upper Lakes Shipping. For the first time in the company's history, second engineers were "invited" to attend the annual company captain's dinner. Despite the strong pressure, nine engineers in Upper Lakes voted SIU and it is expected that others will join the nine in calling for another chance to join the Licensed Division before long.

In addition to the resounding victories, the Licensed Division has won contract coverage for deck officers on Winona and Redwood Steamship. R. E. Law Transportation Co. deck officers are also covered by Licensed Division contracts.

An application has been filed for certification covering the marine engineers of the National Harbours Board at Montreal and several other East Coast companies are being organized by the SIU Licensed Division.

The election was the end result of a beef which started last November when the Lakes Carriers Association signed a yellow-dog contract with the CBRT covering engineer officers. Before the new year, the 10 companies were involved in the dispute before the Labour Board.

Deckhands Learn Diving For OT Pay

MONTREAL—SIU of Canada members who work on the dredge Angus R have been acquiring a new skill—skindiving.

The Angus R, owned by the United Dredging Company, is operating on the St. Lawrence near Seven Islands, an area with an unusually rocky bottom. It is often necessary to send skindivers below to assist in removal of the rocks.

Consequently, the company set up a school in Montreal harbor to give interested deckhands ten days' instruction in skindiving.

Once they successfully complete the course, deckhands are eligible to work on the dredge as deckhand-divers. Each time they go over the side with flippers on, they collect bonus money.

SIU Canadian District Halls

- FORT WILLIAM, Ontario 408 Simpson St. Phone 3-3221
- HALIFAX, N.S. 120 1/2 Hollis St. Phone 3-8911
- MONTREAL 634 St. James St. West Victor 2-8161
- QUEBEC 44 Sault-au-Matelot Lafontaine 3-1569
- THOROLD, Ontario 52 St. David St. Canal 7-5272
- TORONTO, Ontario 272 King St. E. Empire 4-5711
- VANCOUVER, BC 298 Main St.
- ST. JOHN, NB 177 Prince William St. OX 2-5431

Toronto Ships 200

TORONTO—More than 200 men were shipped from here during the fitout, but the call for ratings was still not as high as anticipated. The Hall Corporation's Stonefax established the dubious record of being the first vessel to take a crew and the first to lay off entire gang.

Sandboat at Thorold

THOROLD—The sandboat Niagara opened the Port of Hamilton navigation season, to the surprise of harbor officials, who expected a tanker. A Welland canal bottleneck held up the tanker, enabling the Niagara, an SIU-contracted vessel, to open the season. At Port Weller, the top hat for opening the navigation season went to the Cedarbranch, also an SIU-contracted ship.

New Halifax Cable Ship

HALIFAX—The cable ship John W. Mackay has been replaced with a smaller vessel, the Cable Guardian. The seven CNS ships, strike-bound for almost four years, are still here. The ships which were sold to Cuban interests about two years ago are under arrest because of a suit instituted by the Troy Browning Co., against the Cuban government.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Maintaining The Dry Storeroom

The quality of the food served aboard ship depends to a considerable extent on the way all subsistence food items are stored and preserved after being delivered to the vessel. All food must be kept at proper storage temperatures, as protection against contamination and to insure that freshness is maintained for as long as possible.

There is a large variety of foods and food products that require no refrigeration at all; however, since these usually need less care and attention than other items, they often suffer from a complete lack of attention. These include the food items kept in the dry storeroom, such as canned fruits, juices and vegetables, condiments, spices, preserves, cereal and flour products, coffee, tea and evaporated milk.

Temperatures in the dry storeroom should be maintained as much as possible at 70° F. and no higher than 80° F. Even items packed in tin or glass will not last indefinitely. They will keep longer and require less care than others but, the same as all subsistence items, they are of a perishable nature. Heat, high humidity, rust, insects, rough handling, dirt and contamination all combine to shorten the life of these foods while they're in dry storage.

The only way to avoid eventual spoilage is to follow good rules of sanitation and to keep this storage space cool, clean and, especially, dry—just as its name implies. Good sanitation practices require that every part of the storeroom be thoroughly clean at all times. This includes all shelves, walls, gratings and decks. The temperature here is not always easy to control; care should be taken to see that an electric fan is in service and working properly.

A fan or other good means of ventilation should be directed to where flour, cereals and related products are stored to help control the insect problem. Consultants of the Food and Ship Sanitation Department have frequently recommended this procedure aboard ship, as they often find little or no ventilation at all in dry storerooms.

When storing, flour should be placed in the coolest and best ventilated spot in the storeroom and never next to foods having strong odors. A simple, raised platform about eight inches off the deck should be erected for use in stacking flour bags. Maximum circulation of air around the bags can be obtained if they are cross-stacked five or six sacks high.

Prior to storing, flour remaining from the previous voyage should be checked to see if it is insect-infested. All traces of dirt and contamination should be removed and the gratings and decks be thoroughly cleaned and aired. When flour is received, it should be spot-checked for possible weevil contamination right away. If there is any sign of weevils, the whole lot should be rejected. This can prevent a lot of grief later on.

In addition, when storing, rearrange the storeroom to make room for the new stock. Mark and identify the old stock, usually with the voyage number, so that it can be used first on the next voyage out. Everything should be stored so that labels face the front for easy identification when needed.



Most recognized, brand names of canned food are of good quality, but sometimes a man in the galley will run across a can that is swollen, dented or rusty. Chances are that the food inside such a can is spoiled. Normally, the ends of a can should be flat or slightly concave (drawn in). If the ends or sides bulge out, it may mean that the contents have rotted and produced a gas which causes swelling.

There are other reasons for swelling, such as overstuffing or hot weather. The contents may still be good, but you can't tell until they're examined. An important point is never to receive damaged or swollen cans. If a can in stock becomes swollen, the contents should be checked carefully before cooking. The food should be thrown out if it appears softer and "mushier" than it would ordinarily, if it contains gas bubbles or if it has a peculiar and unnatural odor. Food should never be tasted if there is any reason to believe it may be bad. A single taste can cause food poisoning.

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

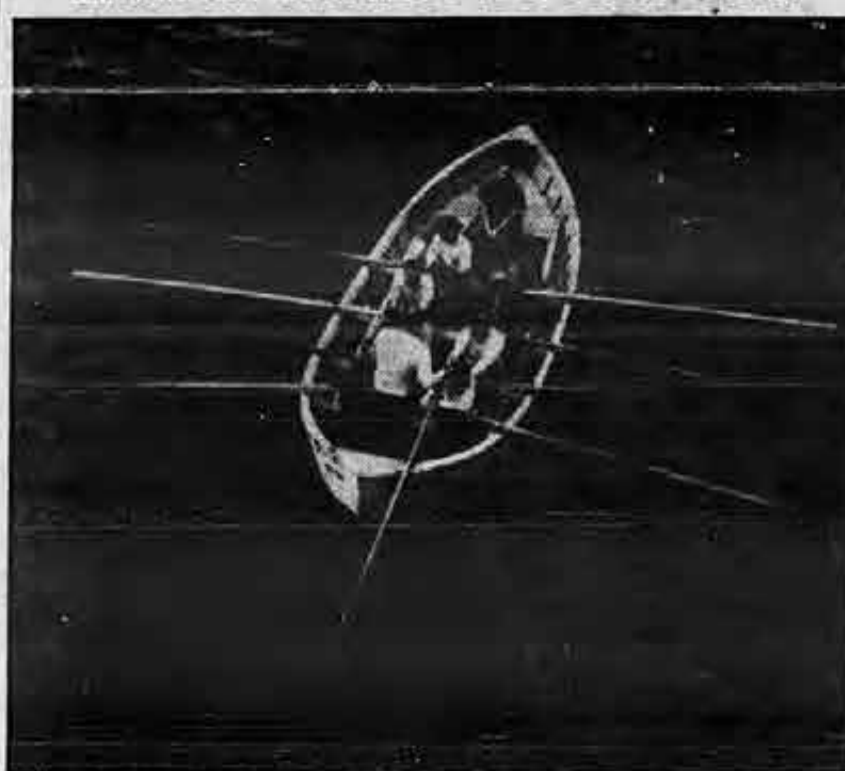
Ask Change in NLRB's Procedures

WASHINGTON—A plan to overhaul the National Labor Relations Board so as to make it more efficient and speed up its procedures has been submitted to Congress by the Administration.

The proposed plan would allow NLRB officials at the local level to dispose of many of the routine matters which ordinarily clutter up the Board's calendar. The Board members would then be free to act upon more important issues.

Unions have often complained about the lengthy delays involved in getting NLRB action on matters of importance. Delays of a year or more are not uncommon. While investigation and examination of evidence sometimes take considerable time, much of the delay is the result of a backlog of pending cases.

Lifeboat Trainees Do Their Stuff



Group of SIU Training School students take a trial spin at the oars as part of their two-week course of preparation for the Coast Guard's test for lifeboat tickets. Courses are given periodically by experienced SIU instructors at headquarters.

New Del Rio Boasts Speed, Top Cargo-Handling Efficiency

NEW ORLEANS—If the initial performance is any indication, the SIU-manned Del Rio, first of the newly-built cargo liners to enter service for Mississippi Shipping, has exceeded the company's expectations.

On her maiden voyage to South America the vessel demonstrated cruising speed which exceeded her rated performance. Rated at 18 knots, the Del Rio sustained a speed of better than 19 knots, with her skipper reporting that she still had 20 percent of her horsepower in reserve.

From the company's point of view, the additional speed is welcome, since, in the long run, it makes for more voyages in a given time span.

In addition, the vessel's hatch arrangements made for far more

rapid loading and unloading. The mechanical hatch covers are so arranged that most of the cargo holds have three hatch openings where normally there would be only one. Between the forward and aft deckhouses, there are 15 hatches in five rows of three abreast, where normally there would be just five hatch openings. An additional two hatches are behind the after house and forward of the bridge respectively.

Because of all these openings, loading and unloading of small cargo lots is greatly simplified, since the numerous hatches make for easy access to all sections of the hold. The ship's cargo-handling gear differs considerably from the

conventional in that it consists of revolving cranes. In addition, the vessel has a 60-ton heavy lift. Most of the C-type cargo ships have a 35-ton heavy lift, with some having 50-ton lifts.

The ship's higher speed and faster turnaround reflect the trend in the industry towards moving a greater amount of cargo per ship and a reduction of the time spent at the dock, which is costly delay.

The Del Rio is the first of three vessels contracted for by Mississippi in a long-range replacement program which will eventually involve all of the company's existing vessels. The total cost of the program is expected to be in the vicinity of \$150 million.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

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Cruise Liners Will Dump 'Essential' Runs, Go South

WASHINGTON—With the passage of a special amendment to the Federal maritime statutes, six American-flag passenger liners will enter the busy West Indies cruise trade this fall.

The bill, sponsored originally by Rep. Herbert C. Bonner (Dem-NC) permits American passenger ships to stray from their specified trade routes during the slack season without losing their operating subsidies.

Three American-flag operators, American Export, Mooremack and US Lines, plan to enter the trade which has been dominated by foreign-flag liners in recent years.

New Business

Before passage of the bill, ship operators were compelled to keep their passenger vessels on the specified trade route all year round. Now, participation in the Caribbean cruise service will enable them to go after other business during normally slack shipping periods.

The legislation substantiates the position of the National Committee for Maritime Bargaining that the present "essential trade route" system of subsidizing American-flag ship operations is outmoded. The NCMB has criticized the present subsidy system as freezing the operations of the US merchant

marine into a rigid mold, with some operators servicing the so-called "essential" routes getting all of the benefits of subsidy, while other operators on other routes are denied assistance.

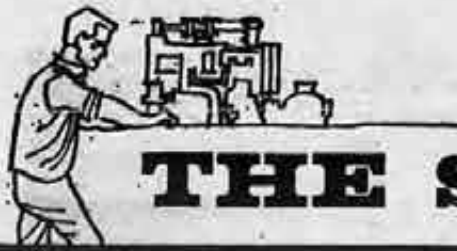
NCMB Position On Subsidy

Meanwhile, the NCMB has pointed out, other services, such as the Caribbean trade, the ore-carrying trade, grain export and the oil import operation, have grown enormously, none of them being covered by the subsidy programs.

The plans of the three companies to enter the Caribbean cruise trade indicate recognition of the shift in trade patterns. US Lines, in fact, is reportedly preparing to put both its passenger vessels, the United States and the Amreica, on the Caribbean run, abandoning the "essential" North Atlantic service in the slack season.

Export Lines plans to use two of its three passenger vessels on Caribbean service, while Moore McCormack will utilize the Argentina and the Brazil for West Indies runs.

Fit for a Seafarer!
 THE FOOD AND PRICES AT OUR OWN
 BALTIMORE AND NEW YORK SIU CAFETERIAS
 ARE GEARED FOR SEAFARERS -
 THE MEMBERS OF OUR UNION. DROP
 IN THE NEXT TIME YOU'RE AT THE HALL.
 the Seafarers Cafeteria



THE SIU INDUSTRIAL WORKER

UIW Signs Up New Shop; Union Organizing 4 More

The United Industrial Workers is on the verge of organizing four industrial shops in New York, New Jersey and Pennsylvania with a total work force of 130. In addition, the Union has been recognized as bargaining agent for a Baltimore plant with 60 workers.

Belfort Instrument Co., of Baltimore, one of the finest precision machine shops on the East Coast, recognized the UIW as bargaining agent for its 60 employees after an impartial arbitrator ruled that the Union represented a majority of the workers.

Warren Leader, UIW organizer in Baltimore, noted that Belfort agreed to a health and welfare

contribution of 10-cents an hour for each employee, soon after the UIW was certified.

UIW National Director Steve Cardullo announced that the Union has petitioned for an NLRB election at Staten Island Petroleum Co. (Sipco), an oil retailing firm employing about 20 drivers, servicemen, mechanics and others.

The UIW has also petitioned for an NLRB election at Highway Trailer Corp., of Newark, N.J., which also employs about 20 persons.

In Philadelphia, the UIW has petitioned for an NLRB election at ABC Plastics, a company which has over 30 employees. The Union is also organizing among the 62 employees at the Trenton Textile Manufacturing Co., of Trenton, N.J.

Morsan, Eduhom Pacts Renewed

NEW YORK — Substantial increases in pay and fringe benefits for UIW members were won recently when contracts were renewed for another two years by the United Industrial Workers Union at Morsan Tents and the Eduhom Corp.

The Morsan contract covered 11 employees at the plant which manufactures canvas goods and camping supplies.

More recently, the Union negotiated another two-year contract for UIW members at the Eduhom Corp., in Queens, which has 20-25 employees during the peak season.

A few other contract renewals were being discussed in negotiations earlier this month. These included Beam Matie, Long Island City; Independent Cordage, New York, and Eastern Automotive, Bronx. It was expected that these pacts would be signed before month's end.

These Are Your Union Meetings — Attend Them!

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

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

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

Here is the schedule of the next meetings:

NEW YORK — Wednesday, July 5, at 6 PM, SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE — Wednesday, July 5, at 7:30 PM, SIU Hall, 1216 E. Baltimore St.

SUNBURY — Sunday, July 9, at 2 PM, Friendship Fire Company.

PHILADELPHIA — Tuesday, July 11, at 7:30 PM, SIU Hall, 2604 S. 4th Street.

UIW Welfare Pays Benefits

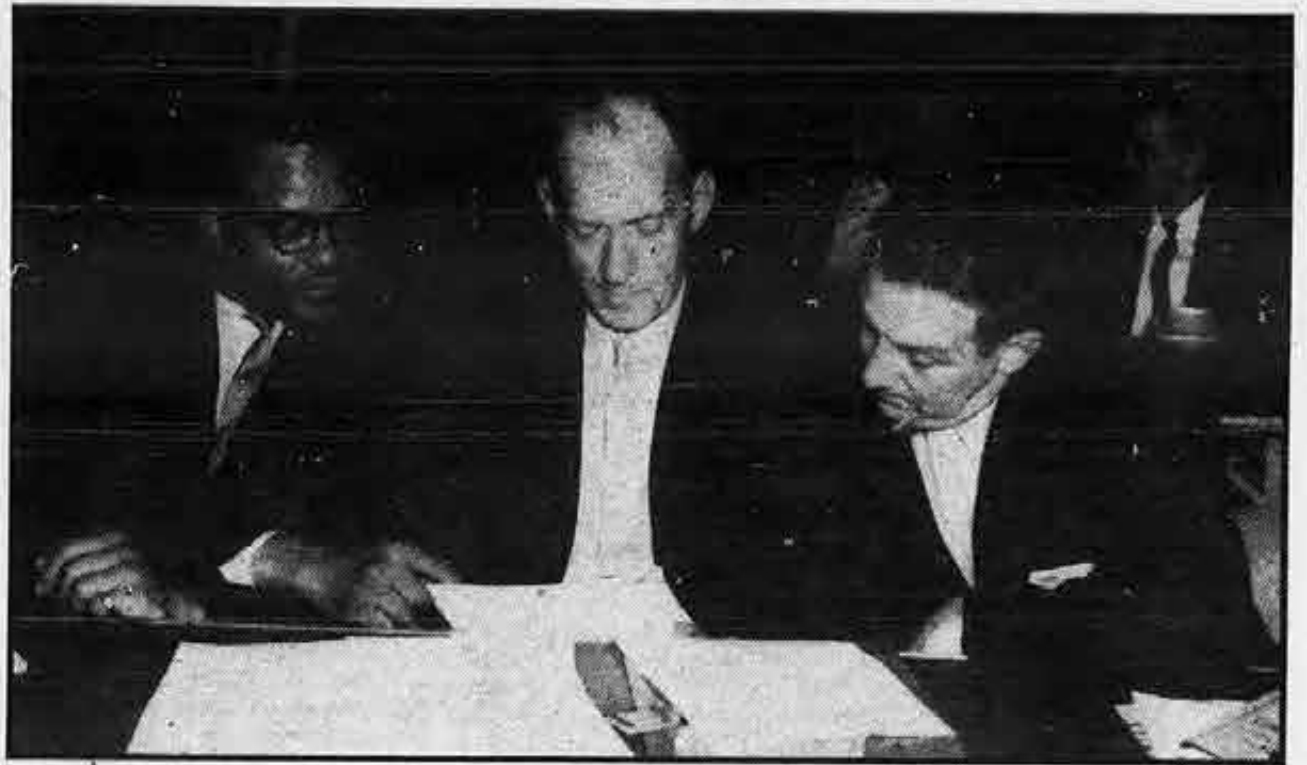
The Welfare Plan of the United Industrial Workers paid a total of 94 claims in May, which totaled \$8,916.04 and 18 of the claims were for \$200 or more.

The top claim last month was for \$492.50 which went to Margarita Rosado who works at American Castings in Brooklyn. There were eight maternity benefits paid in May, one of them for \$245 to the wife of Gilbert Aviles of Display & Advertising Forwarding Co., of New York.

James Lee of Seatrains Lines, Edgewater, NJ, collected a welfare benefit check for \$464 in May.

Maternity benefit payments were made included Donald Ramsey of Air Master; Ernesto Fernandez of All American Metals; Maria Fardello; Juan Ronda; Gilbert Aviles; Charles Griffin; John Greenwood and William Painter.

UIW Convention Delegates At Work



Three of the delegates to the first quadrennial UIW convention look over a report before bringing it up on the convention floor. The three delegates are (l to r) Odell Watts, John Holiday, and Joseph Walsh, all of Philadelphia.

UIW Convention Pledges To Expand Union Activity

A pledge to continue expanding its organizing activities was made by the United Industrial Workers of the Seafarers International Union at its first quadrennial convention in May.

Steve Cardullo, UIW National Director, predicted that the Union's membership will be greatly multiplied by the time of the next convention in 1965 in Philadelphia.

The pledge to conduct aggressive organizing campaigns in non-union industrial shops was one of a dozen resolutions approved by the delegates to the convention which began May 24 at Union headquarters in Brooklyn.

Another key resolution condemned company unions and served notice that employers will not be able to escape paying fair wages and instituting decent working conditions and contracts through the company union dodge.

UIW Convention Committee



The Organization and Grievance Committee at the UIW convention checks over the list of newly organized shops. The committee included (l to r) John Holiday, Phila.; Warren Leader, Balt.; Jack Miller, Phila. (seated), and Ralph Quinonez, NY.

The resolution urged workers to seek legitimate labor movement representation.

The convention resolved to improve and strengthen the UIW Welfare Plan. The urgency of Federal social legislation was stressed at the convention when delegates called for improved Social Security benefits and lauded aid to education, minimum wage and depressed areas laws.

Unemployment Benefits

Various state unemployment insurance and workmen's compensation benefits are presently inadequate in the face of rising costs, the convention noted. The Union is fighting reactionary legislation which would limit jobless benefits in Maryland.

A resolution on automation called on employers to provide for retraining in cases where automation displaces workers. The UIW convention committed the Union to preserving the jobs of its members and condemned the false charges of "featherbedding" frequently made by employers when they desire to throw workers out of their jobs.

Support Civil Rights

Support for civil rights was pledged as the convention recalled the UIW constitution which declares its adherence to equal rights for all, regardless of race, religion or national origin. The convention called for Congressional action on a Fair Employment Practices bill.

The anti-labor activities of large employers such as Sears and Roebuck were condemned by the convention.

Recognizing the great value of joint union-employer health and safety programs, the delegates urged the UIW to investigate the possibility of establishing a health and safety program with contracted companies for the benefit of members.

The Union was urged to look into the possibility of establishing a UIW newspaper to serve the interests of industrial workers.

Delegates also approved the policy of continuing to cooperate with its affiliates in using joint facilities such as union halls and office space.

In the first election of permanent officers, Steve Cardullo of Philadelphia was elected National Director of the UIW. Al Kerr, New York, was voted Secretary-Treasurer; Lindsey Williams of New Orleans was elected Gulf Coast Area Director; Jack Miller of Philadelphia was elected Atlantic Coast Area Director and Al Tanner, Detroit, was elected Great Lakes Area Director.

Delegates to the convention were John J. Dwyer, N.Y.; John Holiday, Phila.; Warren Leader, Balt.; Sal Maccarone, Phila.; Ralph Quinonez, NY; Frederick Stewart, NY; Joseph Walsh, Phila.; Odell Watts, Phila.

Convention delegates lauded reports from Gulf and Lakes directors which pledged vigorous efforts to organize the thousands of unorganized workers.

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

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$6,800 in maternity benefits and a maturity value of \$850 in bonds:

Cora Endres, born March 31, 1961, to Seafarer and Mrs. Michael Endres, Baltimore, Maryland.

Christian Jensen, born April 16, 1961, to Seafarer and Mrs. Flemming Jensen, Myrtle Beach, South Carolina.

Johnny Wing, born March 8, 1961, to Seafarer and Mrs. Yao Fang Wing, San Francisco, California.

Manuel Rial, born April 25, 1961, to Seafarer and Mrs. Manuel Rial, Brooklyn, New York.

Thomas Boguski, born April 22, 1961, to Seafarer and Mrs. Charles Boguski, Havertown, Pennsylvania.

Roy Davis, born December 23, 1960, to Seafarer and Mrs. John T. Davis, Houston, Texas.

Henry Allen, born January 18, 1961, to Seafarer and Mrs. James C. Allen, New Orleans, Louisiana.

Donna L. Brown, born April 19, 1961, to Seafarer and Mrs. Woodrow Brown, Tampa, Florida.

Gall L. King, born March 22, 1961, to Seafarer and Mrs. Royal A. King, New Orleans, Louisiana.

Michele Cain, born April 16, 1961, to Seafarer and Mrs. Patrick Cain, East Boston, Massachusetts.

Jeffrey Lunsford, born February 23, 1961, to Seafarer and Mrs. Duane Lunsford, Baltimore, Maryland.

Gloria Ann Barnes, born April 20, 1961, to Seafarer and Mrs. William Barnes, Houston, Texas.

Randall Murrell, born April 4, 1961, to Seafarer and Mrs. Robert Murrell, Awendaw, South Carolina.

Kim Robert Welch, born April 9, 1961, to Seafarer and Mrs. Elbert Welch, Covington, Louisiana.

Joan Huber, born May 5, 1961, to Seafarer and Mrs. Joel Huber, Portland, Oregon.

Ronald Quanico, born April 16, 1961, to Seafarer and Mrs. Isabelo Quanico, Jamaica, New York.

Agustin Vazquez, born April 18, 1961, to Seafarer and Mrs. Agustin Vazquez, Brooklyn, New York.

Tammy Lee Bennett, born March 18, 1961, to Seafarer and Mrs. Barney Bennett, Pearlinton, Mississippi.

Michael Kiedinger, born March 27, 1961, to Seafarer and Mrs. Robert Kiedinger, Houston, Texas.

Roxanne Rose Rotolo, born March 31, 1961, to Seafarer and Mrs. Frank Rotolo, Seattle, Washington.

Phillip O'Toole, born April 13, 1961, to Seafarer and Mrs. John O'Toole, Baltimore, Maryland.

James Rose, born May 13, 1961, to Seafarer and Mrs. James Rose, Baltimore, Maryland.

Henry Castronover, born April 8, 1961, to Seafarer and Mrs. John Castronover, Long Beach, California.

Linda Bishop, born March 9, 1961, to Seafarer and Mrs. Roy Bishop, Freeport, Florida.

Bertha Groen, born May 10, 1961, to Seafarer and Mrs. Jacobus Groen, Mobile, Alabama.

Susan Pazan, born March 27, 1961, to Seafarer and Mrs. Antonio Pazan, Merritt Island, Florida.

Donald Wennberg, born May 6, 1961, to Seafarer and Mrs. William Wennberg, St. Louis, Minnesota.

Susan Lawrence, born March 26, 1961, to Seafarer and Mrs. Sandy Lawrence, Jr., South Norfolk, Virginia.

Elizabeth Dawson, born May 13, 1961, to Seafarer and Mrs. William Dawson, Claborne, Maryland.

Michelle Graley, born April 24, 1961, to Seafarer and Mrs. William Graley, Moss Point, Mississippi.

Carol Lee Villarreal, born January 5, 1961, to Seafarer and Mrs. Alexandro Villarreal, Galveston, Texas.

Allan Gaskins, born May 4, 1961, to Seafarer and Mrs. Lindsay Gaskins, Portsmouth, Virginia.

Carol Lee Villarreal, born January 5, 1961, to Mr. and Mrs. Alejandro Villarreal, Galveston, Texas.

Michelle Graley, born April 24, 1961, to Seafarer and Mrs. William Graley, Moss Point, Miss.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$49,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Michael Dusevitch, 51: Brother Dusevitch passed away from a heart ailment on March 13, 1961, in Houston, Texas. He had shipped with the SIU since 1948 in the engine department. His widow, Mrs. Theresa Dusevitch, of Haverhill, Mass., survives. Burial was at Haverhill Cemetery. Total benefit: \$4,000.



John F. Eustace, 32: Brother Eustace died as the result of gunshot wounds on August 19, 1960, at North Bend, Oregon. He had shipped with the SIU in the deck department since 1957. Surviving is a brother, Robert Eustace, of New York City. Burial was at North Bend. Total benefit: \$500.



Floyd M. Farris, 40: Brother Farris was assumed drowned and lost at sea on November 21, 1959, while aboard the SS Vallant Power. He had shipped since 1958 with the SIU in the engine department. Surviving is his father, Marion Farris, of Valley Station, Kentucky. Total benefit: \$4,000.



Jose Colls, 55: Brother Colls died of cancer on November 25, 1960 in Puerto Rico. He had sailed since 1952 with the SIU as a member of the engine department. Surviving is his widow, Mrs. Filomena Colls, of Lares, Puerto Rico. Lares was listed as the place of burial. Total benefit: \$4,000.



Donald D. Smith, 35: Brother Smith died of pneumonia on March 19, 1961 at Seattle, Washington. He had been sailing in the SIU engine department since 1957. His mother, Mrs. Delma Hopkins, of Portland, Oregon, survives. McMinville, Ore., was listed as the place of burial. Total benefit: \$4,000.



Robert C. White, 38: A brain tumor was the cause of death to Brother White on January 10, 1961 at the French Hospital, Izmir, Turkey. He had shipped with the SIU engine department since 1957. Surviving is his widow, Mrs. Mabel Ann White, of King, North Carolina. Interment was at King, NC. Total benefit: \$4,000.



Paul Signorino, 46: Brother Signorino died of a heart disease on January 19, 1961, at New Orleans, Louisiana. He had shipped with the SIU in the steward department since 1955, and is survived by his widow, Mrs. Dorothy Smith, of Gramercy, La. Covington, La., was the place of burial. Total benefit: \$4,000.



George D. Rourke, 58: A kidney ailment was the cause of death to Brother Rourke on April 23, 1961 at Longmeadow, Mass. He began shipping in the SIU deck department in 1940 and had been receiving special disability benefits since last August. Surviving is his widow, Mrs. Alice C. Rourke, of Longmeadow. St. Michael's Cemetery, Springfield, Mass., was the place of burial. Total benefit: \$4,000.



Leonard Munna, 60: A heart attack was the cause of death to Brother Munna on November 28, 1960 in New Orleans, La. He had shipped in the SIU steward department since 1943. Surviving is his widow, Mrs. Anna M. L. Munna; two sons, Leonard and Raymond, and a daughter, Dominica, all of New Orleans. Burial was in New Orleans. Total benefit: \$4,000.



Charles T. McAvoy, 38: Brother McAvoy died of a heart ailment aboard the SS Mount Whitney at Castelara, Italy, on May 5, 1960. He had sailed since 1952 with the SIU in the engine department. A brother, Edward McAvoy, of Oakland, California, survives. The place of burial is not known. Total benefit: \$4,000.



Theodore Smith, 56: Heart disease was the cause of death to Brother Smith at the Duval Medical Center, Jacksonville, Florida, on April 13, 1961. He had been shipping SIU in the steward department since 1938. His widow, Mrs. Wilhelmina Smith, of Savannah, Georgia, survives. Savannah was listed as the place of burial. Total benefit: \$4,000.



Golden E. Parker, 60: Brother Parker passed away of a heart ailment on April 27, 1961 at the USPHS Hospital, Baltimore, Maryland. He had sailed since 1943 as a member of the SIU engine department. His son, Carroll H. Parker, of Baltimore, survives. Burial was at Juniper Cemetery, Baltimore. Total benefit: \$4,000.



Arthur Lythall, 64: Brother Lythall died of heart disease at Pennsylvania Hospital, Philadelphia, Pa., on March 22, 1961. He had sailed as a member of the SIU engine department since 1956. Thelma Chatelle of Philadelphia was named as administratrix of his estate. Mount Morris Cemetery, Philadelphia, was the place of burial. Total benefit: \$500.



Fred Miller, 69: Brother Miller passed away at home in Jensen Beach, Florida, due to cancer on September 25, 1960. He began shipping with the SIU in the deck department in 1944. His widow, Mrs. Ulla Miller, of Jensen Beach, survives. Delray Crematory at Delray Beach, Fla., was the place of burial. Total benefit: \$4,000.



In the hospital?
Call SIU Hall immediately!

Steak, Shrimp Feature Delta Crew Cookout

The crew of the Del Oro (Delta Line) goes for that outdoor cookery, judging from a report by ship's delegate Gaietan Montesano on the vessel's recent trip.

Between broiled steak and sausage, boiled shrimp and beer, the cookout was quite a success. The treasurer reported that \$45 from the ship's fund was expended for the vittles plus a barbecue grill and some charcoal to give it all that charcoal-broiled flavor.

The ship's minutes carried a note that the crew voted thanks to the ship's delegate, the steward department and all other crewmembers involved in preparing and holding the successful cookout and shrimp boil. The affair could have continued for the whole voyage except that the food gave out.

LOG-A-RHYTHM:

Tragedy At Sea

By Felix Riesenber

*She watched the freighter leave the shore,
She saw her darling wave,
She heard his final words once more,
"My dear, you must be brave."*

*A war was raging on the sea,
And fear was in her heart.
But he must fight to keep her free,
So never more they'd part.*

*So often things don't go as planned,
And when the ship put in,
Her darling Jimmy didn't land,
For the sea had married him.*

SHIPBOARD SKETCHES

-by Ben Graham



BEN GRAHAM

"You know that '100 percent, last-a-lifetime, hand-loomed oriental rug' you brought home this trip?"

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every month to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

Scholarship Plan Changes Sought

To the Editor:

It seems to me that some changes in the SIU scholarship program are needed, somewhat along the following:

The SIU should assure its members that those who would study on Union grants would strive in their future to create a stronger United States merchant marine, finer ships and by their education to make our work easier.

I remind the Union, if we do not help ourselves at every opportunity, who will help us?

Is it not strange that those members who receive the SIU scholarship awards do not plan to return to work with us, to eat our shipboard food and perhaps to teach their fellow brothers something of the arts and sciences which we, through the scholarship program, sent them to learn?

Arnold Lewine

Opposes CG Health Role

To the Editor:

I see by reading the SEAFARERS LOG and the SUP newspaper that some California Congressman wants to give the Coast Guard the power to decide if we are physically able to ship.

Right now, all of the union contracts, so far as I know, say that the Public Health Service has the right to decide whether or not a man is "fit for duty," agency as far as physical fit. So seamen are already under

control of one Government mess goes. Why bring another one in on it?

I would say that the only reason is this: The people behind this must figure that the Coast Guard has it in for merchant seaman and would do everything in their power to knock you and me out of a job on a ship if they could.

It seems to me the Coast Guard has plenty to say already whether or not a man can ship. Anyway, even if they got the authority over physical fitness, they would have to use Government doctors to decide whether a man could ship and that would put it right back into the Public Health Service again.

It sounds like a crackpot idea altogether and I hope that the Congress does not pay any attention to it.

Henry C. Webster

Gives Thanks For Flowers

To the Editor:

I wish to express my most sincere thanks to the members of the SIU for the lovely floral offering sent upon the death of my son, John J. Brennan. Mr. Arabasz was so helpful to me. I again wish to express my appreciation for the time and effort he spent on my behalf.

The check from the SIU Welfare Plan will be a big help to me and if possible I would greatly appreciate it if I could continue to receive the SEAFARERS LOG and acknowledge this letter in the LOG.

Again, many thanks for all that you have done for me.
Mrs. Josephine Brennan

Books To Aid Developing Lands

To the Editor:

Many undeveloped nations have large number of their people illiterate due to the shortage of books in these countries. Seafarers, because we ship from book-rich nations to these developing lands in Asia and Africa, are in an excellent position to make some positive contributions in this area of need.

It would require little of our

LETTERS To The Editor

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time and energy to collect books and carry them overseas with us to these lands. The ship's agent could notify schools, missions and other groups working to combat illiteracy to meet the ship when it docks to pick up the books.

Such a program would be an excellent example of the concern that Americans have for all peoples of the world who



need help and I believe the Union would wholeheartedly support our efforts.

The books could be collected from friends, libraries that no longer need them, and those we ourselves read on long voyages. They could be stored in headquarters and in the outports before being sent over with us.

When one looks at the potential of such a voluntary effort by seamen, it becomes obvious that we should gladly undertake the job—and soon.

Harry N. Schorr

Appreciates Aid In Time Of Need

To the Editor:

I would like to thank all of the members of the SIU for their aid in my time of need. In addition, the help from my husband's shipmates was greatly appreciated.

A word of sincere gratitude to Reed Humphries, agent in Wilmington, California, is due for the help he gave me in obtaining my maternity benefits.

Myrtle M. Castronover

Appreciates Kind Message

To the Editor:

I would like to express my deepest appreciation to the members of the crew on the SS De Soto for their kind message to me upon the death of my husband's mother. She passed away while my husband was on the ship at sea.

Mrs. F. J. Cunningham

FROM THE SHIPS AT SEA

Action to get ships in shape for the summer sailing ahead, including repair work detailed on the repair list, is being taken by crews of many vessels.

The crew of the Yaka (Waterman) will install screens on messall ports in addition to seeing that all repairs on the old list are done.

Health and safety measures taken aboard the Ocean Dinny (Maritime Overseas) include checking on medical supplies kept aboard ship and moving of garbage barrels aft of deckhouse when deck cargo is carried. No garbage will be dumped forward of the house or out of portholes.

Shade From The Sun

To provide some shade from the noonday sun, Danny Boy (Cargo and Tankship) has requested awnings for both the port and starboard sides of the vessel. The crew will also check on repairing of fans.

Fumigation of the midship area as well as repairs to refrigerators, decks, passageway and messhall are being acted upon by the Montego Sea (Standard Marine). The crew also ran into some draw difficulties, when company was late in sending checks to Asian stop-offs.

The crew of the Zephyrhill (Pan American Overseas) also ran into some draw problems while in Asia. Both captain and agent insisted they could not get dollars or travelers' checks. The ship's delegate then proceeded to show them they could change a draft into dollars or check by going to American Express or National City Bank of

New York branch, after which they cooperated.

Isthmian Ship's Suggestions

Steel Maker (Isthmian) wants ship's sickbay moved topside when vessel goes to shipyard. Also would like to see Union negotiate to have crews on Isthmian ships get draws in dollars instead of travelers' checks.

A second Isthmian ship, Steel Apprentice lists other proposals for contract negotiation, including air-conditioning for ships on Persian Gulf runs, elimination of top bunks, increase in hospital benefits to \$35 for single and \$45 for married men, provide pension for any member with 20 years' service regardless of seafaring and allow members to use own doctor and hospital.

Del Sol (Mississippi) suggests that crewmembers using brown soap to wash laundry dissolve the soap before putting it into the washing machine. Undissolved soap plugs the drain hose and gums up the machine.



Corrects LOG's Ship Description

To the Editor:

I was especially interested in the picture on page 24 of the May issue. With due respect, I want to point out two errors in the description of the pictures.

The SS Margaret was not a Hog Islander, as any oldtimer would know from the silhouette. She was built at Sparrows Point, Maryland, by the Maryland Steel Company, now Bethlehem Shipbuilding Company.

The SS Major Wheeler was not what oldtimers called a "laker." A laker was a steamer built on the lakes and brought down through the locks for World War I service. I forget where the Major Wheeler was built, but she was larger than the lakers, capable of carrying about 5,000 tons deadweight, while the lakers were built to carry about 3,500 tons.

Willard A. Kiggins, Jr.

(Ed. Note: The three ships involved were all lost in WW II because of enemy action.)

Keep Sending Copies Of LOG

To the Editor:

It's been sometime since I wrote and thanked you for mailing copies of the LOG, which I enjoy reading very much. I hope to continue receiving copies so that I can keep up with the progress of the SIU and the Union in general and its many changes since my seafaring days.

Anthony DaBouli

SIU Mans Overseas Rose; Will Bring It Up To Snuff

(The following article was submitted by engine delegate Charles J. Welborn.)

The Overseas Rose, formerly the Robert Luckenbach of Luckenbach Steamship Company, is now in service with the SIU-contracted Maritime Overseas Corporation and was crewed up in Seattle before she started on her run to Asia.

A full complement of 32 men was put aboard the ship, coming from the Seattle hall. Actually the ship was laid up in Portland and a bus was chartered to take us there the morning after the shipping call. Seattle agent Ted Babkowski was on hand to send us off in grand style with our lunch money for the trip down to Portland.

Our steward, Robert Donnelly, has been turning out some darn good menus in spite of the fact that the ship is not stored according to the SIU standard and the meat is not up to the grade we are used to.

This will all be changed when we return to the States. At payoff time, we will also take care of a few other beefs, all part of shaping up a new ship to the SIU standard.

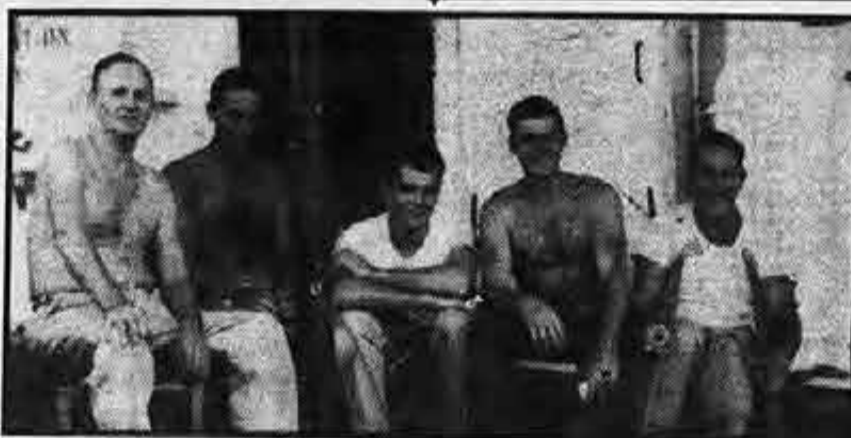
Grain For Pakistan

From Portland we took a full load of grain to Karachi, Pakistan, which is as hot as usual for this part of the world. From here we are supposed to return to a Gulf port for our payoff.

In spite of the fact that this run is also a sort of shakedown for the ship, all departments are running as smooth as can be expected. Given a little time, this will become a good SIU ship to sail on.



Crewmembers of the newly contracted Overseas Rose snapped by bosun Bob Haddock (l. to r.) top picture standing, Kushevski, wiper; Simms, wiper; Czeslowski, oiler; sitting, Gutske, chief cook; Donnelly, steward. Bottom picture, Fowler, oiler; Henry, AB; Pound, AB; Haddock, bosun, and O'Connor, DM.



LOG-A-RHYTHM:

General Alarm

By Alexander J. Letter

"Bridge" . . .
Was the answer to the lookout's call.
"A ship to starboard!" . . .
The lookout bawls.
The fog closed in as we entered the bay . . .
A tanker breaks through, heading our way.
"Hard over port!" the captain commands . . .
And jingles to "stop" with trembling hands.
The mate springs to the general alarm . . .
Hoping the crew is clear of all harm.
The tanker's command was also alert . . .
Down to our starboard . . . by inches to skirt.
Sailors scrambled from quarters astern . . .
They'd never have made it had both ships not turned.

Florida State Has Unit For Gas Cooking

A gas cooking outfit—the third in use by SIU-contracted companies—was recently installed on the SS Florida State and is now cooking meals for the 27-man Liberty ship crew.

Aside from the Florida State, which is owned and operated by Ponce Products Inc., two Bull Line operated ships, the Floridian and the New Yorker, whose owner is the Erie and St. Lawrence Company, have gas heat units for cooking.

On the Florida State, chief steward William H. Dunham has informed the LOG that the unit installed was a new Garland Hotel gas range. The Fry-a-lator deep fat fryer and a French steamtable also is gas heated.

Bottled Gas Used

The gas supply comes from bottled gas containers stored and controlled from the old oil tank on the second deck. The tank has been converted into a safety shed for this purpose. After a safety inspection, the operation received the approval of the Coast Guard.

The advantages of gas over oil or electricity—the usual methods of cooking—are its lower cost as compared to electricity and the quick steady heat it provides as compared to oil.



MARGARET BROWN (Bloomfield), April 1—Chairman, Arnot; Secretary, W. D. Makin. All repairs made as per agreement. Captain requests all time off taken be given by head of each department. OK to have supper in port at 4:30 PM on Saturdays and Sundays. James C. Flanagan ship's secretary. \$20 in ship's fund. Departments reported no beefs. The following motions made for clarification: (1) Is deck maintenance required to take temperatures in cargo holds each morning? Is this a regular routine duty or is it the duty of the chief mate? Is there OT involved for the deck maintenance? In this instance he is required to take them seven days a week. (2) Deck department watchstanders are required to turn the blowers on and off to the cargo holds. They are in the resister house and may be considered hazardous for anyone not familiar with electrical work and equipment.

ALCOA PEGASUS (Alcoa), April 8—Chairman, C. W. White; Secretary, L. A. Forgeron. Ship's delegate reported that some repairs were taken care of and the remaining repairs will be done during the trip. No beefs were reported at present. \$5.10 in treasury. A petition will be taken up by ship's delegate for improvement on welfare and retirement. Motion made that all rooms be painted out during voyage, and to have jury toilet rigged in Far East. Request ship's delegate to see patrolman about repairs to washing machine. Vote of thanks to steward department.

STEEL TRAVELER (Isthmian), April 3—Chairman, J. L. Hodges; Secretary, E. Finnerly. Ship's delegate reported no beefs. Walter Mash resigned as ship's delegate. Carpenter elected new ship's delegate. Steward elected treasurer. \$26.91 in treasury.

ANTINOUS (Waterman), Chairman, C. Tobias; Secretary, W. E. Harper. Ship's delegate reported a smooth sailing trip. Department delegates reported all's well and no beefs. Ship's delegate requested that everybody leave the next schedule on the bulletin board. Not to overload or underload the washing machine. Will request new machine for next voyage.

ANDREW JACKSON (Waterman), Jan. 27—Chairman, James K. Parsell; Secretary, Joseph Hall. Ship's delegate reported everything is OK. No beefs. Harry Jones elected new ship's delegate.

March 12—Chairman, Billie Price; Secretary, James Pursell. Ship's delegate reported some disputed OT otherwise everything OK. Vote of thanks to steward department. Repair list made up.

ORION COMET (Orion), April 2—Chairman, E. L. Roberts; Secretary, C. V. Berg. Two men missed ship in Sasebo, Japan. Report on letter written to headquarters in regard to conditions existing on ship. Captain will try to get washing machine agitator if possible. \$20 in ship's fund left. Deck delegate reported trouble with chief mate. Several disputed hours OT and unfair division of OT. Motion to have Union check into the out-

rageous postal rates charged crewmembers in the Persian Gulf. Motion to have negotiating committee try to get the time and a half OT rate for painting out officer's quarters. Suggestion made that men going to hospital arrive there for medical diagnosis in a sober condition. Discussion regarding all the bad fruits and vegetables they are sending to the ship and steward is accepting. No cooperation from the skipper.

ANGELINA (A. H. Bull), April 16—Chairman, J. Hoggie; Secretary, L. Garabedian. Vote of thanks to steward department. Crew refrigerator to be put on repair list. Portholes screens ordered on previous voyage but odd size ports need special screens which are to be made and installed.

PRODUCER (Marine Carrier), March 12—Chairman, W. Bilgier; Secretary, Guy Walker. Everything running smoothly. Discuss draws in Sicily and Turkey. Have proper dress in mess room. Discharges coming for port time. Steward to draw schedule for cleaning foci's of each department.

LA SALLE (Waterman), April 2—Chairman, John Munnerlyn; Secretary, Carl Johnson. M. M. McNeil hospitalized for operation in Nagoya, Japan, and A. R. Russo hospitalized in Honolulu. One man logged, no beefs or disputed overtime. Picked up NMU deckhand as replacement. Everything running smoothly.

LUCILE BLOOMFIELD (Bloomfield), April 2—Chairman, Frank Rowell; Secretary, Harry Huston. One man hospitalized in Bremen. Water to be checked for rust. Not enough lava soap. First assistant engineer reported using foul language and cursing a wiper. Vote of thanks to steward department.

MOUNT RAINIER (Cargo & Tank-ship), March 26—Chairman, T. F. Jernigan; Secretary, Leo Morsette. Captain notified that washing machine parts were not put aboard at New Orleans. Promised agitator for machine in Canal Zone.

PORTMAR (Calmar), April 16—Chairman, Charles Boddy; Secretary, Edward Spooner. Letter sent to headquarters in regard to a man missing ship because of improper sailing board time. No other beefs reported. Crew request better grade of toilet paper. Crew mess to quit picking on pantryman.

OCEAN ULLA (Maritime Overseas), April 13—Chairman, W. Smith; Secretary, J. Lopham. Everything in good order except that drinking is not good for the morale of the ship or the good of the Union. \$6.33 in ship's fund. Discussion on good harmony among crewmembers. Also discussion on payoffs at Pearl Harbor, and whether or not the captain could fire a man. Verified transportation clause.

LUCILE BLOOMFIELD (Bloomfield), Feb. 26—Chairman, Frank B. Rowell; Secretary, Harry Huston. Ship's dele-

gate reported that Rowell not satisfied with repairs. Letter sent to headquarters regarding washing machine. Beefs in New Orleans not settled. \$17 in ship's fund. Department delegates reported no beefs. Jimmie Arnold elected ship's delegate. Complimented steward department on good chow.

DEL VIENTO (Delta), April 14—Chairman, William Wiemersk; Secretary, Jos. A. Long. Ship's delegate reported on man who missed ship twice. No beefs reported. William Wiemersk elected new ship's delegate.

RAYVAH (Ocean Cargoes), April 2—Chairman, Dan Browning; Secretary, Ken Foster. Ship's delegate reported that dollars be given for draws as long as the \$5,000 lasts. Contacted chief engineer in regard to more hot water. Department delegates reported no beefs. Would like to know from headquarters whether \$5,000 American money is all the company has to put aboard the ship. Vote of thanks to steward department for good food and service.

STEEL SEAFARER (Isthmian), April 16—Chairman, Lancelot Alexander;

DIGEST of SIU SHIP MEETINGS

Secretary, Dick Grant. Suggestion to contact company to try to keep foreign personnel out of crew areas while in foreign ports. Vote of thanks to steward department and ship's delegate Alexander.

FRANCES (Bull), April 11—Chairman, J. Walker; Secretary, W. Janish. One man hospitalized in San Juan, another in Baltimore. Chief cook taken off by patrolman in San Juan because he started fight with second cook. Ask chief mate to let dockside office know of changes after 5 PM on the sailing board. Thanks to steward department.

MERMAID (Metro Petroleum), April 16—Chairman, W. C. Sink; Secretary, Ralph Masters. Letter to headquarters to ask that Seattle hall be moved to Portland where there is more shipping. Cockroaches getting out of hand although steward sprayed.

BULK LEADER (American Bulk), March 13—Chairman, G. Helm; Secretary, C. Todora. Discuss repairs to be made on voyage. Steward department doing excellent job. Charles Perkins is chief steward.

SANTA VENETIA (Cargo & Tank-ship), April 9—Chairman, John P. Doyle; Secretary, Milton Foley. American consul in Chittagong ignored four calls when asked to see about draws and medical attention for the crew. Report this to headquarters

for action. Continued bird-dogging of crew and disputed overtime. Shipped one A-book deckhand and one C-card third cook at Chittagong. Two men were hospitalized at Chittagong.

HENRY (Progressive), May 4—Chairman, J. E. McKreth; Secretary, J. E. McKreth. Ship's delegate reported everything going fine. No beefs. Report to be made to port agent for better medical care at Bombay, India. Water has been rusty. Vote of thanks to entire steward department, and to the delegates and SIU crewmembers.

HERCULES VICTORY (Hercules), May 21—Chairman, B. L. Winborn; Secretary, J. Sanchez. No beefs reported. Motion made to establish ship's fund. Steward was elected ship's treasurer. Suggestion to souge crew messroom.

STEEL EXECUTIVE (Isthmian), May 21—Chairman, Alexander D. Brodie; Secretary, Cedric R. Wood. Discussion on draw system in foreign ports. \$21.80 in ship's fund. Proper schedule for showing of movies decided upon. Vote of thanks to brothers who arranged and operated the movies. New movies will be obtained in San Francisco.

GLOBE EXPLORER (Maritime Overseas), Apr. 20—Chairman, F. Van Dusen; Secretary, J. Pullen. Some repairs were taken care of and new mattresses are aboard. No beefs reported. Request everyone cooperate with messman and help keep messhall clean. Request for first aid kit in fire room and to see about exhaust vent in engine department mead. Request steward to have a wider variety of vegetables.

PENN MARINER (Penn Shipping), Apr. 20—Chairman, Wm. H. Thompson; Secretary, H. F. Jaynes. All repairs have been made. There are no beefs or disputed OT. Ship's delegate reelected with a vote of thanks for a job well done. Steward will give linen to late watch standers.

SEATRAN SAVANNAH (Seatrains), May 14—Chairman, John A. Smith; Secretary, F. Radzivila. Crew advised to fill out welfare cards. No beefs reported. To see patrolman about draws given out late at night, and about slopchest prices. Foci's need sougeing and keys made to all rooms. Vote of thanks given to stewards department for good service and good food.

MARYMAR (Calmar), May 7—Chairman, John DeCully; Secretary, Gustav D. Thobe. Ship's delegate reported on rusty water. Must see patrolman at payoff. No disputed OT. Discussion about oxtails, and about the washing machine being left spattered with grease.

MT. MC KINLEY (Cargo & Tank-ship), May 14—Chairman, Lewis J. Cayton; Secretary, Monroe C. Gaddy. Ship's delegate submitting list to patrolman regarding draws, medical care, transportation to and from doctor and dentist, cigarettes etc. Some disputed OT in engine and steward departments. Motion made that the mas-

ter be called upon to restrain the chief engineer from entering the crew's quarters unless accompanied by both the vessel's master and ship's delegate. Refrigerator in crew mess to be repaired or replaced. Suggestion that each member reimburse ship's delegate for his mailing expenditures. Vote of thanks to ship's delegate for the manner in which he handled mailing matters as well as union affairs.

FLORIDA STATE (Ponce), May 17—Chairman, J. A. Leslie; Secretary, W. Dunham. No dispute reported. One member requested steward for new mattress which has been ordered but not delivered as yet. New stove has been installed on this ship.

CAPRI (Panamerican Overseas), Apr. 29—Chairman, Helms; Secretary, Hayes. No beefs reported. Ross elected ship's treasurer. Members asked to donate to ship's fund. Suggestion for an arrival pool. All toilets and showers need painting. Crew requested to have all longshoremen out of messrooms and quarters. Crew warned to go easy on the water, and pay more attention to washing machine.

PENN SHIPPER (Penn Shipping), Apr. 11—Chairman, Edward Cicarek; Secretary, L. Dean. James Moore elected ship's delegate. One man missed ship in Longviwe, and two men missed ship in San Pedro. Some disputed OT in engine department. Larger fans needed in galley, laundry room and crew's quarters. Springs needed for crew's bunks. Cash to be used instead of travelers' checks for draws.

BIENVILLE (Sea-Land), May 14—Chairman, S. Stockmar; Secretary, McConley Jarrell. Chief mate request that crew do not hang clothes on line while in port, and not to bring beer aboard. \$22.96 in treasury. No beefs reported. One man missed ship in Newark. Request to change garlic sauce to mushroom sauce sometimes.

ALCOA RUNNER (Alcoa), May 11—Chairman, H. J. Koppersmith; Secretary, W. R. Stone. Ship's delegate reported no beefs. \$20.62 in ship's fund. No beefs reported. Motion that writing desk be installed in chief cook's and night baker's room. C. J. Beck, elected ship's delegate. Anyone desiring a reasonable quantity of ice to see steward during his working hours. It was agreed that the ship should be stored with a better quality of toilet tissue.

DEL MUNDO (Delta), May 14—Chairman, L. Moruis; Secretary, J. L. Chastain, Jr. No beefs reported. Motion to do away with dehydrated potatoes. Steward to take this matter up with Union steward department representative. Carpenter suggests no one payoff until disputed OT is paid, or permission is received from patrolman. Failure of mate to allow any painting in crew quarters after same had been promised by shore officials in New Orleans. Steward department given a vote of thanks.

Thanks Del Sud For Kindness

To the Editor:
I want to thank the entire crew of the SS Del Sud for their kindness toward me. I had an accident aboard ship and had to be taken off in Houston, Texas, and transferred to the PHS Hospital in New Orleans. I am now undergoing therapy and orthopedic treatment as an outpatient.

In the hospital I received a

LETTERS To The Editor

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money order from the ship's delegate from St. Thomas, Virgin Islands. The money came from the ship's fund as did a second money order from Rio De Janeiro.

I want everyone concerned who reads the LOG to know that it makes me and my family proud and happy to be a part of an organization such as the SIU. Once again my wife and children join me in expressing our thanks and heartfelt appreciation to a wonderful bunch of crewmembers aboard the Del Sud and also to the entire staff of the New Orleans USPHS Hospital, whose service to me in my hour of need was unsurpassed.

Vic Miorana

Suggests Changes In Medical Plan

To the Editor:
I would like to raise a point about the medical program and a part of it that affects the seaman and his dependents. It concerns the SIU man who lives inland or a long distance from the SIU clinic. The clinic is open to his family and himself, and they are also entitled to get eyeglasses. But consider the distance some members have to travel, and the expenses involved, to get to the nearest clinic.

I hope that in the near future some provision will be made for them to obtain these benefits in their own city, closer to home.

In addition, seamen do not come under the hospital plan as we are entitled to go to the Public Health Service hospital. But this holds only if we have the basic PHS requirement of 60 days' seetime in the last 90 days. To many this means inconvenience and hardship and probably not the seetime to get into the hospital when we need to. I would like to see the Union hospital plan extended to take care of all SIU sailors.

I imagine there are a great many Seafarers who feel the way I do. I hope they write in so something can be done.

John Cardigan

Sends Members Best Regards

To the Editor:
Just a few lines to send all Union officers and members my best regards.

New Orleans hall is tops. I know that all SIU brothers will appreciate it.

I would like to hear from brother Bob Schaffer. He can reach me at Sailors Snug Harbor, Staten Island, NY.

William Pat Driscoll

Thanks Union For Kindness

To the Editor:
I wish to thank the Seafarers Union for their kindness to me during my recent serious illness. I thank the Lord that I am convalescing and am on my way to a complete recovery. Again I thank the Union and the doctors for all that they have done for me and cannot find words enough to fully thank them.

Mrs. James Martin

Appreciates SIU Aid Immensely

To the Editor:
I received the letter and Seafarers Welfare Fund check from the Union and am most grateful.

It is indeed gratifying to know that Fred's friends and brother members have extended this courtesy to me. I know it would be a great comfort if Fred could know of this kindness. He did mention it, when he realized he was very ill and said many times he hoped that I would be able to receive the benefit assistance.

So again, I would like to thank the Union very much for their aid. Thanks too, to Fred's friends and brother members. I appreciate the check and the Union's consideration immensely.

Ulla E. Miller

Receives Benefit From Welfare

To the Editor:
I received the Welfare Plan's benefit check together with a nice letter and lovely floral bouquet sent upon the death of my dear husband Theodore Smith.

I wish to extend my many thanks to the Union and to the crew that he last worked with, the Raphael Semmes.

I am proud that my husband was a member of an organization such as the SIU. May the Lord bless each and everyone. I hope to continue to receive the LOG.

Wilhelmina Smith

The Sword Knot Drops A Line



The Sword Knot (Suwannee) dropped a line and Rex Henderson snapped pictures of the fish that were caught. The missile ship works the down range rocket run and between chasing military and moon shots, the crew fishes. Henderson, who ships as a chief electrician out of New York took these pictures on a recent voyage. His photo gallery includes: Charlie Pickren, oiler, holding a small tuna (top, left). Crew (top) studies a 14-foot blue shark. A pregnant female, the shark had 59 pups inside. One of the pups is being held by Pickren (bottom, left). A weather technician poses (bottom, center) with a wahoo which was just shy of being six-foot long. "Rusty" Moslier, bosun, shows a three-foot dolphin to crew (bottom, right).



Now Thieves Use Portholes

Undersized thieves in foreign ports have hit on a new way to gain entrance onto a ship to steal seamen's personal belongs, the Alcoa Pioneer (Alcoa) reported. As a result, the crew is dogging down portholes in port.

This was necessary, it was pointed out because "one room was stripped before docking last trip by thieves who came alongside in small boats and climbed a rope and entered through the open porthole."

Union Squares Away Tanker Fleet Beefs

The Union has recently squared away two beefs in the Cities Service fleet.

During the past two months, Seafarers have had two beefs with the company over ship's stores which have caused itching, rashes and pimples when they were used.

The first beef, actually a double one, involved toilet paper which seamen said was more like "sandpaper" and soap which caused "itching and pimples." The second beef concerned a rust remover

used on king posts and other ship's gear. The remover evidently contained acid and, despite the use of rubber gloves and eye goggles, caused rashes, pimples and eye irritation.

The Union quickly acted to square these beefs to the satisfaction of the crewmen.



ANNUAL REPORT

For the fiscal year ended December 31, 1960
SEAFARERS WELFARE FUND
11 Broadway, New York 4, NY

to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to The Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York 38, N.Y.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES¹

As of December 31, 1960

(Name of plan) Seafarers Welfare Plan

(Address of plan—principal office) 11 Broadway, New York 4, N. Y.

ASSETS²

| | Column (1) | Column (2) | Column ³ (3) |
|----------------------------------------------------------|----------------|----------------|----------------------------|
| 1. Cash | | \$ 642,856.75 | |
| 2. Bonds and debentures | | | |
| (a) Government obligations | \$1,345,514.90 | | |
| (b) Non government bonds | 2,646,454.06 | | |
| (c) Total bonds and debentures | 3,991,968.96 | | |
| 3. Stocks | | | Not Applicable |
| (a) Preferred | —0— | | |
| (b) Common | 1,782,827.40 | | |
| 4. Common trusts | —0— | | |
| 5. Real estate loans and mortgages | —0— | | |
| 6. Operated real estate | —0— | | |
| 7. Other investment assets | —0— | 5,774,796.36 | |
| 8. Accrued interest purchased on investments | | 966.88 | |
| 9. Prepaid expenses | —0— | | |
| 10. Other assets | | | |
| (a) See Attachment | 287,241.19 | | |
| (b) | —0— | | |
| (c) | —0— | 287,241.19 | |
| 11. Total assets | | \$6,705,861.18 | |
| LIABILITIES AND FUNDS | | | |
| 12. Insurance and annuity premiums payable | —0— | | |
| 13. Reserve for unpaid claims (not covered by insurance) | —0— | | |
| 14. Accounts payable. See Attachment | 6,117.98 | | |
| 15. Accrued payrolls, taxes and other expenses | —0— | | |
| 16. Total liabilities | | 6,117.98 | |
| 17. Funds and reserves | | | |
| (a) Reserve for future benefits and expenses | 3,652,857.00 | | |
| (b) Reserve for Contingencies | 303,018.00 | | |
| (c) Fund Balance | 2,743,868.20 | | |
| (d) Total funds and reserves | | 6,699,743.20 | |
| 18. Total liabilities and funds | | \$6,705,861.18 | |

¹Indicate accounting basis by check: Cash X Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See Attachment.
²The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): Bonds at Amortized Cost, U.S. Treasury Bills and Stocks at cost.
³If A (2) in item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For year ending December 31, 1960

(Name of plan) Seafarers Welfare Plan

(Address of plan's principal office) 11 Broadway, New York, N. Y.

RECEIPTS

| | | |
|---------------------------------------------------------------------|----------------|--------------|
| 1. Contributions | | |
| (a) Employer | \$3,133,829.26 | |
| (b) Employees | —0— | |
| (c) Other (Specify) | —0— | |
| 2. Interest, dividends, and other investment net income | 227,961.25 | |
| 3. Gain (or loss) from disposal of assets, net | (62.42) | |
| 4. Dividends and experience rating refunds from insurance companies | | |
| 5. Other receipts | | |
| (a) Equipment and office improvements rental | \$ 20,686.22 | |
| (b) Interest on delinquent contributions | 3,885.43 | |
| (c) Miscellaneous | 511.12 | 25,082.77 |
| 6. Total lines 1 to 5, inclusive | | 3,386,810.86 |

DISBURSEMENTS

| | | |
|-----------------------------------------------------------------------------------------------------------|------------|--------------|
| 7. Insurance and annuity premiums paid to insurance companies for participants benefits | | |
| 8. Benefits provided other than through insurance carriers or other service organizations. See Attachment | | 3,182,264.94 |
| 9. Administrative expenses | | |
| (a) Salaries (Schedule 1) | 149,470.90 | |
| (b) Fees and commissions | 63,161.55 | |
| (c) Interest | —0— | |
| (d) Taxes | 8,418.75 | |
| (e) Rent | 10,232.96 | |
| (f) Other administrative expenses | 102,993.55 | 334,277.71 |

| | | |
|--------------------------------------------------------------------------------------------------|--------------|-----------------|
| 10. Other disbursements | | |
| (a) See Attachment | 84,928.41 | |
| (b) | —0— | 84,928.41 |
| 11. Total lines 7 to 10, inclusive | | \$3,601,471.06 |
| 12. Excess (deficiency) of receipts over disbursements (line 6, less line 11) | | \$ (214,660.20) |
| RECONCILIATION OF FUND BALANCES | | |
| 13. Fund balance at beginning of year | | 3,402,163.40 |
| 14. Excess (deficiency) of receipts over disbursements (line 12) | | (214,660.20) |
| 15. Other increases or decreases in funds | | |
| (a) Net increase or decrease by adjustment in asset values of investments. Amortization of Bonds | (33.00) | |
| (b) Increase in reserve for benefits on eligibles on special disability and contingencies | (484,689.26) | |
| (c) Prior years' contributions held in escrow | 41,387.26 | (443,635.00) |
| 16. Fund balance end of year | | 2,743,868.20 |

SEAFARER'S WELFARE PLAN
ATTACHMENT TO ANNUAL REPORT—FORM D-2
FOR THE YEAR ENDED DECEMBER 31, 1960

Item No.

- 1 Seafarers Welfare Plan is identified with various Atlantic and Gulf Coast Steamship Companies and some tugboat operators who have collective bargaining agreements with the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District.
- 5B Classes of Benefits Provided
- | | |
|---------------------------------|----------------------------------------|
| Death | Scholarships |
| Hospital | Special Services |
| Maternity | Medical Examination and Safety Program |
| Unemployment | Sickness and Accident |
| Seamens' Training School | Disability |
| Training for Licenses | Medical |
| Motion Pictures | Blood Transfusions |
| Interest Free Loans up to \$100 | Surgical |
| Optical | Special Therapeutic Equipment |
| Burial Plots | Blood Bank |

EXHIBIT B-1

ITEM 10—OTHER ASSETS

| | |
|-----------------------------------------------------------|----------------|
| Travel Advances | \$ 448.05 |
| Loans to Eligibles | 43,405.05 |
| Investment in Stock of wholly-owned corporation (At Cost) | 14,000.00 |
| Advances to wholly-owned corporations | 60,347.00 |
| Miscellaneous receivable | 3,034.06 |
| Security deposits | 134.30 |
| Due from Other Plans | 11,572.73 |
| Advance to Contractor | 10,000.00 |
| Capital Donated to Wholly-owned Corporations | \$2,138,315.74 |
| Less: Reserve for Donated Capital | 1,994,015.74 |
| | 144,300.00 |
| Fixed Assets | |
| Training Ship "Munoz Rivera" | 133,244.20 |
| Training School Facilities—New York, N. Y. | 7,852.97 |
| Training School Facilities—Mobile, Ala. | 30,761.47 |
| Recreational Facilities—New Orleans, La. | 31,318.11 |
| Recreational Facilities—Puerto Rico | 612.80 |
| Furniture and Fixtures—New York | 193,655.08 |
| Medical and Safety Program Facilities—Bklyn., N. Y. | 91,012.64 |
| Medical and Safety Program Facilities, Puerto Rico | 38,802.81 |
| Medical and Safety Program Facilities, New Orleans, La. | 22,924.16 |
| Furniture and Fittings—Blood Bank Program, N. Y., N. Y. | 558.78 |
| Reconversion Costs—New Orleans Bldg. | 642,355.92 |
| Cemetery Plots | 2,103.34 |
| Lifeboat Program Equipment | 1,932.64 |
| | 1,197,134.90 |
| Less: Reserve for Fixed Assets | 1,197,134.90 |
| | —0— |
| Total Other Assets | \$ 287,241.19 |

ITEM 14—ACCOUNTS PAYABLE

| | |
|------------------------------------|-------------|
| Payroll Taxes Withheld | \$ 4,769.33 |
| Overpayments of Loans by Eligibles | 199.15 |
| Miscellaneous | 120.10 |
| Contributions held in escrow | 1,029.40 |
| | \$ 6,117.98 |

EXHIBIT B-1—Statement of Significant Unrecorded Assets and Liabilities

ASSETS

| | |
|------------------------------|---------------|
| Contributions Receivable | \$ 511,635.81 |
| Interest Receivable on Bonds | 30,554.04 |
| | \$ 542,189.85 |

LIABILITIES

| | |
|--------------------------------------------------------------------------------------|---------------|
| Incurred Benefits Payable | \$ 290,668.70 |
| Liabilities for Fixed Assets Acquired for the Purpose of Providing Specific Benefits | 168,041.08 |
| Administrative Expenses Payable | 28,176.78 |
| | \$ 486,886.56 |

EXHIBIT B-2—Line 8

| | |
|------------------------------------------------------------------------------------------------------------|----------------|
| Benefits Provided Other than Through Insurance Carrier or other Service Organization Cost of Benefits Paid | \$2,391,193.69 |
| Cost of Fixed Assets Acquired for Purpose of Providing Specific Benefits | 791,071.25 |
| | \$3,182,264.94 |

EXHIBIT B-2—Line 10

| | |
|---------------------|----------|
| Other Disbursements | |
| Trustees' Meetings | 9,218.78 |

(Continued on page 27)

SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

PERSONALS and NOTICES

John W. McCauley
Please get in touch with your wife at PO Box 33, Sulphur, Louisiana.

Vernon Taylor
Please contact Pauline Cipriano, 204 11th Street, Brooklyn 15, NY.

Mr. Luburich
Get in touch with Mrs. Felice Conover, Srigo Kennels, 1045 Route 18, Old Bridge, New Jersey.

Carnelo Bonafont Garcia
Mrs. Evelyn Lazu, Bo. Playa Guayanes, Yabucoa, Puerto Rico, would like to hear from you.

Albert Wagner
Contact John Hilton, All State Insurance Company, 201 Old Country Road, Huntington Station, LI, NY.

William J. Angers
Get in touch with Mrs. Georgina Santos, 651 N. Walcott Ave., Chicago 22, Ill.

Luigi Gallo
Please contact Mary Custer at 724 Benson Ave., Modesto, Calif.

John H. Murray
Important you contact your son at Brownell Street.

Charles Robinson
Harry Thrash

Important mail for you from Carl McDaniel is being held at General Delivery, Seamen's Unit, New York 1, NY.

James L. Smith
Donald R. Hopkins
Ange Panagopoulos
John McDonald

Contact SIU Baltimore hall concerning wages from Cargo and Tankship Management.

Ben Pritiken
Get in touch with your father at once. Urgent.

Jack Bowman
John Smith

Very important you get in touch with Jake Moody, who sailed with you on the LaSalle, 105 Rogers Ave., Apt. 1, Norfolk, Va.

Ex-Valiant Freedom
The following men, formerly crewmembers on the Valiant Freedom, should contact Otto E. Simon, Suite 1010 Van Antwerp Building, Mobile 12, Ala., concerning back pay checks:

Aser Joosepson, Lindsay W. Gaskins, Timothy P. Sullivan, Daniel J. Nelson, Joseph C. Wallace, Hakan Janson, Frederick L. Comerford, Jean S. Long, Julian Brykczynski, James McGregor, Alvin R. Mabe, Clarence A. Gardner, Earl H. Gates, Disdado Lavador, Clarence C. Willey, Harry J. Cron-

in, John Eaton, Arthur G. Anderson, Leon H. Lybert.

Eusebio Rodriguez
Get in touch with the Williamsburg Welfare Center, Department of Welfare, 749 Atlantic Ave., Brooklyn 38, NY.

Chris Astyfidis
Please contact Mrs. Kiriaki Astyfidis at 22-38 24th Street, Astoria, Long Island, NY.

Jerry King
Get in touch with Mrs. Barbara King, c/o Mrs. John Van Losberg, 241 West Main Street, Bayshore, Long Island.

Hugh Dick
Please contact your son, Staff Sergeant Eugene G. Dick, AF-28113942, 924 AC&W Sq., ADC, APO 439, New York, NY.

Carmelo Garcia Bonafont
Please get in touch with Evelyn Lazo Bonafont, Bo. Playa Guayanes, Yabucoa, Puerto Rico.

Richard Charles Johnson
Headquarters is holding a letter for you that was forwarded by the Social Security Administration.

Oscar Raynor
Contact your sister, Mrs. Dowdy, at Box 376, Milan, Georgia.

Robert George Schlagler
Urgent you contact your sister, Mrs. Dorothy Suter, at 27911 Pompano Ave., Hayward, Calif.

F. Kowalski
Get in touch with your sister, Mrs. Helen Kidd, 257 Powers Street, Brooklyn, NY.

Emmett Paul
Contact Mr. Charles Loh, Claims Department, Northern of New York Group, 530 Kearny Street, San Francisco 8, Calif.

George R. Brown
Get in touch with Mr. George B. Zaller, Robinson's Inc., Glen Burnie, Md.

Jesse Bain Gibson, Jr.
Please contact James D. Chavers, Jr., 2607 East Jones Street, Savannah, Ga., concerning your mother.

Thomas P. Martin
Please get in touch with Mr. W. B. Minyard, Military Highway & Virginia Reach Boulevard, Norfolk 2, Va.

Oskar Kirs
Reino Pelaso would like to know where he can reach you concerning the transaction in Houston two years ago. Contact him c/o SIU, 450 Harrison Street, San Francisco, Calif.

Louis Basta
Urgent you call your wife at 523-9184, New Orleans, La.

28 Bid For Hydrofoil Charter

WASHINGTON—Interest in operating hydrofoil ships is running high in the maritime industry, judging from the response of the operators to an invitation to operate the experimental hydrofoil ship being built for the Maritime Administration. No less than 28 shipping companies have applied for the charter on the 80-ton H. S. Denison, which is under construction by the MA as part of its research program into advanced ship design.

Among SIU-contracted companies making application for the vessel are Browning Lines, a Great Lakes District-contracted operator, Suwannee Steamship Company, which operates the missile ship fleet, and Wilson Steamship Corp. an IBU-contracted operator of excursion vessels.

Browning would probably use the vessel on a Lakes run, although it did not indicate its specific plans for the ship. Suwannee wants it for missile range operations, while

Wilson would use it for short coast-wise passenger runs, such as between Boston and Provincetown.

There were a variety of other proposals submitted, including service in the inter-island trade in the Caribbean; a run between California and Catalina island; service out of Miami to Nassau; and Hudson River excursion service out of New York City.

Completion Expected Soon
The 80-ton experimental vessel, which will be 104 feet long, is being built for Maritime by Grumman Aircraft. Completion is expected within a few weeks, following which the boat will be tested for six months and then placed

into commercial service, probably under a general agency agreement.

Hydrofoils have been considered as a solution to the problem of supplying speedy overwater passenger service. While not regarded as suitable for long offshore runs, the hydrofoil design is believed to be ideal as a ferry or riverboat operation at distances of 25 to 200 miles.

Potential speeds of advanced hydrofoil craft are in the vicinity of 60 to 80 knots. Several European companies have hydrofoils in operation. The Russians reportedly have one running as a passenger ferry on inland waterways.

ANNUAL REPORT

(Continued from page 26)

| | |
|----------------------------------------------------|---------------------|
| Travel Expenses | 2,645.88 |
| Furniture, Fixtures and Equipment | 61,634.36 |
| Maintenance of Real Estate | 10,225.61 |
| Write off of Loans Due to Death of Eligibles | 525.00 |
| Cost of Moving Training Ship to Puerto Rico ... | 678.80 |
| | \$ 84,928.41 |

ANNUAL REPORT OF THE SEAFARERS WELFARE FUND

STATE OF New York }
COUNTY OF New York } ss.
B. L. Spitzer and Al Kerr

Trustees of the Fund and being duly sworn, each for himself depose and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee: [Signature]

Subscribed and sworn to before me this 5th day of June 1961.

[Signature]
STEPHEN P. BAKER
Notary Public, State of New York
No. 2470010
Qualified in Kings County
Exp. 1st day of Aug. or 1st day of Oct. 1962



MTD CAMPAIGNS AGAINST RUNAWAYS' TAX DODGING



American maritime unions in the AFL-CIO Maritime Trades Department have opened a campaign against one of the worst abuses of the runaway ship operators—their dodging of US Federal, state and local taxes. In a strong statement before the Ways and Means Committee of the House of Representatives, Ed N. Altman, president of the Marine Engineers Beneficial Association, and legislative director of the MTD, submitted evidence showing that the greatest gain involved in runaway shipping was the operators' evasion of the 52 percent Federal corporation income tax. Savings in this area, he showed, amount to as much as five times the savings in wage costs.

Altman spoke in support of a proposal in President Kennedy's tax message of April 20 in which he called for plugging of the escape hatch on runaway taxes. The President said in part:

"Profits earned abroad by American firms operating through foreign subsidiaries are under present tax laws, subject to US tax only when they are returned to the parent company in the form of dividends. In some cases, this tax deferral has made possible indefinite postponement of the US tax; and in those countries where income taxes are lower than in the United States, the ability to defer the payment of US tax by retaining income in the subsidiary companies provides a tax advantage for companies operating through these overseas subsidiaries that is not available to companies operating solely in the United States."

"... I recommend elimination of the tax haven device anywhere in the world, even in the underdeveloped countries, through the elimination of tax deferral privileges for those forms of activities... that typically seek out tax haven methods of operation. There is no valid reason to permit their remaining untaxed..."

The MTD spokesman noted that President Kennedy defined a tax haven company as one which received more than 20 percent of its gross profit outside of the tax haven country. In the case of runaway shipping, the tax haven company receives 100 percent of its profits outside the country in which it is registered. Consequently, the MTD regards runaway ship operation as the "most flagrant and outrageous tax haven device used by American citizens."

The most revealing sections of the MTD testimony were those which pinpointed the fact that tax evasion is the number one consideration when giant oil, steel and aluminum companies make use of Liberian or Panamanian registry. Involved in the tax evasion game are 461 ships wholly-owned by American companies.

Taking the basic T-2 vessel as an example, the MTD showed that on a typical runaway-flag voyage from the Persian Gulf to New York, the value of the cargo carried would increase by \$238,000. In other words, a company would pay \$1.80 a

barrel for the oil in Iran and collect \$3.50 for it in the New York market.

Should the company hire an American crew at American wages, as opposed to a runaway crew, the added cost for a voyage of 28 days would be \$17,920 amounting to 7½ percent of the \$238,000 gross gain. However, if the company, after subtracting U.S. crew costs and operating expenses, were to pay the 52 percent Federal tax, its tax bill for the single voyage would be

\$92,601.60, more than five times the added cost of the American wage scale.

Consequently, even if runaway ship operators were to match American wages and conditions they would still be way ahead of the game through their tax evasion.

"The wage costs of these runaway flag-fleets represent a negligible portion of their income, so small that wages do not even enter into the incentive which entices them to seek tax havens."

Aside from the loss in taxes, the US economy loses in that the construction and repair of these vessels is done in foreign yards, and the wages paid to the crews are

lost to the US economy. The MTD statement declared, "We have computations which indicate that much more than a billion dollars a year is lost to us (the U.S. economy) because of the foreign-flag operations of American-owned companies." The most direct impact, of course, is on American-flag shipping and American seamen who have lost thousands of jobs because of the runaway operations.

Consequently, the MTD went on record as fully accepting the recommendations of the President and the Secretary of the Treasury as not only improving the tax structure but also restoring the American merchant marine.

Excerpts From MTD's Documentation At Congress Hearings On Runaways

"... I want to call to your attention what the Maritime Trades Department regards as the most flagrant and outrageous tax haven device used by American citizens. I refer to the operation of ships owned entirely by American citizens under foreign flags. We call these ships 'runaway-flag ships.'"

"... under existing law all the company has to do... to completely escape regulation by the American government, is to organize a corporation in Liberia or Panama, transfer the... title to the ship and thereafter operate the ship under the foreign flag... The ship never goes to Panama or Liberia... It continues to enjoy all the blessings of doing business with America, but it completely escapes the impact of American law and it is thereby able to increase its profits many fold..."

"... Until the profits of the Liberian operation are transferred... to the American parent corporation the tanker owners never pay any income tax... in a practical sense it amounts to complete tax avoidance..."

"It must be emphasized that the Liberian corporation does not pay any income tax in Liberia... it is precisely this tax haven gimmick which induces American International oil companies and American ore importers, to operate... under the Liberian and Panamanian flag."

"... (the only) tax paid to Liberia... will total \$200 a year for a minimum of 20 years... In addition to the non-recurring initial registration fee... (\$1.20 per net ton)..."

"Our economy depends to a large extent upon oil... A substantial percentage of the oil we use is now imported... only about three percent of the oil we import is carried on American-flag ships with American crews owing allegiance to this country..."

"More than one-third of the iron ore we use... is now imported... practically all of it... on foreign-flag ships. Almost all of our aluminum is derived from imported bauxite, and almost every pound of it is

carried on foreign-flag ships... For... oil, iron and aluminum, we are now almost completely dependent upon foreign-flag ships and on foreign crews... all without loyalty... to this country and many with ideologies which are in basic conflict with... American institutions..."

"While American companies are operating 900 ships under the American flag, as of December 31, 1960, wholly-owned American companies were operating 461 ships under foreign flags..."

"... if the wholly American-owned ships could be brought back into the American merchant marine, our shipping depression would be over..."

"... the wage costs of these runaway-flag fleets represent a negligible portion of their income, so small that wages do not even enter into the incentive which entices them to seek tax havens..."

"... for one voyage, the... added cost of the American crew is 7.5 percent of the increase in value of the cargo resulting from transporting it from Iran to New York..."

"... the net profit is \$178,080. The US Federal tax on that profit, figured at 52 percent is \$92,601.60 as compared with the additional cost of an American crew over a foreign crew of \$17,920... It is obvious, that since the increased cost occasioned by the American crew represents only 7½ percent of the increased value... and the profit after American wages and operating expenses is in excess of 40 percent, the wage differential is negligible..."

"In all respects, the runaway-flag fleets fit into the definition of tax haven beneficiaries set forth in the President's message. Not only 20 percent, but 100 percent of their income is derived from sources other than the countries of registry... 100 percent of the profits derived from... the runaway-flag ships is sold for consumption outside the country of registry... all of the services... are performed outside the country of registry..."

"We believe that following the recommendations of the President... will not

only improve our tax structure and increase our just income from American enterprise, but will restore the American merchant marine to the position required by our national prosperity and our national defense..."

"In summation, the MTD believes that the runaway-flag fleets represent the grossest and least justified abuse of the tax haven device. The device seriously depletes the tax income of the United States, without appreciably increasing the tax income of the runaway-flag countries. It is destroying the shipping industry of the United States, without contributing substantially to the economy of the tax haven countries. It is seriously weakening our national defense, by making us dependent on foreign crews for the most strategic war materials, by reducing the size and quality of our merchant marine, by destroying the incentive of American business to invest in American-flag shipping operations. It is impeding the development of improved technologies in the shipping and shipbuilding industries. It is forcing into other industries highly skilled seamen, shipbuilders, and other crafts which are indispensable to our existence as a first-rate maritime power. In spite of the lower costs of the runaway-flag fleets, their operation has not resulted in any saving to American consumers, and indeed enables American international oil and ore companies to exercise monopolistic control over prices. The only beneficiaries of the runaway-flag operations are the already bloated international cartels in oil and ore. To satisfy their greed, the Government, the American consumer, the American tax payer, and the American ship operator are being victimized. The recommendations of the President and the Secretary of the Treasury represent the first effective proposal to eliminate this great economic evil which has contributed so much to the weakening of our prestige as a world power. We hope and urge that your Committee and the Congress will act favorably and promptly on appropriate legislation in this field."