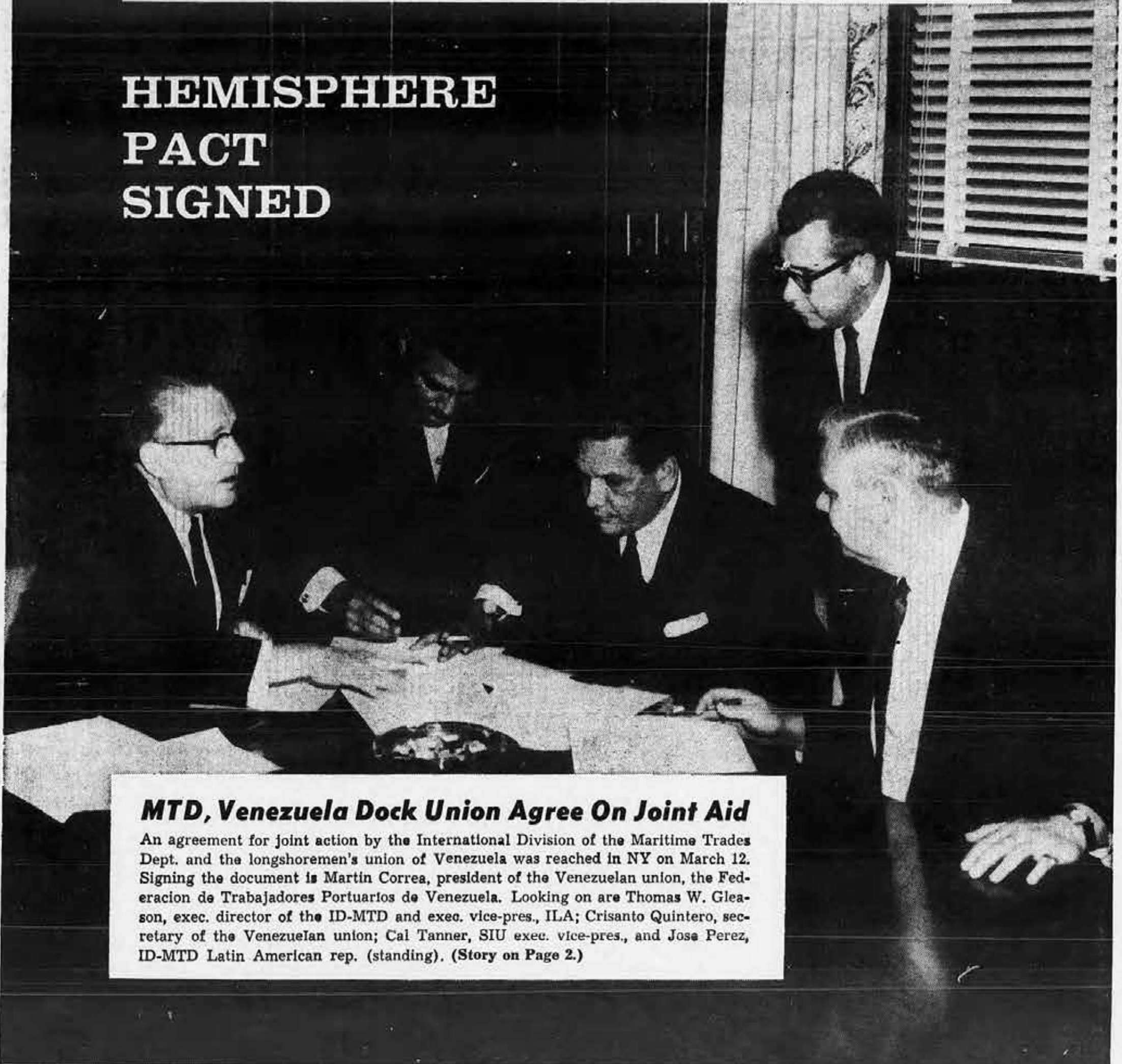


HEMISPHERE PACT SIGNED



MTD, Venezuela Dock Union Agree On Joint Aid

An agreement for joint action by the International Division of the Maritime Trades Dept. and the longshoremen's union of Venezuela was reached in NY on March 12. Signing the document is Martin Correa, president of the Venezuelan union, the Federacion de Trabajadores Portuarios de Venezuela. Looking on are Thomas W. Gleason, exec. director of the ID-MTD and exec. vice-pres., ILA; Crisanto Quintero, secretary of the Venezuelan union; Cal Tanner, SIU exec. vice-pres., and Jose Perez, ID-MTD Latin American rep. (standing). (Story on Page 2.)

**COAST SIU
HALTS ALL
PMA SHIPS**

Story On Page 2

**NEW NORFOLK
HALL PLANNED**

Story On Page 3

**SEA-LAND,
SEATRAN
TO BUILD**

Story On Page 3

MTD, Venezuela Dock Union Reach Aid Pact

NEW YORK—The militant, 14,000-member longshoremen's union in Venezuela has signed a memorandum of understanding with the International Division of the Maritime Trades Department, which will greatly strengthen the campaign of maritime workers in both countries against runaway shipping and cheap ship operations.

Signed here on March 12 between the Federacion de Trabajadores Portuarios de Venezuela and the ID-MTD, the memorandum paves the way for a close alliance between the MTD and the entire Venezuelan Confederation of Labor, a two-million-member organization.

The agreement followed a week of conferences between the Venezuelan representatives and MTD officials. It was the second such agreement signed, the first one being the mutual aid agreement signed with the Chilean Maritime

Federation on February 15.

Signing for the Venezuelans were Martin Correa, president, and Crisanto Quintero, secretary of the longshoremen's union. An immediate result of the understanding was a pledge by the Venezuelans not to work the Grace Line containerships until that company had settled satisfactorily with the International Longshoremen's Association here.

The Grace ships have been idle two years while the company vainly tried to persuade the Venezuelans to fire up to 90 percent of the normal longshore complement. Grace finally agreed to employ full

gangs on the ships in Venezuelan ports, but the Venezuelans will not put this into effect until the ILA is satisfied on this end of the run.

The memorandum of understanding specifically provides that an agreement be worked out with the Confederation of Labor in Venezuela to deal with the following problems among others:

- Unorganized maritime workers;
- Runaway-flag operations;
- Exploitation of seamen and maritime workers in the western hemisphere in any shape or form;
- Employment problems confronting seamen and longshoremen, including containerization and automation; and
- The threat of Communism and totalitarian movements.

"It is our conviction," the memorandum stressed, "that the betterment of the conditions and living standards of North American and Latin American workers will destroy the totalitarian menace. Our mutual experience in combatting totalitarianism on the waterfronts of the world has convinced us of this fact.

"In order to implement this program, we will meet in Caracas at a mutually-acceptable time within the next three weeks, at which time representatives of our organizations and other affected unions in the Venezuelan Confederation will be able to participate. This meeting will develop the specific program needed to carry out the purposes agreed upon in this memorandum."

The Venezuelan unions are particularly anxious to develop a program against runaway shipping. Major oil companies, including Standard Oil of New Jersey, have recently transferred Venezuelan-flag tankers to runaway operation and laid off Venezuelan crewmembers.

An agreement with the Venezuelan Confederation of Labor would involve the petroleum workers, who handle the loading of oil tankers, and the mine workers, who load the ore ships. Consequently, such an agreement would cover the production and transportation of major cargo items in the trade between Venezuela and the United States.

was not obligated to obtain crews from the Argentine union.

The seamen, members of SOMU, the recognized maritime union in Argentina, picketed the ship in protest against the firing and received full support from the International Division of the Maritime Trades Department and its member unions, including the SIU and the International Longshoremen's Association.

Although the company was able to obtain an injunction after two days of joint picketing and the ship was finally able to sail, the court injunction was subsequently vacated. This paved the way toward further picketing of the ship, if necessary. As a result, when the vessel returned to Argentina, the company acknowledged the union's rights on the ship and agreed to obtain crewmembers from SOMU.

The fact that the ship would be picketed at both ends of its run, in Buenos Aires as well as in New York, directly led to the Argentine seamen's victory. The existence and strong support of the ID-MTD meant that the seamen had a central group in the States to whom they could appeal for assistance, particularly with reference to the legal questions involved.

Key To Venezuela: Oil, Ore Resources

The preliminary agreement just reached with the Venezuelans brings into the ID-MTD camp a group of trade unionists who have proven themselves time and again as staunch friends of democratic unionism. It also involves a Latin American nation which is the most important single country at present in the Western hemisphere's oil and bulk ore trade.

Venezuela rates second only to the United States among free world nations as an oil producer. Its annual output is greater than such fabled oil-rich countries as Saudi Arab's, Iraq and Iran. As such, it is a major supplier of both US and Euro. oil imports.

Among the biggest operators in the Venezuelan oil trade are Standard Oil of New Jersey, the Royal Dutch-Shell group and Texaco. Standard Oil's producing subsidiary, Creole Petroleum, is the number one producer in the country.

Despite the enormous quantities of petroleum moved between Venezuela and the US and between Venezuela and Canada, not a single American-flag or Canadian-flag tanker participates in this trade. Nor do Venezuelans themselves have much in the way of shipping on these profitable runs. Besides the runaways, ships flying the flags of Norway, Greece and Great Britain dominate the movement of cargo.

In recent years, Venezuela also has become a major supplier of iron ore to such industrial giants as United States Steel and Bethlehem. Here too, runaway-flag vessels completely dominate the huge tonnage moved. No US-flag vessels participate in this trade.

The Venezuelan union men who signed the memorandum, as well as the other leaders of major unions in the Confederation, are all veterans of the struggle against the dictatorship of General Perez Jimenez, who ran the country with an iron fist for many years. Both Correa and Quintero served years in jail and in exile for their opposition to Jimenez, as did the other leaders of the CTV.

Since the ouster of the Jimenez regime, leaders of the CTV have been active in combating pro-Communist and pro-Castro forces in Venezuela. As a result, the once-powerful Communist apparatus in the Venezuelan trade union movement has been reduced to relative impotence.



Common bonds of all maritime workers were demonstrated in Baltimore when MTD's International Division brought together top officials of Venezuelan longshore union and Spanish seamen on Liberian-flag Oswego Defender that runs into Venezuela. On hand (l-r) are Crisanto Quintero, secretary, Confederacion Trabajadores de Venezuela; Jose Perez, ID-MTD rep; Daniel Torres, Antonio Calleja, Oswego Defender crewmen; Martin Correa, president of the Confederacion, and Monroe Diaz off the Defender.

West Coast SIU Strike Seeks Real Wage Offer

SAN FRANCISCO—Enforcing the "no contract—no work" policy previously authorized by the membership, the SIU Pacific District struck West Coast steamship companies in all ports on March 16. The

walkout came after seven months of negotiations with the operators. Close to 50 ships have been tied up by the strike action in 11 ports by the Sailors Union of the Pacific, Marine Cooks and Stewards and the Marine Firemen, Oilers & Watertenders, acting as the Pacific District.

The strike call went out on March 14, allowing the companies a 48-hour notice to discharge perishables. Seventeen operators are a party to the Pacific Maritime Association agreement negotiated jointly by the three West Coast unions.

Subsequently, the strike committee reached an agreement to move all perishable and military

cargoes arriving in port and to sail vessels loaded with essential military cargoes. One of the cargoes affected, and which ultimately sailed, involved specialized equipment bound for A-bomb testing grounds in the Pacific.

The three unions have received 100 percent support from other maritime unions, all of which are respecting the joint picketlines.

Contracts with a number of smaller companies, including steamship operators, have not yet expired and these concerns are not involved in the walkout against PMA.

The union collective bargaining sessions with management began in September and foundered when the "final offer" of the shipowners completely ignored the basic minimum demands of the three unions in the areas of supplemental pay, pensions, welfare and other items.

In other specific areas of the contract, the unions and the PMA previously reached general agreement on a revision of the basic offshore contract, most departmental working rules and provision for a medical center program for Pacific District seamen. Agreement was also completed earlier on contract changes dealing with fast-turnaround container vessels operated by some of the companies.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

MTD Assist Helps End Argentine Job Dispute

The SIU has received the thanks of the International Transportworkers Federation for its help in enabling Argentine maritime workers to settle their beef against the Argentine-flag Rio Tunuyan.

In a cable to SIU president Paul Hall from Buenos Aires, ITF Latin American regional director Fernando Azana said: "Conflict SOMU successfully solved. Deeply thankful your solidarity." SOMU is the Argentine maritime workers union.

The beef began when the owners of the Rio Tunuyan, the Argentine States Lines, fired union crewmembers, and replaced them with non-union seamen. The company claimed it had the right to hire seamen from any source and

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Pacific District pickets man line at gangway of Matson's Hawaiian Retailer in New York. Similar lines are up in 11 US ports where West Coast ships are docked. Pictured here on picket watch (l-r) are Amund Pettersen, SUP; Kenny Sato, MFOW, and K. Dahlin, SUP.

Seafarers Meet In New Houston Hall



Seafarers attending first regular Union meeting at new hall in Houston bow heads during traditional pause honoring "departed brothers." Large turnout helped formally open new two-story building at meeting on March 12.

Sea-Land, Seatrain Moving To Boost Domestic Trades

Two SIU-contracted operators are going ahead with plans to beef up the ailing domestic trade. Sea-Land is following through on construction of special containerships for intercoastal operation and Seatrain has just disclosed it will "jumbo-ize" two of its present vessels.

Following through on its planned expansion program, Sea-Land announced that work has commenced on the first of two Esso tankers, the New Orleans, which were purchased for conversion into trailer ships for intercoastal operation. The company is planning to purchase two additional tankers for conversion but this transaction is still pending.

The conversion of the tanker New Orleans is underway at the Hoboken yard of Todd Shipbuilding following the arrival of the first of four 419-foot German-built mid-bodies that will be inserted between the bow and stern of the tankers, both T-2s. A second mid-body to be fitted to the Esso Raleigh is expected to arrive in Hoboken the end of April.

Conversion of the Esso New Orleans is expected to be com-

pleted by July, transforming it into a 630-foot vessel that can transport 474 containers at a speed of 16 knots.

The vessel will be named the Elizabeth Port in honor of the new harbor development project now being undertaken by the Port of New York Authority at Elizabeth, N.J. Sea-Land has leased the \$19 million terminal and upon its completion in September will open the nation's first inter-coastal all containership service. The service is now utilizing conventional C-2 freighters.

An additional boost to the domestic trade was received when Seatrain said it would enlarge the Seatrains Georgia and Louisiana by adding 50-foot mid-sections to the two vessels. Conversion of the combination rail-container ships will cost about \$1.5 million and

will be handled by Sun Shipbuilding in Chester, Pa.

The conversion entails cutting the ships in two after the center hatch and adding the midsections, thereby increasing the ships' cargo capacity by about 25 percent.

Present plans call for the first ship to go into drydock during the first week in June, with conversion expected to be completed by the first week in July when work on the second ship will begin.

Plan New Union Hall In Norfolk

NORFOLK—Preliminary planning for a brand-new Union hall and shipping center for Seafarers in the vast Hampton Roads area has begun. The new construction would further the SIU's continuing building program in all ports.

A new Norfolk facility would add another important link to the network of new halls developed on the Atlantic Coast and in the Gulf during recent years. Announcement of the planned construction follows the formal opening of a new building in Houston this month.

In addition, a modernized structure to service the Union's growing membership on the inland waterways, as part of the SIU Inland Boatmen's Union, is due to open shortly in St. Louis.

An important rail and shipping point, the Hampton Roads area handles coal, grain and other bulk cargoes in huge volume. Since bulk cargoes account for a major portion of US import and export commerce today the port's activity keeps growing.

A consequence of the increased deep-sea cargo movement is the parallel rise in IBU members throughout the area as a result of recent organizational campaigns. Actual construction of a new

hall here is awaiting completion of detailed final plans for the structure, since the necessary zoning clearances have already been established. The site for the hall, just off the Front Street docks, is much closer to the busy pier area than the Colley Street location now in use. The location is at Woodis Avenue and 3rd Street.

Empty Site

One important bottleneck that will not hold up construction once the building plans become final, is the absence of any existing structure on the site. This does away with the need for wrecking work and, as a result, the new building here will be all-new.

Like the string of other new SIU halls built since 1951, when SIU headquarters moved to its present Brooklyn location, the new building here will include an expanded hiring hall, ample space for Union meetings, offices and record-keeping, new recreational facilities, accommodation for a snackbar-cafeteria and other necessary provisions for full servicing of the membership and to carry out routine Union business functions.

Other New Buildings

In addition to the just-opened Houston installation, new buildings for the use of Seafarers in various ports include New Orleans, opened a year ago; Philadelphia, launched in 1960, Baltimore, opened in 1954, and headquarters. Besides these, a number of temporary locations have been established over the same period for organizing and other purposes.

Trinidad Seamen, Alcoa To Bargain On Runaways

PORT-OF-SPAIN—The SIUNA-affiliated Seamen's and Waterfront Workers Trade Union of Trinidad has won recognition as bargaining representative for unlicensed seamen on the runaway-flag ships servicing Alcoa's bauxite terminals in the US Gulf.

Nine Alcoa Ships

The Alcoa subsidiaries operate a total of nine vessels in this trade under both the Liberian and Panamanian flags. The Lib-Ore Corporation runs seven of the ships and the Pan-Ore Corporation operates the remaining two.

The 6,000 members of the SWWTU affiliated with the SIUNA last October when an autonomous charter was presented here on behalf of the international union. A group of four SWWTU officials are currently in the US for an extended stay at SIU headquarters to learn more about stateside union operations and procedures for servicing their members. (See feature on Page 9.)

Pension Plan

In separate action, the SWWTU has also won agreement on a pension plan with the Trinidad Shipping Association, which went into effect last month. The retirement program provides for optional retirement at age 55 and regular retirement at 65, as well as subsidiary

benefits such as disability payments and death benefits for members' beneficiaries.

Waterman, Alcoa Earn Fleet Sanitation Awards

MOBILE—New progress in the SIU's overall improved feeding and shipboard sanitation program was marked recently when Waterman Steamship earned its first fleet-wide citation for excellence in vessel sanitation and Alcoa won its second such award in a row.

Seafarers, and particularly steward department members, manning ships in both fleets have drawn high praise for their efforts in each instance.

The citations for Waterman and Alcoa follow similar awards made last year by the US Public Health Service following sanitary inspec-

tions in the SIU-manned Bloomfield, Calmar, Isthmian and Ore Line fleets.

First-Time Citation

Presentation of the first-time citation for Waterman was made here last month by Dr. Callis H. Atkins, assistant surgeon general of the USPHS, to Capt. William Anthony, company vice-president, at a luncheon held in the Battle House Hotel.

In accepting the plaque, Capt. Anthony cited the efforts of SIU crewmembers, Union officials and representatives of the Food Plan for their joint cooperation with the company's own sanitation program.

The Public Health Service conducts the inspection program as a means of controlling disease and contamination aboard ship as well as ashore. Its inspections cover the preparation and serving of all food and drink, including their sources ashore. PHS maintains a checklist of 166 separate items covering sanitary construction, maintenance and operation of all feeding and cooking facilities aboard the vessels.

In winning the latest awards, Waterman's 24 ships earned a score of 96 out of a possible rating of 100, and Alcoa's 13-ship fleet drew an overall 97 rating.

Previous citations to the other four companies represented the second in a row for Isthmian, third in a row for Bloomfield, the fifth straight for Ore Line and the fourth consecutive commendation for Calmar.



Capt. W. E. Anthony, vice-president of Waterman (left), looks on as C. H. Atkins, assistant surgeon general of the USPHS, reads citation on plaque awarded to the SIU-manned fleet for outstanding vessel sanitation. Ceremony in Mobile marked first such award ever received by Waterman.

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Export-Isbrandtsen Deal Sparks New US Inquiry

The Marine Engineers Beneficial Association is vigorously proceeding in several areas to protect members' rights under a complex financial merger and subsidy arrangement approved by the Government involving Isbrandtsen and American Export Lines. On March 28, the union began picketing Isbrandtsen's Brooklyn pier to protest the company's actions. Longshoremen respected the union's lines and work on two ships was suspended.

In Washington, the MEBA's opposition to the plan has already resulted in getting US agencies to take a second look at the merger-subsidy plan. Commerce Secretary Luther Hodges has asked the General Accounting Office for guidance before giving final approval for the subsidy. The referral to the GAO followed an MEBA petition for review of the entire transaction.

Separate action was taken by the engineers' union in New York Supreme Court for a directive requiring Isbrandtsen to submit the transfer and threatened loss of jobs and pensions to arbitration. The union cited specific provisions in its agreement with the company requiring the arbitration procedure. Isbrandtsen has so far refused.

Opposition to the Isbrandtsen-American Export merger deal arises from several factors. Isbrandtsen some time ago acquired financial control of Export but has now established a means whereby Export becomes the operating company for both. Meanwhile, Isbrandtsen's long-pending subsidy request was cleared for final approval.

The financial arrangements were worked out between Isbrandtsen Company, American Export and

Isbrandtsen Steamship under which Isbrandtsen Company will transfer its 14 vessels to Isbrandtsen Steamship. The latter would then become an Export subsidiary through merger.

If the transfer is completed as presently set up, MEBA engineers could be replaced by Export engineers who formerly were part of the United Mine Workers' catch-all District 50 set-up and are now affiliated with the National Maritime Union. MEBA members thereby stand to lose all the seniority and pension rights accumulated over the years. Isbrandtsen came under contract in 1949.

The transfer of the Isbrandtsen fleet to Export hinges on the subsidy which would give the new joint operations an estimated annual profit of \$12 million before taxes besides the additional subsidy money.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

THE INQUIRING SEAFARER

QUESTION: Astronaut John H. Glenn orbited the earth at the age of 40. Do you think this event shows that men 40 and over can do a job as well as younger men?

Wallace Beeman, engine: Well,



Will Rogers said that life begins at 40. I'm 57 and I think I'm as good a fireman as I was when I was younger. Glenn proved that older fellows can do a job. It's a lot of foolishness when some shoreside companies bar men over 40; men who are more dependable today than when they were younger.

~ ~ ~

William G. Siesfeld, deck: Sure,

people won't be so prejudiced now about hiring an older man if he has all his facilities and is in good health. As a Seafarer, I have no trouble getting a job, but Glenn's flight may start a new trend for men who work ashore.



~ ~ ~

William Cofone, bosun: A man



at 40 is in the prime of life. Aboard ship, you can see that older men are as good sailors as the younger guys, if not better. Age really doesn't matter too much to a seaman as long as he is in good shape and is qualified to do his job.

Stephen Mehringer, deck: Glenn



is really a young man, and the other astronauts are even younger. It really shows that young guys are moving up, like President Kennedy. Fellows Glenn's age and younger have many new ideas and are willing to take a chance on new things; an older guy is likely to say "Keep things the way they are."

~ ~ ~

Walter Gustavson, deck: I think

that life does begin at 40; it was always that way, even before Glenn. The best years of your life are when you're around 40 years old. I'm 38 and just starting to realize things that I didn't even know about when I was younger.



~ ~ ~

Carl J. Palmquist, deck: Life begins



at 50. A man just begins to get experience when he's 50 years old; he's got maturity then. I'm 61 and in very good health. I didn't begin to enjoy life until I was 50 and got smart enough to quit drinking and learned to enjoy myself.

Seafarers Will Crew Cable Ship

Seafarers will be manning a new cable-laying ship this Spring, the only major cable vessel to fly the American flag in recent years.

The new ship, the Long Lines, is owned by American Telephone and Telegraph and will be operated by the SIU-contracted Isthmian Steamship Company.

AT&T signed the agreement with Isthmian to operate the vessel on February 28, shortly after the 512-foot ship was commissioned. Since there is no other large cable ship under the US flag, the SIU negotiated a special manning scale to cover the crew of the new vessel.

The Long Lines, which is expected to take on a crew at New York sometime in May, will have the same basic crew as a C-3 freight vessel. However, the addition of a technical crew will raise the total number of men aboard the vessel to more than 100.

The vessel's first cable-laying voyage will be from Florida to Puerto Rico and other ports in the Caribbean. The next assignment for the vessel will be on the West Coast to Honolulu and then across the Pacific to Japan. These overall assignments are expected to last for about four years.

Shorthanded?

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

Saga Of The Chickasaw —'Home On The Rocks'

WILMINGTON, Calif.—With the safe removal of the crew and passengers from the wrecked Waterman freighter Chickasaw now history, the rescue story has become available from Seafarer A. W. "Bill" Champlin, a member of the crew.

Champlin submitted a narrative account of what took place on and around the ill-fated C-2 vessel, from the time it was driven onto the rocks of Santa Rosa Island on February 7 during a severe California winter storm until all of the crew and passengers reached here days later. The ship was returning to Wilmington, its first American port, on a voyage from Yokohama.

The Chickasaw went aground at 9:17 in the evening on Wednesday, February 7, one day before its scheduled arrival in Los Angeles. The next day, a small Coast Guard cutter arrived and approached as close as was considered safe.

"The sight of the wild waves pounding against our seaward side sent the cutter scurrying out to deeper waters," Champlin recalls. "No attempt was made to send a small boat around our stern into the calmer waters on the shoreward side. (This was later done by the small boat which brought the salvage master to us.) The cutter was replaced later in the day by a larger one—but this one stayed discretely beyond the submarine shelf which extends several miles to the sea."

Storm conditions ashore—entire communities were cut off by the

heavy rains—made it hazardous for helicopters to try to take any of the passengers or SIU crewmembers off the ship. In the heavy seas, all the Coast Guard could do was stand by.

On Saturday, three days after the grounding, a group of men from the Air Force base on the island appeared on the beach. The Waterman crew shot a line ashore and rigged up a trolley device to the shore. Reports that a breeches buoy was used, as detailed in the newspapers and on the radio, were false, Champlin explained. A Seafarer went ashore to assist and direct the airmen from the 669th Air and Control Squadron.

He carried one of the bosun's privately-owned walkie-talkie radios and during the day had excellent communications with the ship. Mail and some not-too-warm coffee was sent ashore. Meanwhile, a temporary line to a salvage barge was used to bring aboard seven of the 10 available drums of diesel fuel for the emergency generator. It parted after a while.

On Sunday the Air Force returned, this time with tools, survival equipment and communications gear. A few Seafarers went ashore to test the rigging and assist in the landing of other crew-

members and passengers, all of whom displayed "splendid courage when going down the trolley."

"As there was no breeches buoy and a bosun's chair was deemed too rugged for the passengers, a rig using an aluminum cabin chair was tried. The bosun devised a good lashing and the rig was easy to enter, comfortable and safe to ride; upon landing it was easy to get out of without being soaked. This was important for we had no means of getting dry and we had been cold and damp for days."

On the ship, a volunteer standby skeleton crew from the deck department was left. In addition, the master, chief mate, radio operator and chief electrician remained.

"The airmen had warned the rest of us to take only essentials

as there was a long trek over the mountains. Some, of course, did not listen and there is said to be a path of abandoned radios, luggage, etc., winding for five or six miles across the way from the wreck to the base camp."

Champlin's group took a different course from the main party. It went along the coast to a round-up camp of an 80,000-acre cattle ranch on the island. "There were many eroded gullies and three fordable arroyos to cross. The total airline distance from the wreck was probably no more than two miles; but we walked and slithered much further."

The camp was a welcome sight for the group. It is used for cattle round-ups and as a way station for Air Force patrols. It was therefore well-equipped with food and

had plenty of beds. The crew hit the beds seconds after getting warmed with some coffee.

Monday was Lincoln's birthday and it was a "clear, lovely day." Various planes came over the base camp until, in the late afternoon, a Coast Guard helicopter arrived and took the crew and airmen out to the base in two lifts. A second lift followed, this time to a Coast Guard cutter and then to another base from which they went to the mainland. On Tuesday, they preceded to Wilmington.

"I cannot commend too highly the aid we received from the airmen and Coast Guard. At the camp the flyers did everything 'above and beyond the call of duty.' On the trail to the camp they assisted all hands and insured our making it to safety."



End of the long trek back to "civilization" for Seafarers on the Chickasaw was payoff time in Wilmington. Jerry Mullen is at the head of the line.

Boston Cabmen Talk With SIU



Attending meeting of Boston cab drivers seeking to leave Hoffa-run Teamsters Union, Dominic Abata (left), head of 5,000 Chicago cabmen who joined SIUNA in January, and SIU vice-president Al Tanner (2nd from left) discuss taxi conditions with John Faulkner and James Bandini, representing Boston anti-Hoffa group. Boston cabmen are unhappy about Hoffa and the Teamsters.

'Bargain Rate' Set For Seaway Travel

DETROIT—In an attempt to bring more traffic into the St. Lawrence Seaway, tolls have been modified on in-transit cargo to lower waterway costs to shippers. Few US-flag deep-sea operations currently use the Seaway.

US and Canadian officials have agreed to a one-year test under which upbound in-transit cargo will be considered ballast and toll-free. The same in-transit cargo when carried outbound will be subject to a toll.

In-transit cargo is defined as cargo not destined to or discharged at a point within the Seaway or on the Great Lakes and is carried on the same vessel on both upbound and downbound transits in the course of the same trip. The announced modification is the first major change in the Seaway's toll set-up. A complete review of tolls is due by 1964 under the agreement between the US and Canada that established the waterway.

While traffic has been increasing each year, the rise is smaller than forecast by the authority in its plans to amortize the seaway over a 50-year period.

Officials emphasized that the reclassification does not set any precedent or change any other tolls. If traffic does not increase enough to justify the change, tolls will be reinstated on inbound cargoes. However, if the change proves successful, it may be made permanent.

At present, the authority has not indicated any long-range plans to raise tolls to meet the amortization schedule. Many companies have pointed out that any increase will substantially reduce the savings afforded by using the Seaway.

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	April 2
Philadelphia	April 3
Baltimore	April 4
Detroit	April 6
Houston	April 9
New Orleans	April 10
Mobile	April 11

Monthly informational and educational SIU meetings for the West Coast membership have been authorized by the Executive Board, starting at 2:00 PM, and are scheduled in March as follows:

Wilmington	April 23
San Francisco	April 25
Seattle	April 27

Memorial



SUP member Herbert Thom was among group which held memorial service for Andrew Furuseth at NY on March 12. Wreath was cast into waters just east of the Statue of Liberty. Furuseth was buried in 1938 when his ashes were scattered at a point midway between the United States and Europe. The wreath ceremony this year was conducted from the ferryboat Pvt. Joseph F. Merrell.

Cut Waste, Not Safety, SIU Tells Rail Board

NEW YORK—The SIU Railway Marine Region has warned the Railroad Marine Workers Commission that present manning scales aboard railway tugs are at an absolute minimum, and that no reduction can be made in the crews without risking life, limb and property of all concerned.

The Commission is taking testimony on the manning of railroad tugs and ferryboats as an outgrowth of the railroad tug strike here last year. At that time, the railroads sought to obtain the absolute right to determine the size of tug crews and, as a result of the strike, were defeated in their attempt.

SIU president Paul Hall, in testifying before the commission, emphasized that the economic problems of the railroads, if they do exist, result from inefficiency and poor management. The railroads, Hall said, are seeking to trim costs without regard to the necessity for maintaining safe and efficient operations. He pointed out this would prove even more costly in the long run.

In fact, Hall informed the Commission, manning scales on railroad tugs had never been in question. He said the issue was raised by the railroads last year in the hope of establishing a precedent to bolster their argument for cutting

back manpower in their shoreside operations.

"It's a disgrace and a shame," Hall stated, "that a commission had to be established to deal with an issue which should never have been raised at all."

Other RMR witnesses who summed up the union's position included three rank-and-filers who testified regarding specific problems involved in the operation of railroad tugs. (Excerpts from the testimony of one of the RMR witnesses appear elsewhere on this page.)

Current hearings on the marine manning dispute, which began March 5, have produced no evi-

dence that the railroad marine operation, which involves freight service only, has been unprofitable or that any technological changes have developed which make it possible to reduce tug manning. In their testimony before both commissions, the roads have consistently maintained that freight service operates at a profit.

The nine-man marine workers commission includes three representatives from labor, three from management and three "neutral" members. SIU vice-president Claude Simmons is one of the labor members, along with representatives of the Marine Engineers Beneficial Association and the Masters, Mates and Pilots.

Panel Hears Testimony From SIU RR Tugmen

The Railroad Marine Workers Commission is hearing testimony on the manning of railroad tugs and ferries as an outgrowth of the strike last year. The railroads are still seeking to reduce the size of the crews. The SIU, MEBA and MM&P vigorously oppose any reduction. The SIU is presenting considerable evidence showing why present manning must be maintained, including detailed explanation of crew operations by several SIU tugmen.

The following is an excerpt from testimony given by Brother Lawrence C. Wallace:

"On an average day in this harbor, our tugs handle between ten and twelve pieces of railroad equipment, floats, lighters, and barges. When handling floats, which is a major part of the operation, we will make as many as a dozen crossings in one work day, involving docking and undocking at both ends . . . (and) . . . averaging out to three times an hour. Each time we perform such an operation, we handle five lines, three on the boat and two on the float. These lines are all five inches in circumference and require a minimum of two men to handle them . . . a man at each end of the line.

"In a typical operation, we will take a pair of railroad floats from Nine Rack, Jersey City, and put them into No. 3 & 4 bridge, which is a job of average difficulty. There are some operations which are far more complex.

"We would pick the two floats up, both of them on one side of the tug. Our choice of port or starboard side is governed by tides and wind. The floatman would go on one of the floats. The stern line man (the other deckhand) flings or hands the floatman the tow line. The latter puts it on the cleat. The floatman then goes up to get the head line, which is tossed to him by the mate, while the deckhand is getting the stern line. (The head line is a three-part line.)

"The floatman then goes back to get the stern line off the other deckhand. This is also a three-part line. The mate and the floatman go out to make up the two floats by getting the proper lines out for towing and backing in between the floats. . . . The two men let go the float from the pier to which it is tied up or from another float. When this is done the tug would be backing the float out from the rack, with the floatman watching the stern.

"The deckhand is standing by on the boat to take up the slack of the stern line when the captain gives it to him. The floatman will be on the float to assist him pulling the slack around. Both these men are needed to perform this operation. When nearing the bridge, the following is the position of the three members of the Deck Department: The mate is on top of the cars of the outermost float so that he can direct the captain because he can't possibly see the bridge racks from the pilot house. The floatman is standing by the bow line, between the floats to let the bowline go and split the floats when notified by the mate. The deckhand is on the float standing by the stern line between the floats. He must work this line in accordance with the mate's signals in order to separate the floats. He has to slack the line off as much as needed for this purpose. The deckhand at the stern line is some 250 feet from the floatman at the bow line. These operations are going on simultaneously . . .

"When the floats are in the bridge, the mate would notify the deckhand to let the stern line go. The deckhand then goes back on the tug to stand by the tug lines in case the captain has to let anything go. The mate secures one float with the bridge winch lines, while the floatman would be performing the same job on the other float. The mate would go back to the tugboat to assist in letting go and the floatman would call up the dispatcher for further orders.

"This is the preferred method of operation for safety reasons because there is floating equipment on both sides of the other piers and it would not be practical to tow a float on either side of the boat. It is extremely hazardous because of possible collisions with other equipment. I have taken an average operation for illustration. There are other operations in the harbor which are far more complex and dangerous . . . times when the weather is such as to add considerably to the difficulties . . . At no given day of the year can we do the same job the same way."

Ore Ships? Senators Say Yes

WASHINGTON — Congress is taking another look at the problems of US bulk cargo operators as an outgrowth of the rejection of construction subsidy proposals involving two bulk ore carriers for Bethlehem Steel, which operates the SIU-contracted Ore Line.

The subsidy bid was originally approved by the necessary maritime agencies last year, then stalled for further study. Ultimately it was turned down by Commerce Secretary Luther Hodges. Bethlehem had sought approval to build two 51,400-ton ore carriers for US-flag operation.

In turning down the subsidy request, Hodges interpreted the 1936 Merchant Marine Act to mean that construction aid is limited only to liner-type operations. He said a subsidy for the ore ships would open the way for other operators to seek Government shipbuilding assistance and, as a result, disrupt the existing subsidy program keyed to liner-type operations only.

The rejection means that bulk ore operations, which have the US dependent on foreign vessels to bring in its ore requirements, are to be neglected entirely.

As a consequence of the subsidy rejection, Bethlehem had turned to foreign yards for bids on the ships it needs to haul ore between Liberia and Sparrows Point, Md. Bethlehem finally awarded a \$14 million contract to a German yard which will buy most of the material from the company.

A further result of the Commerce Secretary's overturning of the subsidy approval are proposals in the Senate to provide specific Government subsidy for bulk carriers, capable of carrying coal or ore. Lawmakers from Massachusetts, Pennsylvania and Maryland, where the ships might also be built, have proposed clarification of the subsidy policy to make it clear that authority exists to grant construction aid to other than liner operators.

THE SIU INDUSTRIAL WORKER



UIW Spurs Anti-Hoffa Drive, Wins Phila. Vote

PHILADELPHIA—The SIU's United Industrial Workers handed Jimmy Hoffa's Teamsters another defeat in the first clear-cut test of strength and worker support between the SIU-UIW and a personally-chartered Hoffa Local No. 158 in this area.

A resounding 2-1 victory was scored by the SIU affiliate over the Hoffa union in voting among employees at the A. A. Gallagher Warehouse Corporation, which was conducted by the National Labor Relations Board. A dozen employees took part in the balloting and overwhelmingly rejected Hoffa-Teamster representation.

Earlier Retreat

Earlier, the same Local 158 had backed off from another election contest with the SIU despite a claim of majority support. This occurred at another plant, Southwark Cooperage, where the SIU-UIW had held a contract since 1957. Gallagher employees had also been represented under a previous SIU-UIW agreement.

In the Southwark plant, the Hoffa group withdrew from an election at the last moment, after the SIU and the company had consented to an election on the representation issue.

Anti-Hoffa Drive

The NLRB contest at Gallagher was an outgrowth of the SIU's anti-Hoffa drive in many parts of the country. The campaign came to a head here last month after a few former officials defected from their union on the ground they were unable to carry out the SIU's anti-Hoffa policy. In the process, they accepted a Hoffa charter in the industrial field.

Meanwhile, anti-Hoffa groups totaling over 6,000 members in Chicago, St. Louis and Philadelphia have rallied to the SIU banner. Groups in other cities have

also expressed a deep dissatisfaction with Hoffa's leadership and a desire for a link with an established AFL-CIO union.

Right here in Philadelphia, representatives of some 850 Teamster clerical workers at 50 plants accepted an SIU charter in February and are currently engaged in a wide-ranging organizational drive throughout their jurisdiction.

New Shop Signs Up

NEW YORK—Organizing in an entirely new field in the metropolitan area, the United Industrial Workers reached a top contract in February with Academy Heat Treating of the Bronx.

The newly organized company, which operates round-the-clock, treats and processes metals for industrial use. It is the first company of its kind in the New York area brought under UIW contract. The agreement brings the full benefits of union wages and conditions to the plant's previously unorganized workers.

Featured in the new contract are across-the-board wage increases, the UIW's comprehensive welfare plan and a general upgrading of job security provisions and working rules.

Organizing at the Bronx plant began in January and a little more than a month later, the drive indicated solid support for the union. Contract negotiations began as soon as the company acknowledged its workers' desire for the protection and representation of the UIW.



MCS veteran Dave Newman looks hale and hearty these days. He's pictured at NY restaurant after return from hospital.

Blood Bank 'A Big Lift'

Thanks to the aid of the SIU Blood Bank at headquarters, veteran David Newman of the SIU-affiliated Marine Cooks and Stewards is making a fast recovery from major surgery. He attributes a large part of the credit for his ability to get around these days to the 10 pints of blood from the SIU bank.

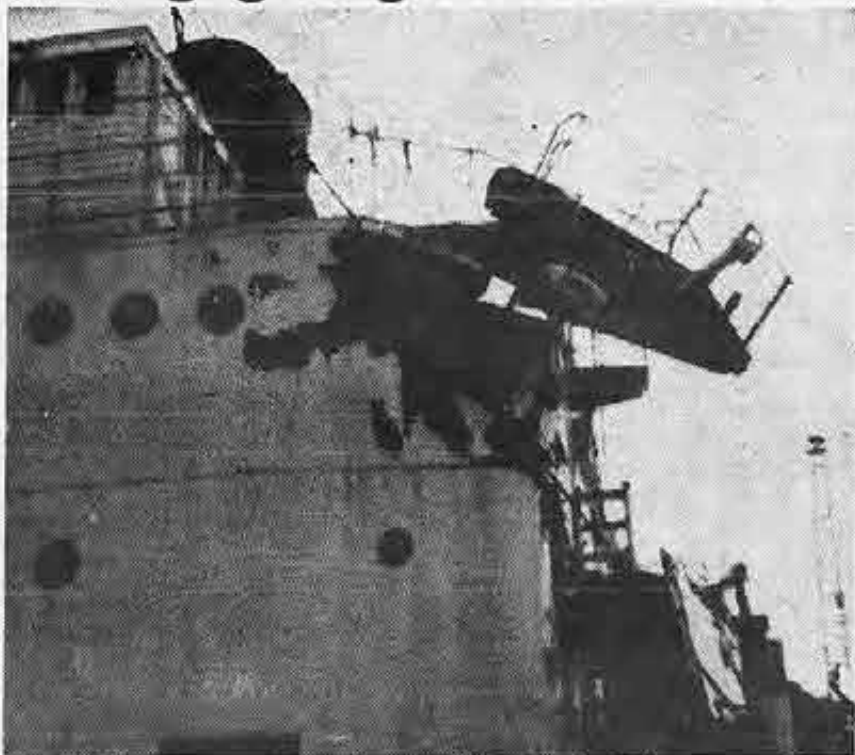
A 63-year-old chief steward who first shipped on West Coast union vessels in 1942, Newman was operated on for a blockage of the aorta early this month at the US Public Health Service hospital on Staten Island, New York.

However, all went well, and Newman's stay in the hospital amounted to less than a month. He entered Staten Island on February 21 and was out on March 20. Besides expressing deep appreciation for the Blood Bank assist, he had high praise for the treatment given him at the USPHS installation.

The MCS oldtimer started sailing in 1925 and last shipped in 1961 aboard the SIU Pacific District-contracted President Pierce.

He lives with his wife, Jean, in Brooklyn, and also has a married son, Joel. Newman recently undertook a restaurant venture in New York and expects to devote much of his time to it until he's fit for sea again.

'Hanging Bridge' On San Marino



A night-time run-in with an offshore oil drilling rig while enroute to the Gulf left this scene on the SIU-manned San Marino, although no one was reported hurt on either vessel. The bridge on the San Marino was almost sheared off. Lifeboats, davits and other deck gear also were smashed up as a result of the collision. The vessel went into the shipyard at New Orleans but is back out now. Bosun John Zeireis turned in the picture.

Ship Repair Jobs Boom

MOBILE—Another 200 jobs will open up in April at Mobile Ship Repair, Inc., in order to fulfill a \$100,000 US Navy contract for post-shakedown work on the US Navy tanker Kaskaskia, a fleet oiler. The repair yard is under contract to the SIU United Industrial Workers.

The company announced that about 200 additional men will be put on the payroll to take care of the repair work. First consideration for the jobs will be given to the rehiring of former employees.

The tanker was due to arrive here on March 30, and will be docked in the repair yard at Pier C, Alabama State Docks. The firm has about 30 days to complete the work.

The 540-foot Kaskaskia was recently withdrawn from the US Maritime Administration fleet at Orange, Texas, and taken to New York for re-commissioning. Now, on the completion of her shakedown cruise, she will receive final outfitting and then be placed in regular service supplying fuel for large Navy vessels.

There are 225 Navy officers and men assigned to the tanker, who will remain aboard the vessel pending the completion of the work.

House Unit Asks Strong US Fleet

WASHINGTON—Strong support for an American-owned, operated and manned merchant marine was voiced by the House Judiciary Committee in a report issued by its antitrust subcommittee.

In the course of a report on a two-year investigation, the subcommittee concluded that "the need for nurturing a merchant fleet with national allegiance has become increasingly clear as the twentieth century has progressed.

"Two world wars have demonstrated that an international power cannot be dependent upon ocean transportation media owing allegiance to alien flags without courting danger to its national security. This conclusion is of equal force even in times of non-belligerency. Eruptions in the far corners of the globe, economic and political tensions, unforeseen outbreaks of nationalism, these and innumerable other contingencies may at any moment seriously disrupt or distort traditional patterns of commercial intercourse on international trade routes."

The goals of the nation's shipping policy should be, the subcommittee said, "to maintain at all times a strong merchant fleet owned by American citizens, oper-

ated by American crews and fully capable of serving out international economic, military and political commitments under all foreseeable circumstances, as well as the maximum possible freedom of competition among ocean carriers."

As a whole, the subcommittee found "after a careful study . . . that our national shipping policy is basically sound. However, the administration of the Shipping Act and the enforcement of laws regulating ocean shipping has been woefully deficient."

It noted that "alert and diligent administration and enforcement of applicable laws could have held conduct of the shipping industry to an ethical plane that would be beneficial to US foreign commerce." The subcommittee urged vigorous enforcement of present laws, tightening of regulations to insure competition among shipping lines and strengthening of independent operators, which, the report said, are "the most effective bastion against excessive rates."

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Never Aggravate A Shark

Many years ago, it was a muted question whether sharks actually made attacks on swimmers unless the swimmer was injured; the shark apparently being attracted by the blood of the injured victim. In recent years, there have been many authentic cases of unprovoked attacks on swimmers by sharks.

An article published in the Navy Medical News Letter, for example, reports that there were 36 unprovoked and three provoked attacks by sharks in 1959, about one-third of them being fatal. In 11 other instances of doubtful attacks, the swimmers were approached by sharks, but no physical contact was made. There were also five instances in which unprovoked sharks mutilated victims of sea and air disasters.

Often, there is no way of knowing whether the victim died before the shark attacked, or, as the result of the attack. Unprovoked sharks were reported as having made physical contact with a boat, liferaft, water ski or accessory equipment 12 times; there were no fatalities in these cases.

Only two of the unprovoked attacks occurred in water colder than 70°F. However, bathers and skin divers usually frequent waters warmer than 70°F. In greater numbers, and a relationship probably exists between the incidence of attack and the number of bathers and skin divers in the water at a given time.

The advice to "never swim or dive alone" should be rigidly observed. It's pointed out that five out of a total 12 bathers attacked by sharks were swimming alone or at a considerable distance from their companions. It also has been well-established that sharks are attracted to wounded or bleeding fish speared by skin divers, and that the shark danger zone is near the surface, where movements are less likely to be rhythmic and coordinated.

The following guide has been recommended for bathers and swimmers based on the best information available. It must be remembered that sharks are unpredictable and relatively little is known about their behavior pattern and the conditions that stimulate them to attack.

Advice to bathers and swimmers. Always swim with a companion. Do not become a lone target for attack by swimming away from the general area occupied by a group of swimmers and bathers. If dangerous sharks are known to be in the area, stay out of the water. Since blood attracts and excites sharks, do not enter or remain in the water with a bleeding wound. Avoid swimming in extremely turbid or dirty water where underwater visibility is very poor.

Advice to survivors of sea and air disasters. Do not abandon your clothing when entering the water. Clothing, especially on the feet and legs, is your only protection against the rough skin of a shark. Place wounded survivors in a life raft. All should use the raft if there is room. Remain quiet and conserve energy. If you must swim, use regular strokes, either strong or lazy, but keep them rhythmic.

Do not trail arms or legs over the side of the raft. Do not jettison blood or garbage, for this attracts sharks. When sharks are nearby, do not fish from a life raft. Abandon hooked fish if a shark approaches. When a shark is at close range, use "Shark Chaser" (US Navy repellent) if it is available. The black dye will repel many species. If your group is threatened while in the water, form a tight circle and face outward. If approached, hit the shark on the snout with any instrument at hand, preferably a heavy one. Use your bare hands only as a last resort.

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

Meet On NY Waterfront Traffic Problems



Traffic congestion hampering truck loading and discharging at Brooklyn piers was focus for a meeting at SIU headquarters among representatives of waterfront Teamster locals, the International Longshoremen's Association, NYC Dept. of Marine & Aviation and trucking groups. Concern over the problems created by construction on Belt Parkway led to a series of meetings in which the waterfront group is seeking city action to resolve the waterfront traffic issue.

Broad Trade Program Mapped For US, Would Aid Shipping

WASHINGTON—Hearings on a broad new trade program which could have an important effect on US shipping are now underway. The Administration is seeking enactment of the Trade Expansion Act of 1962 in order to meet the challenge of the European Economic Community, the six-nation Western European trade bloc known as the Common Market.

The proposed trade law would replace the Reciprocal Trade Agreements Acts first adopted during the Roosevelt Administration. It would allow for broader authority to deal with tariff barriers and implement US foreign trade policies. The proposal differs from previous legislation in providing for specific assistance to workers and companies whose jobs and earnings are directly affected by imports as a result of tariff reductions.

It would authorize reductions of up to 50 percent in US tariffs on all commodities imported in this country and eliminate all tariffs on a lengthy list of commodity groups which account for 80 percent or more of the trade between the US and the Common Market countries.

All tariff reductions would be made gradually during the five-year life of the law. In order to cushion possible effects on Ameri-

can workers and industry, it also would provide:

- Payments for workers, who lose their jobs because of imports, amounting to 65 percent of wages for a year;
- Training in new jobs for workers displaced by imports;
- Relocation pay for workers who have to go to new areas to find work because of plant closings due to imports.

The bill would enable businessmen to get loans in order to modernize or get into new fields if they are squeezed by rising imports. Companies which suffer from the proposed tariff cuts also could get tax relief and technical help on new markets and products.

The Common Market Nations, France, West Germany, Belgium, Netherlands, Luxemburg, and Italy, are rapidly moving toward elimination of all tariffs among themselves, while maintaining uniform tariffs on trade with nations outside the group.

The US is seeking the new trade law in order to be able to bargain

for reductions of Common Market tariffs on American-produced goods.

With the ability to swap tariff cuts with the Common Market, the Administration claims, America could better compete in the rich Western European market as well as elsewhere. More cargo, and consequently more jobs at sea, could result from the increased trade.

In the process, it's estimated that more jobs would be created ashore for American workers than would be lost by an increase in American imports brought about by any general drop in tariffs. The cost of the overall aid provisions for workers and industry are estimated at \$185 million for the first five years.

Japan Still Top Builder

LONDON—Japanese shipyards built 23 percent of the shipping tonnage launched throughout the world last year, holding its lead over all shipbuilding nations for the sixth year in a row.

Lloyd's Register of Shipping fixed the Japanese output at 1.8 million tons, an increase over the tonnage built in 1960. Great Britain held the second spot among world shipbuilders, 600,000 tons behind the pace-setter. West Germany was third, followed by Sweden, Netherlands, France, Norway and the United States. The US produced 342,000 tons, off 142,000 from the previous year.

The high point of Japanese shipbuilding prior to World War II was 15 percent of the world total. Lloyd's said 691 new ships amounting to almost 3.5 million tons were entered on its rolls during 1961.

THE SIU INLAND BOATMAN

ICC Nixes Rails' Move To Purchase Barge Co.

WASHINGTON—Attempts by two western railroads to reduce competition along the Mississippi River by gaining control of a barge line under contract to the SIU Inland Boatmen's Union have been turned back by the Interstate Commerce Commission.

The decision to uphold the traditional pattern of competition between the railroad industry and other forms of transportation resulted from the ICC's rejection of an application by the Illinois Central and the Southern Pacific railroads to buy the John I. Hay barge line of New Orleans for about \$9 million. They planned to operate the water carrier through a new joint concern called Mid-West Barge Co.

In issuing a ruling on the case, which has been pending since 1959, the ICC said that the three carriers "are in constant competition for traffic" and, once the railroads took over, the barge line could be "managed in such a manner as to serve the interest of the railroads and to enhance the movement of traffic over an all-rail route."

The two roads' efforts to become the first rail carriers to own a Mississippi River barge line

were strongly opposed by the Maritime Trades Department of the AFL-CIO and the SIU, which appeared before the ICC on behalf of river boatmen. The unions argued that railroad ownership of the barge line would lessen competition along the waterway, increase the cost of transportation to consumers and in the process reduce job opportunities.

Representatives from civic groups and other transportation industry organizations also spoke before the Commission in opposition to the railroads' bid.

Hay operates over more than 2,500 miles of inland and Gulf waterways.

IBU Rivers Drive Gains

ST. LOUIS—Continuing to press its intensive organizing campaign, the Inland Boatmen's Union has signed up a key harbor operator here.

The Ford Towing Corporation, which operates one shift boat in St. Louis harbor, agreed to a union contract which gives its employees responsible union representation plus top wages and conditions. The agreement calls for an immediate pay raise, nine paid holidays, full welfare coverage, pension benefits and complete job security protection.

Card Check

Ford agreed to IBU representation of its tugmen after a card check showed overwhelming support for the union. Besides the one shift tug it now has working, the company plans to add a second boat to handle its growing operation.

In separate action, the IBU boosted its string of important signings covering tug companies operating in the inland rivers, when the Bernhardt Bros. Tugboat Service of Cassville, Wisconsin, agreed to a top contract.

Top Terms

Under the agreement, Bernhardt tugmen receive an immediate wage hike, improved working conditions, welfare and pension coverage plus important job security protection. The contract for the company's boatmen also provides for automatic wage increases during its term.

Bernhardt also recognized the Union after a card check. The resulting agreement takes in the five towboats owned or operated by the company on the Upper Mississippi River.

Between 50 and 60 tugmen work on the five boats, three of which have historical names while the other two honor the company's home state. The tug names are: Pere Marquette, William Clark, Stephen Foster, Badger and Wisconsin. Wisconsin is known as the "Badger State."

New Design For Hydrofoil —70 Knots 'Like A Bird'

Preliminary design of the world's largest ocean-going hydrofoil ship, a 300-ton vessel capable of achieving speeds up to 70 knots and to be utilized by the US Navy for research missions, have been completed by the Gruman Aircraft Corporation.

The plans were submitted to the Bureau of Naval Ships, contracting agency for the project.

The new Navy ship will be supported on a system of foils or "wings" positioned at the end of three struts projecting beneath its hull. Two struts are located forward of the ship's center of gravity, and a third strut is positioned at the stern. As the three "wings" cut through the water, lift is provided in the same manner that the wings of an airplane provide lift by traveling through the air.

The ship will first employ a submerged foil system that will enable the vessel to travel at a speed of about 45 knots. The addition of a later set of foils, now

under development, will increase its speed potential to about 70 knots, nearly twice the speed of the largest ocean-going ships.

The ship, known as the AG (EH), is the second ocean-going hydrofoil ship under development for the Navy. The HS Denison, a 90-ton research vessel, will be launched this spring for the US Maritime Administration.



Artist's conception shows how the world's largest hydrofoil ship will "take off" from its normal displacement condition (far left) to its full foil-borne condition (right).

UNION IS 'CLASSROOM' FOR CARIBBEAN AFFILIATE

SIU Trinidad Unionists At HQ



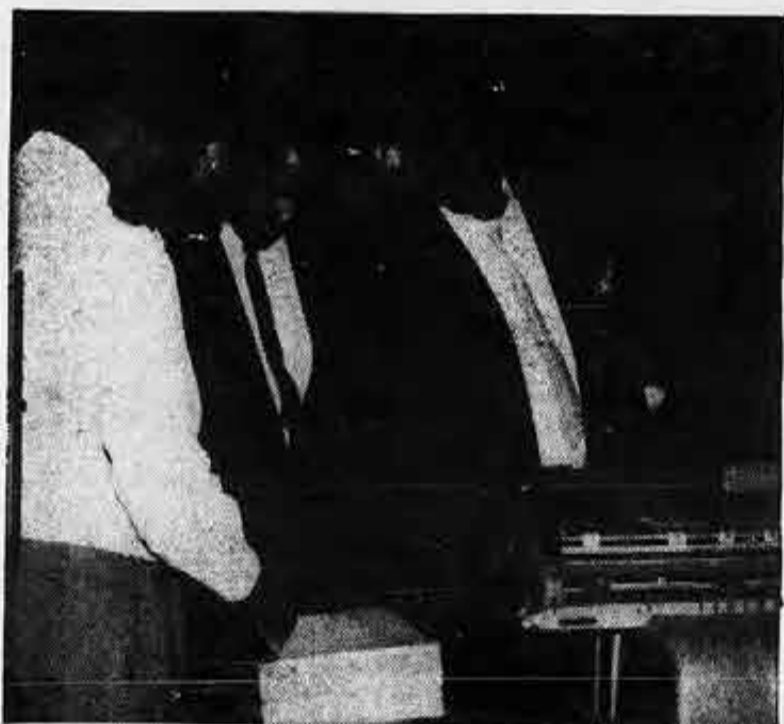
Four delegates from the SIU-affiliated Seamen's & Waterfront Workers Trade Union of Trinidad are currently in New York receiving a thorough briefing on all phases of union operations and procedure. The group, consisting of Basil Douglas, the union's 1st vice-president; Stephen Joseph, assistant secretary for grievance procedures; Francis Mungroo, secretary of the ocean-going branch, and Norman Harris, member of the stevedoring branch, expects to spend several weeks obtaining detailed information on trade union practices in the United States.

The delegates have spent the first two weeks of their stay on such diverse subjects as cargo-handling procedures, the operations of union clinics on both the longshoring and seafaring side, both seamen's and longshoremen's contracts, waterfront safety programs and hiring systems.

As a result of detailed study of the SIU's rotary shipping and seniority hiring procedure, the representatives of the SIU affiliate have indicated a desire to establish similar procedures in their own union.

A major interest of the group is to learn full details of welfare and pension plan operations in the States both in terms of benefits provided and with respect to administrative procedures. The program calls for study of the operations of Union welfare plans as well as the workings of the industry-wide food and safety programs.

The Trinidad union has been affiliated with the SIU since last October. Its more than 6,000 members handle longshore and shipboard work out of the island and many of them are employed aboard the foreign-flag Alcoa ships on the bauxite run.



Visitors are briefed on full range of SIU procedures ... on BEEFS (top), ACCOUNTING METHODS (left) and WELFARE RULES (above).

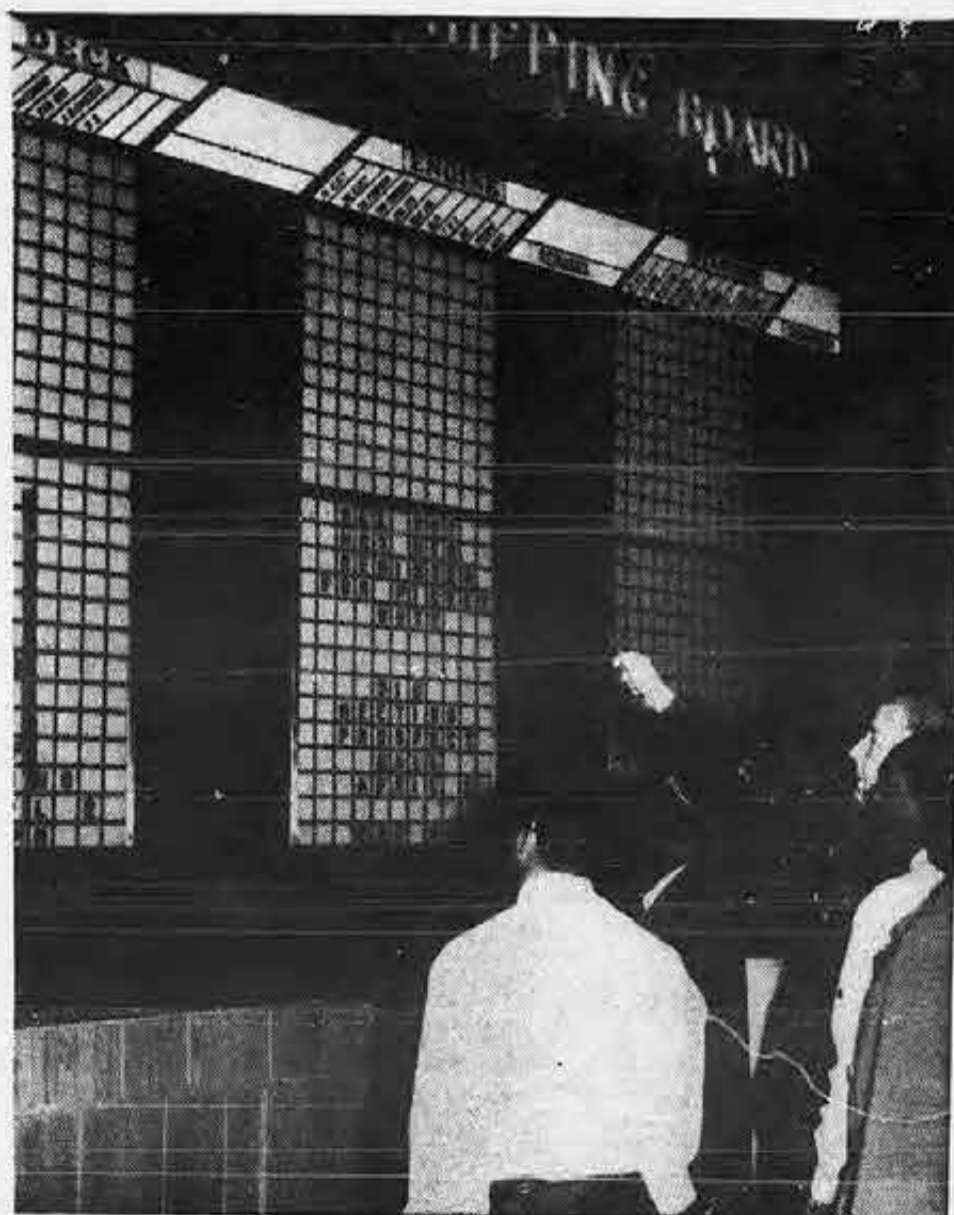


SWWTU delegates study preparation of Union PUBLICATIONS.

Necessity of Inter-port COMMUNICATIONS system is stressed.



CONTRACT ENFORCEMENT, DUTIES OF PATROLMEN are subject for this huddle.



ROTARY SHIPPING is explained in the SIU hiring hall. Detailed study of other procedures will take place in coming weeks to familiarize the visitors with all union operations.

Losmar: Old Ship, New Name

Memories of the trying days of World War II when American workers participated in massive war bond drives to buy ships, tanks, planes and other material for the Allied war effort were revived this month.

The occasion was the presentation to the International Ladies Garment Workers Union of the original name plate from a war-built Liberty ship christened as the SS Morris Sigman, and still sailing today as the SIU-manned Losmar operated by Calmar Steamship.

Transfer Ceremonies

The name plate was turned over to ILGWU president David Dubinsky by Calmar president Robert J. Jurgen in ceremonies at



ILGWU pres. David Dubinsky (right) receives historic Liberty ship nameplate from Robert Jurgen, president of Calmar.

ILGWU headquarters in New York.

The vessel, named in honor of a former president of the ILGWU, was one of some 5,000 merchant ships built during the war, many of which were sponsored by labor organizations and other groups on the basis of war bond purchases. ILGWU members purchased over \$8 million worth of bonds in the course of union bond drives during the war and, as a result, sponsored a number of aircraft and four Liberty ships. The vessels were named for persons who had made significant contributions to the growth of the garment union and to the labor movement. Besides Sigman, they were the Morris Hillquit, Meyer London and Benjamin Schlesinger.

Built in Baltimore by the Bethlehem-Fairfield Shipyard and launched on February 2, 1944, the Sigman was later renamed the Arthur Fribourg. She ultimately became the Losmar, after Calmar purchased the vessel in 1956.

Morris Sigman was the union's general secretary-treasurer in 1914-15 and later served as president from 1923 to 1928, during the turbulent period when garment workers rebuffed attempts by Communists to take over the union. He died in 1931.

Presentation of the name plate was part of the Liberty ship Memorial Program sponsored by the American Merchant Marine Institute and the American Institute of Marine Underwriters. The

plaque is unique in that it is the first to be given away from a privately-owned and still-operating vessel.

New York Anti-Scab Bill Lags

ALBANY—The New York State AFL-CIO has charged that the public is being completely misinformed about the provisions of an anti-strikebreaker bill passed by the Assembly and awaiting Senate action here.

A state labor spokesman said that widely-publicized official statements of business and industry groups and some newspaper editorials "have been saying the bill would make illegal the hiring of anyone to replace workers on strike. This is not so."

The bill bans the use of agencies whose business is supplying professional strikebreakers and bans hiring professional strikebreakers.

"It also requires any employer who recruits or advertises for workers to replace those on strike or about to strike, to inform those recruited and to state in any advertisement that a labor dispute exists where the jobs are available.

"The bill leaves no doubt in anybody's mind as to what is meant by a professional strikebreaker. The bill says it means 'any person who customarily and repeatedly offers himself for employment in place of employees involved in a labor dispute,'" the state AFL-CIO reported.

This week, union representatives at a meeting of the Maritime Port Council of Greater New York, were informed by Winfield Chasmar, president of the Laundry and Dry Cleaning Workers International Union, that the labor movement had been successful in winning a similar anti-scabbing bill in New Jersey.

LABOR ROUND-UP

Denouncing management's use of scabs, Toronto City Controller Herbert Orloff, a mediator for 25 years, has abandoned efforts to settle a strike by members of the Hotel & Restaurant Workers against the Royal York Hotel. Management had offered to rehire only half of the striking workers in favor of the scabs. Orloff commended the union's "principle of humanity" in refusing to abandon its members. . . . The US Department of Agriculture has granted exclusive bargaining rights for its 2,742 meat inspectors to the American Federation of Government Employees, AFL-CIO.

Members of Machinists Lodge 1918 at seven Whirlpool Corp. plants in St. Joseph and Benton Harbor, Mich., have reaffirmed support of their union in rejecting an attempted raid by the Teamsters. The workers voted 823 to 324 in favor of the Machinists during a National Labor Relations Board election in which IBT president Jimmy Hoffa personally campaigned.

The United Auto Workers has reached agreement with the Allis-Chalmers Manufacturing Company on national terms of a new 32-month contract affecting 7,000 workers and covering wages, pensions, vacations, insurance and supplemental unemployment benefits. Improved arbitration procedures were also covered. Picketlines were retained at several of the company's seven struck plants while negotiations continued on local issues.

The Sleeping Car Porters have called on the Pullman Company and railroads operating their own sleeping cars to institute a 40-hour week or a 173-hour month. At present Pullman porters and at-

tendants work a basic 205-hour month. They do not receive any overtime until after 240 hours. . . . Guaranteed inter-company job transfer rights in case of layoffs or plant closings has been won under a nation-wide pact negotiated by the Glass Bottle Blowers. Some 32,000 production and maintenance workers are covered by a three-year agreement that also provided wage increases and improvements in pension and welfare benefits.

Korean Labor Visitors At SIU



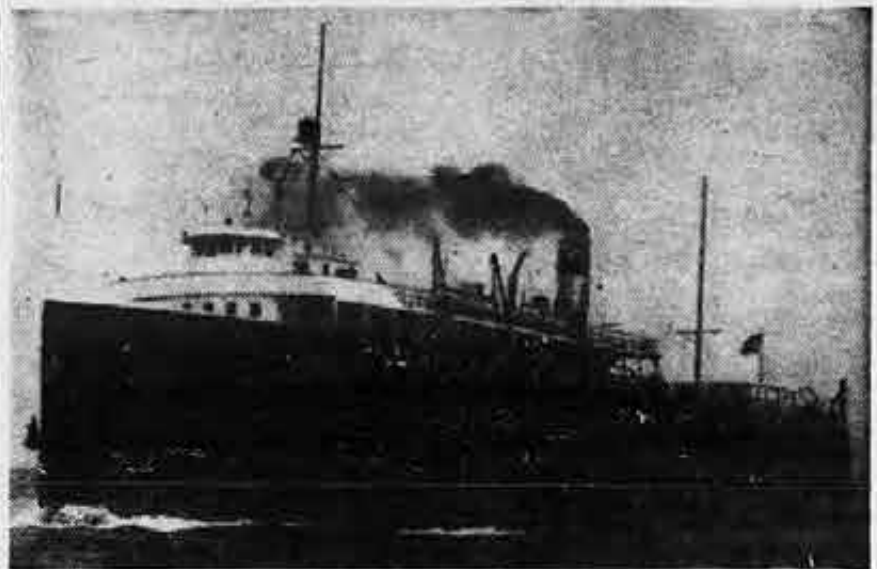
Visiting SIU hall in NY, Korean trade unionists look over the LOG with SIU exec. vice-pres. Cal Tanner who welcomed them. Pictured (l-r) are Park F. Young, director, Dept. of Int'l Affairs, Federation of Korean Trade Unions; Tanner; R. Aiken, Railway Clerks, their US labor escort; Lee Kyu Choll, head of the Korean TUF and of the Korean Railway Workers Union, and Mike Carlin, Int'l Division-MTD rep. Choll is also an alternate member of the ITF general council.

THE GREAT LAKES SEAFARER



'Seagoing Motel'

New Role For Carferry



Ending long career on the Lakes, Ann Arbor Carferry No. 3 is shown in balmier days. She was built in 1898.

FRANKFORT, Mich.—Most ships that are "finished with engines" either go to the breakers or into mothballs.

A different fate may be in store for the Ann Arbor Carferry No. 3. She's been sold to a corporation that has plans to convert the ship into a "seagoing motel."

The veteran of over 60 years of service on the Great Lakes was recently sold to the Moonlight Motel Corporation of Manistee, Michigan, after having been idle during the 1961 shipping season.

Oldest carferry in service on the Lakes, No. 3 was built in Cleveland in 1898 and made her maiden voyage the same year. She was refurbished in 1922 and now measures 307 feet overall.

Sentimental Attachment

SIU officials report a great sentimental attachment among old-time carferry crews to the aging vessel. Nobody, they added, likes to see a ship go out of service, and a lot of men have many memories about No. 3.

The remaining Ann Arbor carferries are scheduled to be sold to another company pending approval by the Interstate Commerce Commission.

Lakes Briefs

CHICAGO—Fair activity in port. The Highway 16 was fitted out, then laid up again, but is expected to go back into operation shortly. Reports of a good steel year are common. There is no indication of steel layoffs, as is usual this time of year. . . . FRANKFORT—Shipping picked up somewhat with the Wabash going on a 20 and 8 schedule. The ship was stuck in 28 inches of ice on her last trip to Menominee and was freed by a Coast Guard cutter.

DETROIT—Activity remains on slow side. One ship, the steamer Wyandotte, will not operate this season. Crewmembers will be reassigned through the Job Security Program. . . . ALPENA—Port is open with minimum activity. Many members have been working with the Boys' Club during the off-season. There was a good turnout for 12th Annual Marine Ball, which was held in the Memorial Hall.

BUFFALO — Shifting cargo work is accounting for some job activity in port. However, the grain trade decline is beginning to cut into this work. Approximately half of the normal grain has not been unloaded.

NLRB OKs Protest On Runaway

WASHINGTON—A National Labor Relations Board examiner has upheld last fall's protest picketing action by unemployed Great Lakes seamen against the flip-flop-flag Northern Venture in Marquette, Mich.

Dismiss Charges

The NLRB action was in the form of a recommendation that charges against the Lakes SIU be dismissed. The charges were brought against the union by Upper Lakes Shipping, Ltd., as agent for Island Shipping, Ltd., and the Lake Superior and Ishpeming Railroad Company.

Picketing action against the Venture by unemployed seamen in Duluth, Minn., last fall was previously upheld in Federal District Court. The earlier ruling said that the seamen were acting within the scope of the law in seeking to protect their job security.

In hearings before the NLRB, the union proved that Canadian and US interests owned the vessel, and the NLRB ruled in favor of the union in line with past decisions.

Switched Runaway

Subsequently, the company switched the runaway-flag registry of the Northern Venture and went back under the Canadian flag. This was part of a maneuver to put the vessel and its scab crew into a company union which has since blossomed forth as the "Canadian Maritime Union."

Across the Lakes, Canadian seamen have also been upheld in their picketing of a sister ship, the Wheat King, with the result that shippers have shown great reluctance to utilize either vessel. The Wheat King was last reported in lay-up.

THE PACIFIC COAST SEAFARER



WC Fleets Getting More Ships; Roosevelt Ready

SAN FRANCISCO—SIU Pacific District seamen are slated to man a brand-new Mariner vessel and several other modernized ships now being fitted out by West Coast companies under various replacement programs.

The Hawaii, fourth Mariner

Art Coleman Dies At 53 MFOW Vice-President

SAN FRANCISCO—Members of the SIU Pacific District unions marked the death this month of Art Coleman, vice president of the Marine Fireman's Union.

Coleman, 53, died at St. Francis Hospital here on March 10. He had been ill since December of last year.

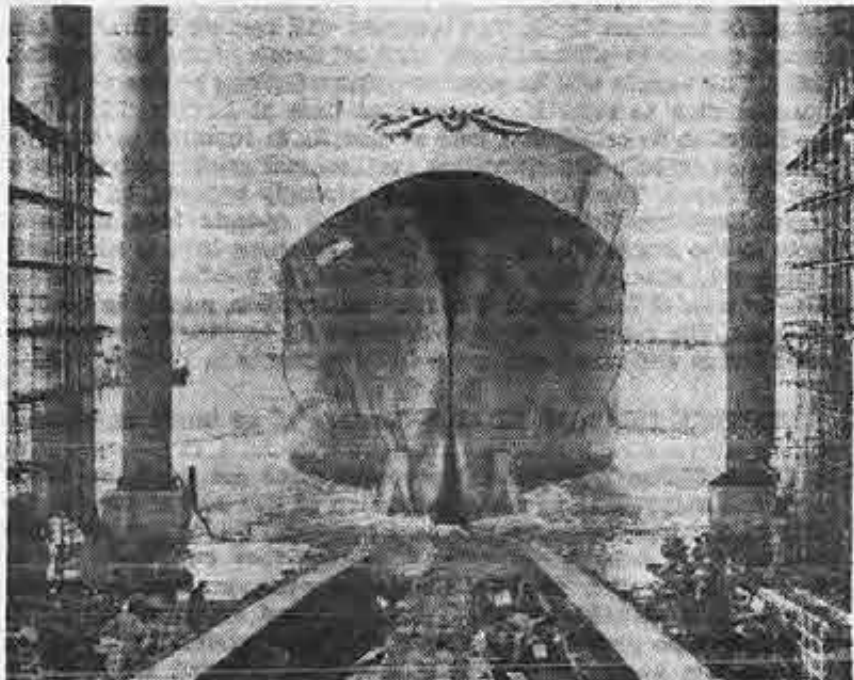
At the time of his death, Coleman was a delegate to the San Francisco Labor Council and had just been re-elected to another term as vice-president of the MFOW.

He had been a union member for 27 years and had served as an official for the last 13 years. In 1949 he began serving as Portland business agent and continued until 1957, when he was elected port agent. He continued in that position until 1961, when he was elected vice president of the MFOW.

A native of Spokane, Washington, Coleman had lived in Oregon prior to moving to California in 1961, where he resided in San Pablo.

He is survived by his widow, Mrs. Amelia Coleman; a son, Ronald; a stepson, Gary; his mother; four brothers, Bert, John, Richard, and Michael; and three sisters, Lenora, Ruth, and Evelyn.

Funeral services were held on March 13, and burial was at Olivet Cemetery. SIU Pacific District officials and a number of rank-and-filers attended the rites here.



Pictured at launching last year, American Mail Line's Washington Mail set new trans-Pacific speed mark this month on Yokohama-West Coast run.

in States Lines' \$66 million replacement program covering six ships, was launched last month at Newport News, Va. Her sister ships are the Washington, Oregon and California.

Modernization of the Hawaiian Planter of the Matson Lines was also completed in February, and this vessel, with 24,000 cubic bale capacity added, went back into service from Portland. The fourth ship in the six-vessel remodeling plan for Weyerhaeuser Steamship has been rechristened at Coos Bay, Oregon, as the George S. Long. The reconstruction job on the Long increased her cargo-carrying capacity by nearly 6,000 cubic feet.

Goes In April

Due to start trans-Pacific service for American President Lines in April is the liner President Roosevelt, reconstructed recently at Seattle at a cost of \$10 million. The remodeled ship is named after two Roosevelts, Theodore and Franklin Delano, both former US Presidents.

In other developments, Olympic-Griffiths Lines has opened bids for the construction of two containerhips for operation in the Pacific coastwise service between Seattle, San Francisco and Los Angeles. Eight bids ranging from just under \$11 million to \$14 million are being evaluated. The two container vessels, to be known as the Washington Express and the California Express, will be 430 feet long, fully containerized, and capable of 18-knot service speeds.

New Record

Meanwhile, the new freighter Washington Mail, of American Mail Line, recently broke two international speed records on the Yokohama-British Columbia run during her maiden voyage. Rated at a speed of 20 knots, the Washington Mail cut the previous passenger ship record for the cross-Pacific jaunt by 22 minutes. She's the first of three vessels already ordered as part of an eight-ship fleet replacement program for American Mail.

A 'Here's How' For Industry

The "holier-than-thou" business world which has read such pious lectures to labor in the past took a bad beating on the ethical front in 1961. As a result, the National Industrial Conference Board has found it necessary to issue a code of conduct for officers and directors of American industry.

This includes the following rather obvious items:

- Don't invest in companies that supply your company with their products.
- Don't invest in competing companies.
- Don't trade in your own company's stock for quick profits.
- Don't borrow from or lend to customer or supplier companies.
- Don't accept part-time employment from firms doing business with your company.
- Don't accept substantial gifts or entertainment.
- Don't reveal confidential information to outsiders.
- Don't use your position for personal gain, and
- Don't acquire real estate of interest to your own company.

And if you want to get an idea of corporate democracy here's how J. A. Livingston, financial writer of the Washington Post, puts it:

"It is commonly assumed that directors choose the chief executives of major corporations. This is a legal fiction. In practice the head of the company usually selects—nominates—directors. Then stockholders dutifully elect the directors to office. The directors, in turn, install, elect, the management that nominated them."

US 'Bill Of Rights' Urged For Shoppers

WASHINGTON—Proposals setting forth a "Bill of Rights" for consumers have been sent to Congress by the Administration in urging important new legislation dealing with drugs, food, cosmetics, business mergers, television sets and interest rates.

The President announced a directive for creation of a Consumers' Advisory Council to assist the President's Council of Economic Advisers, and a directive requiring a special assistant for consumer liaison in every Government agency dealing with matters affecting the buying public.

In a message to Congress, the President said consumers should have:

- "The right to safety—to be protected against the marketing of goods which are hazardous to health or life.
- "The right to be informed—to be protected against fraudulent, deceitful or grossly misleading information, advertising, labeling, or other practices, and to be given the facts they need to make an informed choice.
- "The right to choose—to be assured, wherever possible, access to a variety of products and services at competitive prices . . .
- "The right to be heard—to be assured that consumer interests will receive full and sympathetic consideration in the formulation of Government policy, and fair and expeditious treatment in administrative tribunals."

Drug Safety

He said consumers and physicians should have "assurance from an impartial scientific source" that any drug on the market is "safe and effective" and that the accompanying promotional material "tells the full story—its bad effects as well as its good." Prescription drugs, he stated, should be identified by a simple common name so that the purchaser can buy the drugs he needs "at the lowest competitive price."

Declaring that thousands of women have suffered injuries to their eyes, skin and hair because of "untested or inadequately-tested beauty aids," the President said legislation is needed to require cosmetics to be "tested and proved safe" before marketing.

In other areas, the President urged enactment of a "truth in lending bill," to require full disclosure to installment buyers of the actual amounts of credit charges. He also backed legislation to require manufacturers of television sets to equip all new re-

ceivers for both very high frequency (VHF) and ultra-high frequency (UHF) channels, urged strengthening of anti-monopoly laws and promised recommendations on "truth in packaging" legislation as a further aid to consumers.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Ship Fires Always A Hazard

The importance of drilling and testing fire-fighting techniques aboard ship is pointed up again and again in reports of fires and explosions at sea. All seamen, whether on SIU-manned ships or any other vessels, have the same responsibility to stay posted and alert to these dangers.

A report of the Liverpool Underwriters Association, which covers a large number of marine insurers dealing in all types of vessels, emphasizes the problem. In 1961, 20 merchant ships vessels amounting to 127,300 gross tons were total losses due to fires and explosions, including two American ships. The loss figure for last year was way higher than the 1960 total of eight vessels and about 50,000 tons.

All fires and explosions reported, most of them minor, amounted to 470, an increase from 419 the previous 12 months. Of course, most of this was on foreign ships as we know. The thing to keep in mind, however, is that as ships and equipment get older, particularly the case in the US fleet, the possibilities for trouble increase.

This is why strict attention and frequent fire and boat drills are important for all hands. A well-trained, experienced crew that can respond promptly in an emergency is the best kind of "insurance" when the chips are down.



More labor participation in safety programs, and more labor-management cooperation are essential to save human lives and limbs, according to the President's Conference on Occupational Safety held recently in Washington. This year's conference had more labor participation than ever before, with 250 representatives of different union organizations present among the 3,000 delegates.

A couple of interesting facts stood out from the overall discussions and reports. The accident rate for workers in manufacturing has been dropping steadily since that section of the economy began receiving the most attention from labor, management and Government. On the other hand, the accidental death toll among farm workers—the least unionized group of workers—is the highest of any American occupation.

One of the points brought out in specialized discussions on safety hazards concerned problems in the longshore field, as described by Joe Leonard, safety director for the International Longshoremen's Association. He described union efforts to make the docks and cargo spaces aboard ship a lot safer for ILA workers, and recent Labor Department figures indicate that some progress is being made.

In this connection, the record also shows that in 1961 the Department listed 188 foreign ships that had to be delayed in US ports because of defects in cargo gear. In many cases, it was necessary to use shore cranes in order to safely load and unload these ships. It seems from this there's plenty of work needed to bring foreign bottoms up to US standards, no matter what the foreign owners claim.

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

Job Favors Nixed For Kings Point

WASHINGTON—The Maritime Administration has rejected a suggestion that it promote legislation to provide graduates of the nation's maritime academies with preferential treatment in finding seagoing jobs.

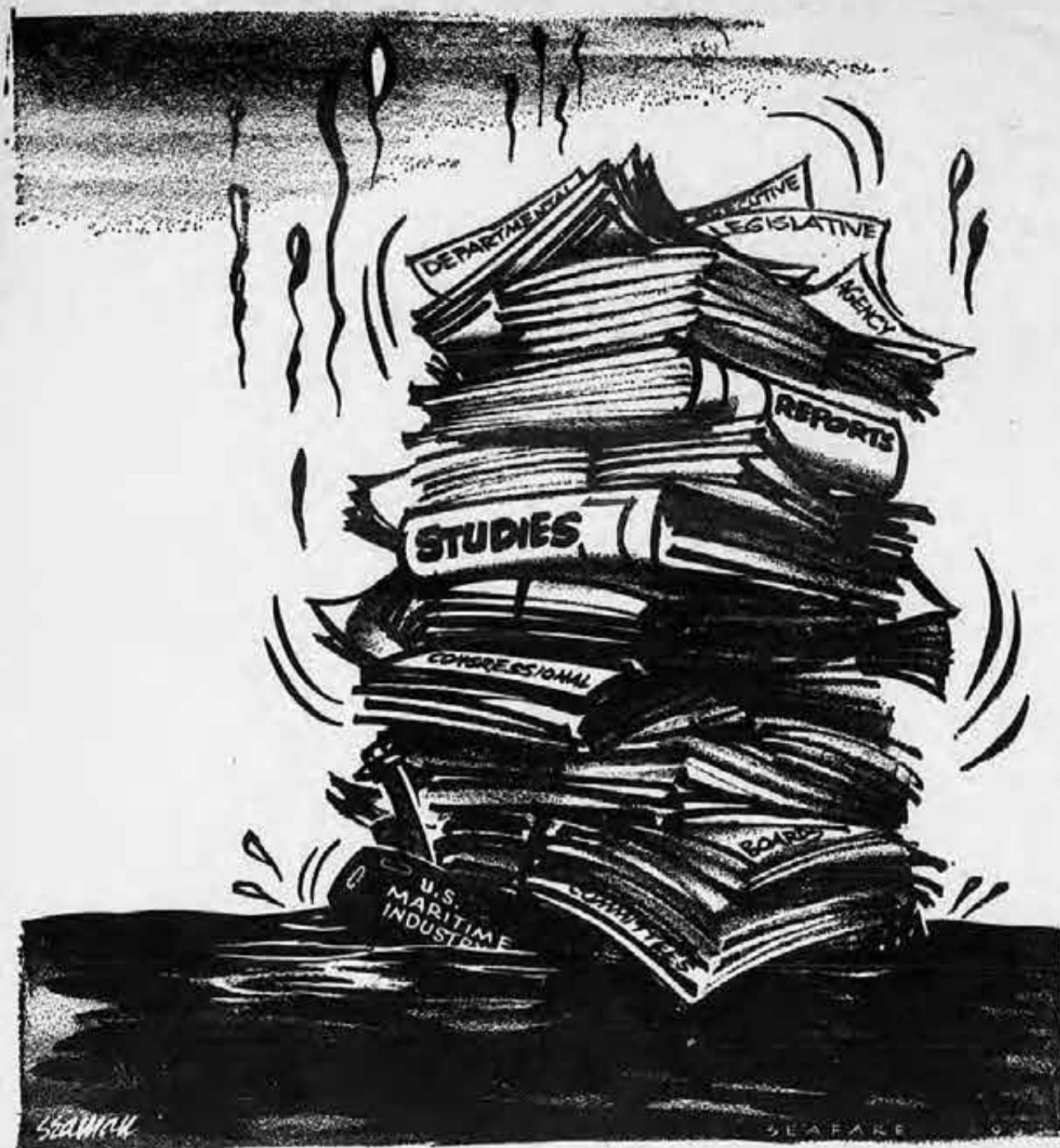
The latest suggestion came from the US Merchant Marine Academy Alumni Association, at Kings Point, NY, which complained that maritime academy graduates were finding it difficult to find jobs aboard US-flag ships.

In turning down this suggestion, Maritime Administrator Donald W. Alexander has advised that every future academy candidate be notified in detail that "he does not have a built-in career graduation, similar to that of the service academies graduates." He expressed "surprise" this hadn't been done in the past.

Maritime unions have long questioned the need for the Federal expense entailed in operating the academies. They have pointed out that the money could be better utilized in other aspects of the Government's program for maritime.

Enactment of legislation to provide preferential treatment for academy graduates would discriminate against experienced seamen who have advanced to officers through the ranks and against union officers who are now competing for the limited number of available jobs in a declining US merchant fleet.

'Going ... Going ...'



The pending entry into service of the nuclear-powered NS Savannah highlights the peculiar situation which confronts the American merchant marine. On the one hand, the responsible agencies show no hesitation whatsoever in spending considerable sums on a wide variety of costly experiments and equally costly studies. The other side of the coin is the reluctance to put money into any new operating idea which will bring direct and immediate benefit to the shipping industry right now.

Nobody quarrels with the value of experimentation and the development of new ship types. We suppose that all of the studies and information-gathering procedures will also serve a useful purpose some time in the dim future. But all this will be to no avail if the day-to-day bread and butter operation of the industry is neglected.

A key case in point was the handling of the proposal by Ore Line to build two new ore carriers for American-flag operation. The proposal was desirable from every point of view. These ships would be the first bulk ore-carrying tonnage built for US operation since World War II. They would assure that at least some of the vital ore imports on which the nation's economy depends would travel on US-flag ships.

Their approval would be recognition of the shift in our foreign commerce from package cargo to bulk cargo; it would show that the authorities were alert to the changing pattern of our foreign trade and were prepared to take steps accordingly.

The proposal was approved at all levels in the appropriate maritime agencies after the usual exhaustive hearings. Then, suddenly, when it had reached the final stages, the construction plan was stifled at the highest levels of the Commerce Department and the Administration.

The result now is that the proposal is being abandoned. Instead of the US having two new 51,400-ton carriers under the American flag, built in American yards, these same vessels will be constructed in a foreign

yard and manned by foreign crews.

This will only worsen the imbalance between what the American merchant marine needs and what it has. Further, it slams the door in the face of any future proposals to add to our dwindling and insufficient ore-carrying capacity.

The point of having a merchant marine is to have ships to carry a goodly percentage of the nation's foreign trade. The point of having Government aid is to see to it that the merchant marine gets the kind of ships it needs. If the foreign trade of the US consists in the main of bulk cargoes, then these are the types of vessels which the Government should assist. It doesn't take elaborate study and research to figure that out.

SUP's 77th Birthday

The month of March marks the 77th anniversary of the founding of the Sailors Union of the Pacific and the commemoration of the birthdays of two of its historic leaders, Andrew Furuseth and Harry Lundeberg. Lundeberg, who died in 1957, was the founder and first president of the SIU of North America.

The establishment of the SUP is dated from March 6, 1885, when a group of 300 seamen gathered at Folsom Street wharf in San Francisco to consider steps "towards forming a permanent protective union." The growth of the SUP and the development of the sailors' movement on all coasts is due largely to the dedication of these two pioneer maritime trade unionists.

Furuseth was a front-line fighter in the movement that freed seamen from punitive maritime law and upheld their rights as workers and citizens. He died in 1938.

SUP secretary-treasurer from 1936 until his death in 1957, Lundeberg continued the fight to upgrade conditions for the entire seamen's union movement. He pioneered the campaign against runaway-flag shipping and shaped the expansion of the SIUNA and its affiliates for almost two decades.

SIU LEGISLATIVE DEPARTMENT



BULK CARRIER CONSTRUCTION—The world ore carrier fleet consists of 327 vessels. Of this total, the United States operates only 4 vessels in the foreign trade, with a total deadweight tonnage of 97,000 tons. In the light of this, it is apparent that the United States has lost control of its ore imports and that this trade is now monopolized by foreign-flag vessels. Large bulk carriers are now being built by almost all of the major maritime powers, with the exception of the United States. The USSR, which had only sixteen bulk carriers of 46,000 dwt in 1954, now has 110 of 636,000 dwt. By grasping the real significance of a bulk carrier fleet, the USSR has recognized an instrument for Soviet economic penetration.

LEGISLATIVE ROUND-UP—State Department and Coast Guard officials appearing before the Senate Committee on Foreign Relations have urged that group to favorably report the International Convention for Safety of Life at Sea (1960) to the Senate for advice and consent to ratification . . . Senator Wiley (Rep.-Wis.) has urged the Defense Department to establish a Transportation Coordinating Agency. He stated that the Department of Defense has created and adhered to shipping policies which, to a large degree, overlook the potentials of a Great Lakes waterway system. Last year Sen. Wiley recommended a special study of defense shipping policies on military cargo destined for overseas . . . In hearings before the House Merchant Marine Committee, the International Longshoremen's Association lodged its protest against HR 207, a bill that would eliminate liability of ships and their owners to persons other than crewmembers, for breach of the warranty of seaworthiness. The ILA told the Congressional subcommittee that the only real beneficiaries of the proposed legislation would be foreign shipowners . . . Government and industry spokesmen have given support to S. 2801, a measure designed to extend until June 30, 1964, the twelve-year minimum age for trade-in of vessels on new construction . . . The Department of Commerce has expressed its opposition to provisions of S. 2800 which would make permanent the present 55 percent construction subsidy which the Government may pay toward new ship construction, and would remove any percentage limitation on construction subsidy incident to reconstructing or reconditioning a vessel.

SHIPBUILDING — In a recent appearance before the Maritime Evaluation Committee, Business Council, Department of Commerce, the Industrial Union of Marine and Shipbuilding Workers of America, AFL-CIO, stated that if the shipbuilding industry is allowed to die with no possibility of replacement training, it will take from five to seven years of on-the-job training in most of the building and repair yards to get it started again. The Maritime Evaluation Committee is presently conducting a study of maritime matters during the course of which it is hearing from the various industry segments. The union commented on the "intermittency" of employment in the shipbuilding industry, drawing on data covering average weekly hours worked during the years 1946 through 1958 in the Atlantic Coast shipyards of Bethlehem Steel Corporation, including Fall River and Sparrows Point. These figures indicate that in each of the years named, the average hours worked were less than 34 per week, except during the Korean crisis in 1952.

FEDERAL MARITIME COMMISSION—Thomas E. Stakem, Chairman of the Federal Maritime Commission, recently expressed the hope that shipping lines of all nations "will calm their fears" as to American shipping practices, including the tariff filing requirements proposed in FMC Document No. 964. Chairman Stakem stated that records show that virtually all lines engaged in the United States foreign trade have thus far sought to cooperate with the spirit and the letter of the new regulatory laws. The FMC official noted that some 950 tariffs have been filed since the tariff filing requirements were initiated on January 2. About 500 of these were new tariffs which had not previously been submitted.

FISH REPORT — The Bureau of Commercial Fisheries has made arrangements to award a contract to study water transportation rates and services for fish and fishery products. The study will be performed by the Transportation and Public Utilities Services of the General Services Administration . . . A group of South African fishing companies has announced intention to enter the Chilean fishing industry in 1962. The company expects to build a fish meal plant at Iquiqui in northern Chile. The company will operate a fleet of purse seiners, similar to pilchard boats used off South Africa and Southwest Africa. The vessels will be purchased from Chilean boatyards . . . The Japanese plan to establish a new tuna base at Levuka, Fiji Islands. The intention to establish a base at Levuka is reported to have been formulated to help the struggling medium and small fishing cooperatives of Japan. The plan, however, is strongly opposed by the three largest Japanese fishing companies which operate tuna mothership fleets in the South Pacific . . . A large Japanese firm is constructing a large cold storage plant at Tema, Ghana, to handle the catch of its Atlantic trawler fleet, reported to total six trawlers, mostly in the 2,500-ton class. The company plans to increase its trawler fleet in the Atlantic Ocean and may build more freezing plants in West Africa.

MARITIME SUBSIDY BOARD—Savings of as much as 40 million dollars are hoped for as a result of new requirements established by the Maritime Administration to cut costs for both the Government and shipowners in the construction of 200 new ships still to be built in the long-range replacement program. Under the new policy, the Maritime Subsidy Board will require that applicants for construction-differential subsidy shall whenever practicable duplicate ship designs already approved for subsidized construction and that orders shall be placed for no fewer than four, preferably six, ships at a time. The Maritime Subsidy Board has indicated that important economies would result from simplified engineering, modern methods in shipyard fabrication and assembly, lower cost of some major components, and in reduced cost of developing shipyard working drawings.



Jobs posted, one of the first shipping calls in new hall gets underway. Dispatcher G. Delgado checks cards.



The clean white building has epic and span look in side-view photographed from Canal Street.

NEW HOUSTON HALL

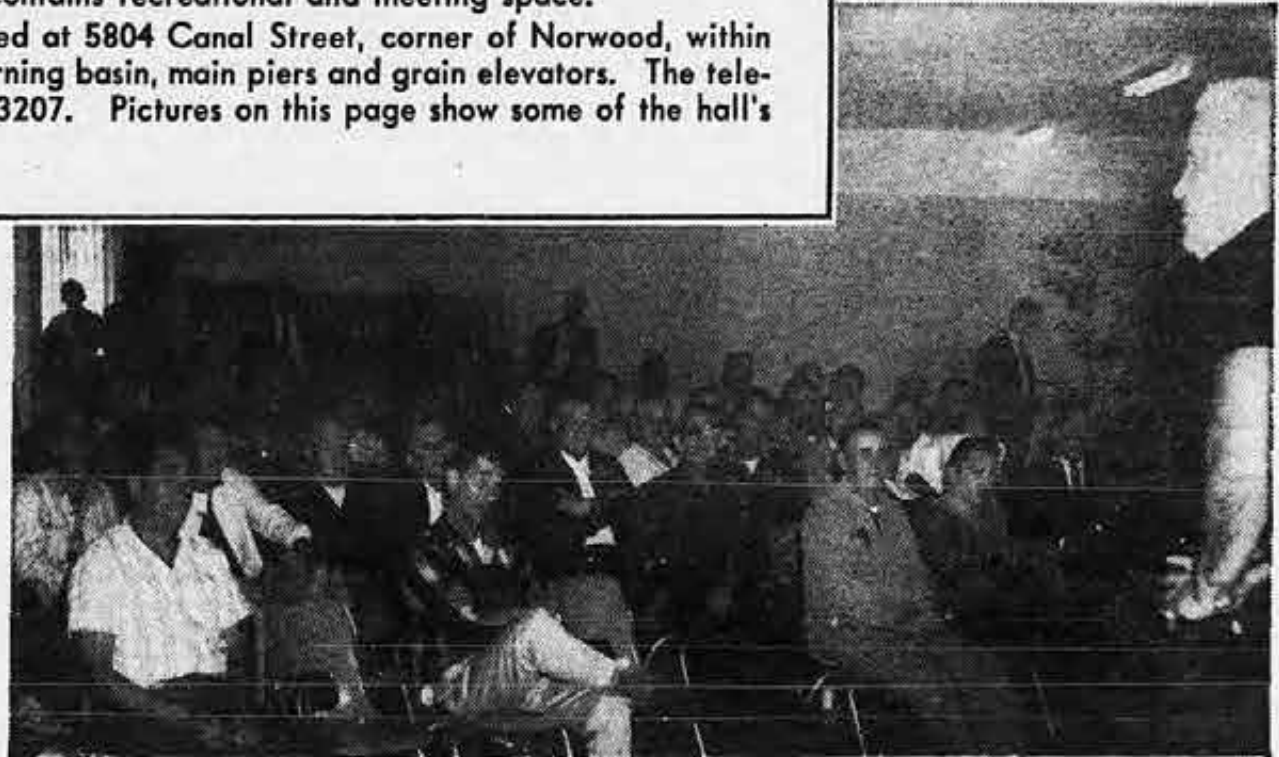
Seafarers began using the newest hall operated by the SIU early this month when the new Houston building opened for business. The first membership meeting in the modernized, two-story structure took place on March 12 and served as a welcome for many Seafarers.

The main deck of the air-conditioned building features the shipping hall and provides facilities for Union business operations, records and other functions. The second deck contains recreational and meeting space.

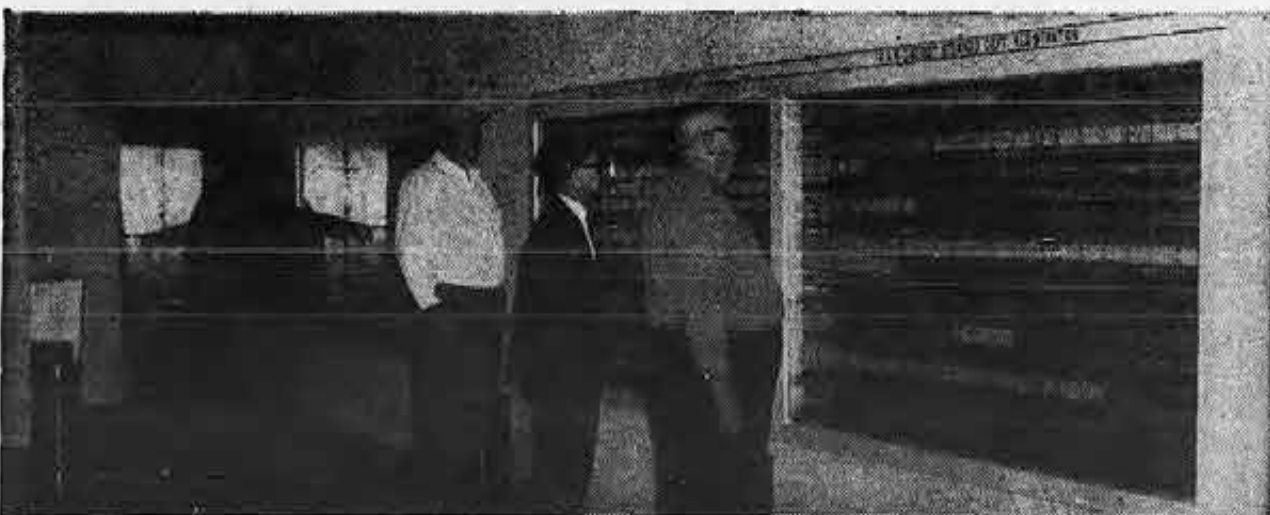
The new hall is located at 5804 Canal Street, corner of Norwood, within easy reach of the port's turning basin, main piers and grain elevators. The telephone number is WA 8-3207. Pictures on this page show some of the hall's major facilities.



It's coffeetime, so Seafarers try a cup in the cafeteria-snackbar arranged for their convenience.



First SIU membership meeting in comfortable area on 2nd deck hears report from SIU president Paul Hall on Union activities.



"How's shipping" is always the important item, and the new hall makes ample provision for posting of registration cards so all hands can check their spot on the seniority shipping list (upper left). At service windows (left), J. Zeireis, J. Lelinski and J. Bennett try the counter out for size. Zeireis was elected to Union's quarterly financial committee during membership meeting. Above, cafeteria foursome includes J. Malcolm, Paul Hall and Wayne Henderson.

Dr. Weisberger's Tests Hint New Medical Aid

PHOENIX, Ariz.—A scientific breakthrough that may supply some answers to the nature of cancer and other human diseases has been reported by Dr. Austin Weisberger of Western Reserve University to a seminar of the American Cancer Society held there this month.

Dr. Weisberger, brother of Morris Weisberger, executive vice-president of the SIU of North America and secretary-treasurer of the Sailors Union of the Pacific, disclosed significant progress under test-tube conditions in changing human cells from "normal" to "diseased" and vice versa by exposing them to protein-like materials known as DNA and NRA. These materials determine hereditary human characteristics such as the color of the eyes, hair and other physical features.

In his experiments, Dr. Weisberger extracted NRA from the cells of people afflicted with a disease called sickle-cell anemia. He found that he was able to produce the disease in a normal cell by adding the NRA from the anemic cell. On the other hand, he was able to eliminate the disease from the anemic cell by taking NRA from normal cells and transmitting them to the afflicted ones.

It is felt by many medical authorities that cancer is a disease in which the cells go bad because the genetic apparatus has been changed.

If altering these cells through the use of DNA and NRA can

change them back to their healthy form, an important aid in treating the disease may develop.

Dr. Weisberger emphasized in his report that his work had not demonstrated for certain that the genetic apparatus of human cells could be altered by the admission of DNA and NRA. However, it offers a hint for possible future treatment of cancer, leukemia and allied diseases which have plagued man through the ages.

SPACE TRAVELERS USE STARS, TOO

Use of the stars as a means of navigation, a method employed by seamen for hundreds of years, may now provide the way for future astronauts to determine their position in space. This is the substance of a discovery by Lt. Colonel John H. Glenn, America's first astronaut, which he reported during testimony before a Congressional committee a few days after his historic orbital flight around the earth.

Glenn recounted the experience of even being able to observe stars during the daylight portions of his flight. He recalled that he could see no stars near the horizon but, as he adjusted to the view, some of the brighter ones became clearly visible.

His observation may make it possible for future space travelers to determine position by checking the stars in the same manner that mariners have used celestial navigation since ancient times. It could have an important bearing on the way man travels to the moon by eliminating the need for complex and cumbersome guidance equipment. One of the side-results of the Glenn trip was his finding that he could maneuver his space vehicle on his own without ground assistance of any kind.

The exact method an astronaut might use to make his observations has not yet been determined, but it is possible that he would utilize a hand sextant, similar to a mariner's instrument, to measure

Speak Up



Seafarer R. G. Gustafsson spoke up at March SIU membership meeting in NY. He urged all dispatchers to do the same to avoid confusion during busy job calls.

THE CANADIAN SEAFARER



New Paterson Pact Booms Canada SIU

MONTREAL—The signing of a Canadian SIU Licensed Division contract by J. P. Paterson & Sons Steamships has extended union coverage to 70 engineers in the company's fleet for the first time.

The contract was completed in February and is the third to be signed in recent months. First-time union representation has been extended to almost 200 licensed men during this period, bringing the total number of engineers in the licensed group to 1,200.

Previously, the Hall Corporation and the Licensed Division reached agreement on a contract covering 62 engineers on Hall vessels, and an accord was also made involving the 28 men in the Miser Steamship fleet.

As a result of these contracts, members of the SIU of Canada's Licensed Division have gained the same benefits enjoyed by Canadian unlicensed seamen, such as protection under the union's welfare plan, vacation plan and seniority shipping system.

In other action, a Proposals Committee elected by the membership to survey suggestions for new contracts is preparing pro-

posals for forthcoming negotiations with the companies. Once negotiations begin, these proposals will be turned over to the union's negotiating team for use during the bargaining talks.

Open Halls In Midland, Owen Sound

MONTREAL—Two new union halls have been opened in the Owen Sound and South Midland areas by the SIU of Canada in a further expansion of its building program.

With the addition of the two new locations, Canadian seamen in these areas can keep more fully informed about the affairs of the union and will have complete facilities for shipping and other services. Canadian SIU members have been urged to take full advantage of the conveniences provided by the new buildings.

Besides opening up two more halls, the Canadian SIU has been doing a sprucing-up job on existing facilities in different ports. The union hall at Thorold was treated to a renovation job recently so that members who ship out of that port will have the best possible facilities for their use.

The address of the hall at Owen Sound is 1135 Second Avenue and the location at Midland is 217 Dominion Street. However, members who wish to send mail to Midland are advised to address it to PO Box 144, Midland, Ontario.

Coastal Ships To Join Fleet

COLLINGWOOD, Ontario—Two new vessels, especially designed to serve both Canadian inland and coastal routes, were launched here this month for N. M. Paterson, and will join the company's fleet in April.

The ships, Lawrencoc and Mondoc, are 292 feet long and have a beam of 45 feet. Diesel-electric powered, they have a cruising speed of about 15 knots and are fully reinforced for ice conditions.

Accommodations for Canadian seamen include two-man sleeping quarters, deluxe washing and laundry facilities plus a recreation room. The ships are equipped with the latest navigational devices for safe and speedy sailing.

Cargo-handling has been simplified by dividing the vessels into three sections to be serviced by cranes. The 28 foot by 28 foot hatches are fully automatic and the use of tarpaulins is completely eliminated.

The absence of any deck gear makes the ships especially suited to handle bulk cargoes and their speed and draft will permit them to service points not yet served by other Great Lakes vessels.

Moving? Notify SIU, Welfare

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

SIU Safety Award For Mae



A full year's accident-free sailing for SIU crewmembers on the Mae (Bull) earned SIU safety award for the vessel on arrival in Baltimore. Displaying citation (front, l-r) are Seafarers Roy Alston, Frank Bona, Stanley Johns, Ed Kolenovsky, with Safety Director Joe Algina and SIU port agent Rex Dickey; rear, S. Freeman, J. Emmerick, and F. Hughes.

the angle between a star and the earth's horizon. Another variation would be to hitch the sextant to the side of the capsule and have its readings fed into a small computer which would work out the capsule's position.

It has been estimated that by using these methods an astronaut could "fix" his position within ten miles, which is accurate enough for a space ship traveling several miles a second on the 235,000-mile trip to the moon.

Research along these lines has been going on for quite some time. It's already been observed that when a man-made satellite passes overhead, there is a shift in the wave lengths on which its radio signals are being transmitted. Using computers to measure this change in frequency of the radio signal, scientists have been able to determine exactly where the satellite was in relation to the earth.

ILA Urges 'Buy Union' Shoe Drive

ST. LOUIS—The District Council of the International Longshoremen's Association here has called on all trade unionists to support a "Buy Union" campaign in support of workers at the International Shoe Company in this city.

Some 700 ILA members in the warehousing, shipping and storing departments at three local plants are involved. International is another in a long list of domestic companies affected by the competition of cheap imports and non-union products manufactured under sub-standard, low-wage conditions.

An independent union represented the company's workers here until 1956, when the independent affiliated with the ILA and became Local 1820.

International Shoe manufactures shoes for men, women and children under a variety of labels, including Florsheim, Winthrop, City Club and Randcraft shoes for men, Accent, Trlos, Smart Set and Florsheim shoes for women and the Poll Parrot, Weather Bird, Red Goose, Official Boy Scout and Pussyfoot shoes for youngsters.

Lakes Talks Continuing

TORONTO—Negotiations between the SIU of Canada and the Lakes Carrier Association are continuing and the union has received pledges of support from members sailing on the Great Lakes.

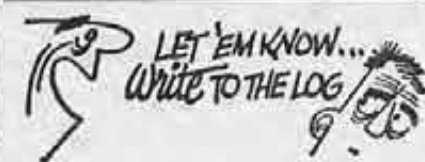
Among the contract terms being pressed by the union are a guaranteed annual wage for the 8,000 seamen on the Lakes, a reduction in work hours and increased welfare contribution from employers.

While the union is deep in negotiations here it has wound up its contract talks on the Canadian National Steamship Company's west coast service in Vancouver.

Continued rejection by the company of the union's terms had resulted in mediation by Canada's Conciliation Board, and the board is now expected to make a recommendation on the contract. Negotiations by the company and the union had been going on since July.

The beef centered on Canadian National's rejection of the membership's desire for a contract similar to the Alaska Cruise Lines' terms. The company wanted a pact similar to the one negotiated with the Canadian Pacific Company in 1958.

West coast seamen desire the Alaska terms because the operation and run of Canadian National ships are fundamentally the same and should have the same coverage. Attempting to continue its advantage over other operators, Canadian National has proposed the lower standards from the 1958 agreement to maintain its monetary advantage over Alaska Cruise Lines.



LET 'EM KNOW...
WRITE TO THE LOG

THE FISHERMAN and CANNERY WORKER

Atlantic Gale Takes Heavy Toll; 7 Lost



Lost in East coast storm with all hands, fishing boat Karina T. is shown last year at NY's Fulton Fish Market.

POINT PLEASANT, NJ—Seven fishermen, members of the Atlantic Fishermen's Union, were lost at sea early in March when the fishing vessel Karina T disappeared in a storm off the Atlantic Coast.

The storm, which caused considerable damage and loss of life all along the coast from Hatteras to New England, came in the wake of severe snow. The Karina T, which left here March 6, was last heard from while riding out the storm at Barnegat Light a day later.

Coast Guard Search

Lost aboard the vessel were Capt. Carl Jorgensen of Brooklyn; David Davidson, Brooklyn; James Barron, Brooklyn; Rolf Holberg, West Orange, NJ; Andrew Thorne, Brooklyn; John McGhie, Harrison, NJ, and Carl Abrahamsen of New Bedford, Mass. The Coast Guard pressed an air, sea and shore search for the vessel and its crew for a week before giving up.

Other vessels contracted to the SIU-affiliated Atlantic Fishermen's Union suffered serious damage during the storm. The New York-based Carol & Jack sustained \$30,000 damage, and another AFU-contracted vessel, the Enterprise, suffered hull damage which virtually destroyed the craft.

Along NJ Coast

The brunt of the storm was felt by fishermen along the New Jersey coast, although fishing vessels as far south as Norfolk were damaged. The New Bedford fishing fleet, which is contracted to the SIU-affiliated New Bedford Fishermen's Union, also sustained some damage. The coastal storm also caused some damage to offshore

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

vessels, including one Liberian-flag vessel which broke in half with no loss of life.

Along the coast, the storm ripped up shorefront homes and cut many new channels among the bays and inlets dotting the Atlantic. An extensive rebuilding program, including the building up of sand dunes, is underway.

New Reefer Gear Spurs Alaska Run

NOME, Alaska—The old story of selling refrigerators to the Eskimos is coming true.

The growth and development of fishing in the Bering Sea and along the Yukon and Kuskokwim Rivers had been handicapped in the past by the lack of artificial refrigeration facilities to protect the quality of the catch. This was especially so in the case of mild-cured King salmon caught in the rivers.

Develop State

To insure the quickest development of the state, the Alaska Board of Fish and Game has now liberalized its fishing regulations covering the two rivers, resulting in a much larger catch. Without refrigeration, the haul could not be preserved until it was sent to market.

Now, a number of companies have announced plans to begin floating freezing operations along the rivers. In addition, a number of canneries are planned along the Bering Sea coast to process fish caught in the area.

SIUNA Affiliates

Many fishermen in the state are members of two SIUNA affiliates, the Alaska Fishermen's Union and the Bering Sea Fishermen's Union.

The introduction of artificial refrigeration will enable them to get better prices for their haul and increase their economic security in the future.

The refrigerator plants will also help other catches, including crayfish which is developing into an important haul.

US Sued For 'Trespass'

Reserve Fleet In Wrong Yard

Not many people can say they have a fleet of ships parked in their front yard, but Mrs. Theresa Scozzafava says she does, and the Federal Government owes her \$10,000 in "back rent" for using her property.

Mrs. Scozzafava, a 77-year-old grandmother, contends the Government owes her money for anchoring its Hudson River mothball fleet in front of her house at Jones Point, in Rockland County, New York. Jones Point has been the location of the Hudson River reserve fleet since World War II.

In her suit filed in the Federal Court in New York, Mrs. Scozzafava claims underwater rights extending 250 feet into the Hudson and along 365 feet of shoreline on the basis of grants made by the State of New York dating back to 1814.

The Government has countered by arguing that the court has no jurisdiction in the matter and that the ships are in a navigable river in the public domain.

The mothball fleet numbers about 190 ships, of which about

50 are periodically used for the storage of grain. Mrs. Scozzafava has been collecting \$25 per month rent from the Government since 1946 for the use of a dock and for parking privileges for Government workers who service the mothballed fleet.

When the Government lease expired in 1960, Mrs. Scozzafava

sought to increase the rent. The Government stood fast by its offer of \$25 a month, however, and although it has pulled several ships away from her reputed underwater property, she still contends that the vessels are encroaching on it. She's joined in the suit by her daughter and son-in-law, who also own property along the Hudson.

YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Watch Those Supermarket 'Specials'!

Looking for supermarket price leaders is a good way to save money. In fact, this department often has recommended planning meals around the supermarket specials, and also using the specials to stock up on staples you will soon need.

But at the same time, don't get lured by price leaders into buying high-priced items. Supermarkets boast an assortment of selling illusions that can dazzle an innocent shopper into spending a great deal of extra money.

In fact, if you listen to some of the food-merchandising experts talk, you'll find they consider the shopping public pretty much a bunch of innocents. The Institute of Design Analysis in San Francisco recently asserted that it had found that merely changing the labels on beer convinced a test group of drinkers that the taste itself had changed.

Here is some of the merchandising strategy practiced all over the country, that you ought to know about:

The Case of "The Hot Specials"

Some supermarket specials are really hot money-savers. One survey by the Bureau of Labor Statistics found worthwhile savings on several meats, produce items and packaged goods each weekend. But only about 1½ percent of items sold by the food markets were found to be specially-priced in the weekend sales.

Thus, you never can assume that a handful of leaders means all offerings are bargains. Take this report of a successful promotion of frozen foods by a leading New Jersey chain supermarket. The manager reported that a half-dozen leaders were offered at cost price, a few other items at a low mark-up and the rest at the regular price. The neighborhood was plastered with ads for the leaders. "As a result of the psychological impact of the no-profit and low mark-up items, customers regarded our regular price items as specials also, and we sold out every frozen product in stock."

The Case Of The Tie-In Sales

One of the chief purposes of price leaders, whether in department stores or supermarkets, is to sell related high-profit merchandise. A Connecticut chain super reports that when it has a sale on canned juices, it will display on adjoining shelves an assortment of plastic juice containers at regular prices. If beer is on special, the adjoining shelves will feature potato chips and similar costly snack foods.

The Case Of The Ruddy Hamburger

One frankly deceptive—not merely manipulative—trick is the addition of excessive amounts of fat to hamburger. Last year this department warned against this very practice, and disclosed that spokesmen for New York consumer cooperatives reported some stores colored high-fat hamburger by adding beef blood. Just recently the New York City Market Department found this was exactly correct. It said that many butchers in that city were adding an excessive amount of fat to hamburger—in some cases as much as 90 percent—and then coloring it with blood.

Federal law requires that hamburger shipped in interstate commerce must contain no more than 30 percent fat. Some states permit up to 50 percent and some have no limit. The use of beef blood to color hamburger is not harmful to health, but is certainly a financial deception.

A more worrisome practice is the addition of pork scraps to hamburger. The New York Markets Department pointed out that some families like to cook their hamburger rare. But pork needs longer cooking.

Besides checking hamburger, carefully inspect the veal and other patties sold by markets nowadays under the name of "veal birds," "mock chicken leg," etc. Such patties have in many instances become a way of unloading meat scraps ground up with extra suet.

The Case Of The Cut Fruit

When the fresh fruit season arrives soon, you'll see attractive displays of cut fruits and, if you're like many people, you'll happily pay a lot more for fruit cut open than fruit sold whole. A California market reports that shoppers grab up pineapples sliced in half even when the price is 2 cents more a pound than the whole pineapple. The store also finds that it can sell watermelon halves for 30 cents even when the whole watermelon costs only 49. Nor do shoppers mind buying cut fruit with cracks or other damage, although they will refuse to buy whole fruit if it has such surface blemishes.

The Case Of The Extra Stamps

One of the most successful devices stores have for pushing high-priced or non-basic items is to offer extra trading stamps. One super found that it increased sales of bottled soda 520 percent by offering free trading stamps with purchases of soda.

Broad Job Retraining Plan Ready

WASHINGTON — President Kennedy has signed a bill passed by Congress this month in a move to offset the effects of automation on the American work force.

The three-year, \$435 million program to retrain the unemployed in new skills will go into effect this July.

Workers who qualify for retraining will be paid allowances and expenses for the duration of their training period, based on each state's weekly payment for unemployment compensation. To be eligible for payments, persons over 21 must be heads of families or households and must have had at least three years of employment.

Trainees in the 19-21 age bracket will also be entitled to payments, but the amount will be less than for the over-21 group.

Those who meet the standards for retraining will apply at their local state employment offices. Tests will be administered to determine the skills they can use.

If selected for retraining, they will be assigned to state vocational training programs, or, in some cases, placed in industry for on the job training.

The maximum payments range from a high of \$55 per week in Hawaii and \$50 in New York and New Jersey, to \$30 in some Southern states. The law makes \$5 million immediately available to the Secretary of Labor to set up the studies needed to carry out the program. It is estimated that the program may train up to a million persons, now unemployable, for new jobs.

If it proves successful after the three-year trial period, the program may be made permanent.



Double Celebration



It was birthday time for the family of Seafarer F. Camacho as they visited SIU headquarters to show off twins born just a year ago. On hand with Camacho, who's holding Evelyn, one of the twins, were daughter Josephine, Mrs. Camacho, with twin David, and Gilbert, 4. The double birth last year was also the occasion for payment of \$400 in SIU maternity benefits.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Milk Has Full Share Of Nutrients

The recent picture in the newspapers showing President Kennedy downing a glass of milk and praising its virtues was a reminder of the indispensable nutritional value of milk. One of the major providers of calcium in the diet, milk is also an excellent source of high-quality protein, riboflavin, and other vitamins and minerals.

Milk is available in many forms. These include whole fluid milk, concentrated milk, evaporated milk, buttermilk, skim milk, and whole or non-fat dry milk. Whole milk and some fortified milk also contain vitamin A. Most homogenized milk and practically all evaporated milk contain vitamin D.

Adults should drink two or more cups a day in order to fulfill their daily requirements of these vitamins and minerals. Any of the various forms of milk mentioned are capable of filling the daily quota.

Cheese and ice cream may be used as alternates for milk; they contribute the same nutrients as milk but in different proportions. Thus, these products must be consumed in greater amounts in order to obtain the same amount of calcium that milk itself provides.

The proper storage of milk and dairy products is essential to preserve its nutritional value and good taste. Fresh dairy products should be kept cold and tightly wrapped or covered so that they do not absorb the odors and flavors of other foods. A storage temperature of 40 degrees is desirable in protecting the flavor and food value of milk and cream.

As soon after purchase as possible, the glass bottle or carton should be rinsed under cold running water, dried and refrigerated promptly. Exposure to sunlight is harmful to the flavor and riboflavin content of milk.

The new SIU milk program, which guarantees a fresh supply of milk on board at all times, is based on the use of pasteurized grade A fresh milk packed in sterile cans. The raw milk used is the same as milk packed in bottles except that it is super-heated during processing and then sealed in tins instead of glass or paper containers.

This milk is ready to drink as

poured from the can, and tastes the same as fresh milk, but it should be served chilled in pitchers since brief exposure to air gives the sterilized product an added fresh flavor. Laboratory reports attest to the high butter fat content of the milk, which can be kept at least two years without refrigeration. Samples have reportedly kept for as long as six years without spoilage.

Evaporated and condensed milk may be stored at room temperature until the container is opened. Then they should be refrigerated in the same way as fresh fluid milk.

Dry milks will keep for several months at room temperature of 75 degrees or lower, or they may be kept in the refrigerator. Non-fat dry milk is more stable than whole dry milk because of its lack of fat. Both should be stored in tightly-covered containers to prevent moisture absorption, which causes off-flavors to develop and makes reconstitution difficult.

Seafarers were formerly susceptible to many diseases due to the lack of a sufficient source of milk on board. Over the years, this problem has been resolved to the point where a plentiful supply of fresh milk is now possible.

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

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

USPHS HOSPITAL, NEW ORLEANS, LA.
 Henry Adams
 Virgil Alford, Jr.
 George Annis
 Paul Arthofer
 John Barnett
 Paul Bates
 Clyde Brown
 Herman Carson
 Cloise Coals
 Jorge Coto
 Robert Cumberland
 Thomas Dalley
 Ignazio D'Amico
 Clifford Davis, Jr.
 Antoine DeSouza
 Louis Dufour
 J. B. Dyess
 John Eisenhardt
 Ramose Elliott
 Harry Emmett
 Thomas Folse
 Raymond Franklin
 Clinton Franks
 Needem Galloway
 Earl Goodwin
 Charles Halla, Jr.
 Chester Holtz
 James Harmon
 George Howard
 George Kasprzyk
 Edward Knapp

USPHS HOSPITAL, STATEN ISLAND, NEW YORK
 Omar Ali
 Gordon Bell
 William Bergyulst
 Kurt Binemanis
 M. J. Callahan
 T. Cepriano
 George Crabtree
 Rulof DeFretes
 John Dern
 Jose Doletta
 William Granger
 Hemsley Guiner
 James Helms
 Hans Jacobsen
 George Johnson
 George Kavanagh
 Charles Kinnke
 Chrisos Kouritis
 Walter Kushner
 Clarence Linden
 Serafin Lopez
 F. Maldonado
 Joaquin Miniz
 Dan Mullen
 Robert Nielsen

USPHS HOSPITAL, NORFOLK, VIRGINIA
 Jack E. Long
 George Owen, Jr.
 William Rudd

USPHS HOSPITAL, GALVESTON, TEXAS
 Edwin Ainsworth
 Allen Bullard
 Isham Beard
 William Rabbitt
 John Bridge
 John Campbell
 Luther Dills
 David Dutton
 Robert D'Ferraflet
 Raul D. Santos
 Harold Holmes
 Burt Haire
 Leon Hebert

USPHS HOSPITAL, SAVANNAH, GEORGIA
 Malcolm Foster
 T. Monahan
 George Otto

USPHS HOSPITAL, FORT WORTH, TEXAS
 Benjamin Detbler
 Abe Gordon
 Thomas Leahy
 Max Olson

SEAFARERS SNUG HARBOR, STATEN ISLAND, NEW YORK
 Henning Bjork
 Alberto Gullerrez

VA HOSPITAL, WEST ROXBURY, MASS.
 Raymond Arsenaunt

VA HOSPITAL, KERRVILLE, TEXAS
 Willard T. Cahill

PINE CREST HAVEN, COVINGTON, LA.
 Frank Martin

BELLEVUE HOSPITAL, NEW YORK, NEW YORK
 Robert Mitchell

US SOLDIERS' HOME, WASHINGTON, DC
 William Thomson

CHARITY HOSPITAL, NEW ORLEANS, LA.
 Robert McKean

USPHS HOSPITAL, SAN FRANCISCO, CALIF.
 Jose Ferrer
 Francis Gooley
 Edward Huizengia
 Phillip Mason

USPHS HOSPITAL, BALTIMORE, MARYLAND
 Russell Aldrich
 William Barber
 Edward Bayne
 Charles Crockett
 William Cullison
 Millard Cutler
 Claude Doyal
 Robert Pravel
 Gorman Glaze

Thomas Richardson
 William Rinehart
 John Schoch
 John Sobus

John Staglefort
 Timothy Sullivan
 Vyril Williams
 Chester Wilson

CULLEN STATE HOSPITAL, CULLEN, MARYLAND
 Donald Eystone

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law. Be sure to get a master's certificate before you leave a vessel as a means of assuring your right to benefits later on.

Physical Exams—All SIU Clinics

January, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	115	12	7	134
Houston	159	7	0	166
Mobile	74	6	18	98
New Orleans	184	10	0	194
New York	411	22	19	452
TOTAL	943	57	44	1044

SIU Blood Bank Inventory

February, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	9	0	0	9
New York	124	23½	25	122½
Philadelphia	85	1	4	82
Baltimore	48½	1	0	49½
Norfolk	18	0	3	15
Jacksonville	35	0	0	35
Tampa	5	0	0	5
Mobile	36	0	0	36
New Orleans	17	4	0	21
Houston	20	2½	5	17½
Wilmington	7	0	0	7
San Francisco	(16)*	6	2	(12)
Seattle	15	0	0	15
TOTAL	403½	38	39	402½

* Figures in parenthesis () indicate shortage to be made up.

SIU Welfare, Vacation Plans

Cash Benefits Paid—January, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)	7442	\$36,493.06
Death Benefits (Welfare)	18	41,166.27
Disability Benefits (Welfare)	245	36,750.00
Maternity Benefits (Welfare)	49	9,646.36
Dependents Benefits (Welfare)	233	61,895.61
Optical Benefits (Welfare)	133	2,287.25
Outpatient Benefits (Welfare)	784	65,430.00
Summary (Welfare)	8904	\$243,518.55
Vacation Benefits	1543	\$248,740.09
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	10447	\$502,258.64

Return Trip



Seafarer John Adams, OS, just contributed his 4th pint of blood to the SIU Blood Bank in NY, and shares the spotlight with lab technician E. Field.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

SIU SOCIAL SECURITY DEPARTMENT

Ten SIU Veterans Retire On Pension

Ten more veteran Seafarers have been approved for Union pensions as a result of trustee action, raising the number of oldtimers who have retired so far this year to a total of 17.

Newcomers to the lifetime \$150 monthly pension are Thomas Jefferson Donaldson, Henry Gibbs, Henry Hill, Andrew Jerry Howard, Berger Roebeck Johansen, William Joseph Moise, Claude Vernon Morgan, Patrocino Pereira, John Slaman and William Thornton.

An oiler on the Producer (Marine Carriers) his last time out, Brother Donaldson has been sailing with the SIU since 1947, after joining in New Orleans. A World War I Army veteran, the 70-year-old seaman makes his home in Mobile, Ala., where he lives with his daughter, Louise. He signed off the Producer on July 24, 1961.

Oldest In Group

The oldest Seafarer retiring this month, 71-year-old Brother Gibbs is a veteran of 38 years sailing in American bottoms. He paid off his last ship, the Steel Architect (Isthmian), on April 25, 1960. A deck department member, he joined the SIU in 1951 at New York and now lives there with his sister, Catherine.

Brother Hill joined the SIU in 1938 in Mobile after extensive American-flag seetime. Shipping in the steward department, the 69-year-old seaman paid off the Penn Trader (Penn Shipping) on October 11, 1961. The Army veteran



Donaldson



Hill



Howard



Johansen

of World War I lives with his wife, Alma, in Mobile.

Brother Howard also signed off a Penn Shipping vessel. His was the Penn Explorer on September 23, 1961. He saw service with the Navy in World War I and then sailed on US-flag vessels for a number of years. In 1944, he joined the SIU in Mobile. The 63-year-old engine department member lives with his wife, Eva, in Georgiana, Ala.

Native Of Norway

A native of Norway, Brother Johansen joined the SIU at Boston in 1944 after 10 years service on foreign bottoms plus another 15 on US-flag ships. A member of the deck department, he paid off the Seatrain Savannah (Seatrain) on December 1, 1960. The 69-year-old Seafarer makes his home in Seattle, Wash., with his wife, Anna.

After 11 years' seetime on



SIU oldtimer Claude Morgan (above, right) receives his first SIU pension check from Joe Volpian, Social Security director. At left, Union veteran Henry Gibbs gets payment from John Dwyer, SIU welfare rep. Each drew \$300 covering 2 months' benefits.

American-flag ships, Brother Moise joined the SIU in 1941 in New Orleans and began shipping in the steward department. He paid off his last vessel, the Del Alba (Mississippi), on July 6, 1961. The 52-year-old seaman lives with his mother, Ernestine, in Metairie, La., where he owns his own house.

A member of the steward department, Brother Morgan signed off the Steel Flyer (Isthmian) on July 2, 1961. He joined the SIU in 1944 in NY. He is an Army veteran of World War I. The 67-year-old Seafarer lives with his wife, Carmen, in NY.

Sailing US Since 1922

Originally from Portugal, Brother Pereira has been sailing on American-flag ships since 1922. The 66-year-old steward department member paid off the Steel Director (Isthmian) on September 6, 1961. He began sailing with the SIU in 1955 in New York. His wife, Marie, of Majorda, Salcete, Goa, is next of kin.

Brother Slaman's seetime extends back to 1929 when he began shipping on US-flag vessels. He joined the SIU in 1941 in NY and sailed in the deck department. His last ship was on April 22, 1961, when he paid off the Angelina (Bull). The 61-year-old Seafarer lives with his wife, Juana, in NY.

A black gang veteran, Brother Thornton joined the SIU in 1940 in Philadelphia and signed off his last ship, the Andrew Jackson (Isthmian), on October 24, 1961. A veteran of Army service during World War II, the 45-year-old Seafarer makes his home with his mother, Mrs. G. H. Eason, in Selma, NC.



Moise



Pereira



Slaman



Thornton



N'Orleans Medical Exam Total Goes Over 10,000

NEW ORLEANS—Established just over four years ago in December, 1957, the SIU clinic in this port passed the 10,000-mark last month in examinations provided for Seafarers and their families.

Seafarer John Dehring, an AB off the Del Oro (Missis-

sippi), received the 10,000th check-up on February 26 at the clinic now located in the New Orleans hall. Preceding him were his shipmates off the same vessel, Seafarers Leonard Gordon and James Stewart. Prior to the opening of the new hall here one year ago, the medical center had been at another location.

The original New Orleans facility was the second SIU clinic to be opened in 1957, starting operations eight months after the Pete Larsen Memorial Center was opened near headquarters in Brooklyn during April of that year. The center here had been housed in temporary quarters. When plans for the new hall were drawn up, it was assigned one wing on the second floor of the modern building.

It currently offers all diagnostic services in a fully-equipped center right in the hall.

Seafarers and their dependents are able to use seven different medical centers in as many ports as a result of the steady expansion of the medical program. Besides the New York and New Orleans clinics, others are in Mobile, Houston, Baltimore and San Juan. The latest one opened in Philadelphia, is shared with the International Ladies' Garment Workers' Union, and began serving SIU men and their families on February 1.

In its over four years of operation, the New Orleans facility has offered 22 percent of the total of 45,523 examinations given to Seafarers, their wives and dependent children. The New Orleans total is surpassed only by the New York center, which has given about half of all the examinations to date.

Seafarers have been the most extensive users of the New Orleans center, receiving over 9,000 health check-ups. The function of the clinics is to protect the health of Seafarers and their families by detecting incipient illness or disease in the early stages of development when they may still be treated.

Assure Benefits For Dependents

Seafarers who are providing support for their parents and normally list them on their income tax returns should be sure to list them in 1962. This will insure the eligibility of the parents for dependent's benefits under the SIU welfare plan.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



Help For The Nation's Jobless

Permanent improvements in the Federal-state unemployment insurance system have been urged on Congress for many years. Originally established over 25 years ago, the system has been patched together over the years and operates through a patchwork of 50 different laws in as many states, whose adherence to Federal standards varies greatly.

An article in the "AFL-CIO American Federationist" explores the situation in some detail. Only 15-20 percent of the wages lost by the unemployed are reimbursed by regular unemployment insurance. It reports, because of limitations in coverage, eligibility and benefits. Certainly on this basis alone reform is long overdue.

For all the variation, however, the weekly benefit amounts in all states have one thing in common. They insure a smaller portion of the workers' weekly wages than they did twenty-five years ago. In the original laws, a benefit of at least half one's weekly wage prevailed for all but the highest jobless wage-earners. Only one state now applies this principle.

Benefits are allowed for up to a maximum of six to 39 weeks, depending on the state and on one's previous earnings. The average person qualifies for a maximum of 17 weeks in Virginia, 30 in Pennsylvania.

Families of unemployed workers cannot stretch their jobless pay very far. A study shows that even with jobless payments their bills pile up (25 percent of unemployed families); they borrow money (22 percent); get help from relatives (21 percent); move to cheaper quarters (11 percent); or they go on relief (4 percent). According to the US Chamber of Commerce and the National Association of Manufacturers, however, weekly benefits are more adequate than formerly. They argue that average benefit payments have risen faster than the cost of living.

The facts are true, but the conclusion is not. Unemployment benefits were geared to wages for the purpose of underwriting the worker's standard of living, even as it changes with time. This is much different than cost-of-liv-

ing, which if used as the measure would permanently tie the unemployed's family budget to 1930 living standards.

Instead of \$34 a week, the national average benefit payments would have to be \$43 to properly mirror changes in standards of living of the last 25 years. Some circles further argue that jobless benefits were originally for 16 weeks and that the program was intended only for "temporary unemployment." However, "temporary unemployment" today lasts longer than six months for an increasing number of the jobless. Even with the 24-weeks maximum now allowed the average jobless pay applicant in the regular state program, 2.5 million exhausted their benefits in the last calendar year.

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



Seafarer John Dehring (center) received the 10,000th examination given at the New Orleans SIU clinic, just after shipmates Leonard Gordon (left) and James Stewart had their check-ups. The trio is shown with Dr. F. X. Lothschuetz.

All 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 \$7,200 in maternity benefits and a maturity value of \$900 in bonds:

Ronda Reeves, born November 19, 1961, to Seafarer and Mrs. James Reeves, Jr., Mobile, Ala.

Lisa Gulliano, born November 14, 1961, to Seafarer and Mrs. Anthony Gulliano, Elizabeth, NJ.

Bart Chapline, born October 21, 1961, to Seafarer and Mrs. Robert L. Chapline, Wellsburg, W. Va.

Teresa Garland, born September 29, 1961, to Seafarer and Mrs. Paul E. Garland, Johnson City, Tenn.

Rodney James Pulliam, born November 27, 1961, to Seafarer and Mrs. Ollis J. Pulliam, Jr., New Orleans, La.

Robert Stilts, born October 26, 1961, to Seafarer and Mrs. John Stilts, New Orleans, La.

Tyler Herring, born September 29, 1961, to Seafarer and Mrs. Earl W. Herring, Jr., Ruskin, Fla.

Stephen Padelsky, born November 27, 1961, to Seafarer and Mrs. Joseph Padelsky, Baltimore, Md.

Joseph Michael, born November 8, 1961, to Seafarer and Mrs. Albert Michael, Derby, Colorado.

John E. Blair, born July 4, 1961, to Seafarer and Mrs. Kenneth E. Blair, McKinnville, Tenn.

Judy Perry, born October 17, 1961, to Seafarer and Mrs. Alford Perry, Gretna, La.

Wendy Cobb, born November 10, 1961, to Seafarer and Mrs. Olin L. Cobb, Galveston, Texas.

Vicki Lynn Garber, born December 5, 1961, to Seafarer and Mrs. John J. Garber, Harrisburg, Pa.

Eileen Stickel, born October 25, 1961, to Seafarer and Mrs. Edward R. Stickel, Baltimore, Md.

Michael and Mark Hanback, born December 4, 1961, to Seafarer and Mrs. Burt T. Hanback, N. Tarrytown, NY.

Alan Dahlstrom, born November 2, 1961, to Seafarer and Mrs. Albert Dahlstrom, Marquette, Mich.

Jeffery Poole, born October 16, 1961, to Seafarer and Mrs. Milton Poole, Houma, La.

Milbern McElroy, born July 12, 1961, to Seafarer and Mrs. Milbern McElroy, Ingleside, Texas.

Joanna Vidrine, born October 25, 1961, to Seafarer and Mrs. John Vidrine, Apalouas, La.

Candy Surrency, born November 12, 1961, to Seafarer and Mrs. Neil N. Surrency, Jacksonville, Fla.

James Malone, Jr., born July 19, 1961, to Seafarer and Mrs. James W. Malone, Deer Park, LI, NY.

Karen Forrest, born September 1, 1961, to Seafarer and Mrs. Kenneth Forrest, Norfolk, Va.

Norman Bennett, born October 1, 1961, to Seafarer and Mrs. Charles B. Bennett, Kenner, La.

Myria Jenkins, born October 21, 1961, to Seafarer and Mrs. Gilbert Jenkins, Gretna, La.

Ann Emery, born November 13, 1961, to Seafarer and Mrs. Thomas Emery, Towanda, La.

Denise Farrier, born October 24, 1961, to Seafarer and Mrs. Walter Farrier, Baltimore, Md.

Robert Charles Neblett, born December 21, 1961, to Seafarer and Mrs. Robert C. Neblett, New York, NY.

Michael King, born December 5, 1961, to Seafarer and Mrs. Cicero M. King, Norfolk, Va.

Teresa Emanuel, born November 14, 1961, to Seafarer and Mrs. Thomas Emanuel, Mobile, Ala.

Edna Orellana, born December 8, 1961, to Seafarer and Mrs. Arnaldo Orellana, New Orleans, La.

Jose M. Bonfont, born September 4, 1961, to Seafarer and Mrs. Felix Bonfont, New York, NY.

Henry Gutierrez, born November 11, 1961, to Seafarer and Mrs. Thomas Gutierrez, Galveston, Texas.

Stephen Hilton, born October 31, 1961, to Seafarer and Mrs. Thomas Hilton, Mobile, Ala.

Jennifer Smith, born October 28, 1961, to Seafarer and Mrs. Willie Smith, Brookhaven, Miss.

Kimberly Gall Kent, born November 29, 1961, to Seafarer and Mrs. Clyde Kent, Baltimore, Md.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$37,000 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).

Erick Eklund, 72: Brother Eklund died of a stomach ailment on January 12, 1961, at the USPHS Hospital, New Orleans, La. He began shipping with the SIU in 1938, sailing in the deck department and had been receiving special disability benefits since 1955. No next of kin was designated. Burial was at Garden Cemetery, New Orleans, La. Total benefit: \$4,000.

Donald L. Haberkamp, 30: Injuries sustained in an auto accident were fatal to Brother Haberkamp on April 16, 1961 in Houston County, Texas. He started shipping with the SIU in 1952 in the deck department. Benefits were paid to G. R. Lange, administrator of his estate. Forest Park Cemetery, Forest Park, Ill., was the place of burial. Total benefit: \$4,000.

Edward G. Blackmon, 62: Brother Blackmon died of a heart ailment on January 17, 1962 in New Orleans, La. He started shipping with the SIU in 1940, sailing in the engine department. He had been receiving special disability benefits since September and is survived by a friend, L. Long, of New Orleans. Burial was in New Orleans. Total benefit: \$1,000.

Joseph Sintes, 36: Brother Sintes died of bronchopneumonia on November 29, 1961 at the USPHS Hospital, New Orleans, La. He had been sailing in the deck department with the SIU since 1947. His aunt, Adeline Seahorst, of New Orleans, survives. Burial was at St. Vincent's DePaul Cemetery, New Orleans. Total benefit: \$4,000.

Kenneth G. Brown, 59: Brother Brown died of an abdominal condition on January 20, 1962 at the USPHS Hospital, Baltimore, Md. He had been sailing in the steward department with the SIU since 1946. His daughter, Lorraine Brown Scott, of Baltimore, survives. Burial was at the Arbutus Memorial Park, Baltimore. Total benefit: \$4,000.

James N. Norris, 62: Brother Norris died of drowning on January 6, 1962 in Norfolk, Va. He began sailing with the SIU in 1955 in the engine department. His widow, Mrs. Alma Norris, of Norfolk, survives. Burial was at Edwards Cemetery, Chocowinity, NC. Total benefit: \$4,000.

Max Martin, 58: Brother Martin died of a head injury on July 19, 1961 at Port-of Spain, Trinidad. He began sailing with the SIU in 1939 and shipped in the deck department. No next of kin was designated. Burial was in Port-of-Spain. Total benefit: \$4,000.

Robert C. Pierce, 46: Brother Pierce died of a liver condition on January 30, 1962 in Houston, Texas. He started shipping with the SIU in 1947 in the steward department. A sister, Mabel Burgett of Miami, Florida, survives. Burial was at the Coral Gables Cemetery, Coral Gables, Fla. Total benefit: \$4,000.

Burton Frazer, 69: A heart attack was fatal to Brother Frazer on February 18, 1961 at the USPHS Hospital, Staten Island, NY. He began sailing with the SIU in 1939 in the engine department and was receiving special disability benefits since 1954. No next of kin was designated. Burial was at Evergreen Cemetery, Brooklyn, NY. Total benefit: \$4,000.

Lewis Fenwick Sawyer, 50: Brother Sawyer died of cancer on October 24, 1961 at the USPHS Hospital, Baltimore, Md. He had been sailing in the steward department with the SIU since 1948. His son, Lewis F. Sawyer, of Baltimore, survives. Burial was at Moreland Memorial Park, Baltimore. Total benefit: \$4,000.

F. Steiner, SUP Editor

SAN FRANCISCO — Fred Steiner, veteran Bay area newsman and long-time editor of the "West Coast Sailors," official newspaper of the Sailors Union of the Pacific, died here in St. Mary's Hospital on March 6. He was 53 years old.

Steiner began working on the "Sailors" in 1951 and had been with the paper ever since. He died on the day the SUP observed the 77th anniversary of its founding in 1885. Before coming to the SUP, he had been with the San Francisco Chronicle, Call-Bulletin and the Oakland Post-Enquirer.

Born in Milwaukee, Wis., he was raised in Montana and graduated from the School of Journalism at Montana State in 1932. He worked on the Butte (Mont.) Daily Post before he joined the Army at the beginning of World War II.

Services were held at the Andersen Funeral Home, Valencia St., San Francisco, and burial was March 9 at Golden Gate Cemetery.

Surviving is his widow, Frances, of San Francisco; his parents, Mr. and Mrs. Fred Steiner of Clyde Park, Montana; a sister, Agnes, of Xavier, Kansas, and two brothers, John of Yakima, Wash., and James of San Mateo, Calif.

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.

Your Gear...

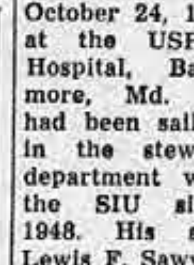
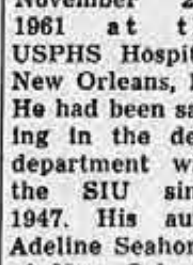
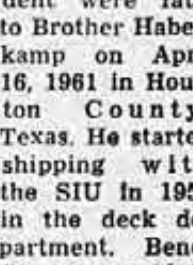
for ship... for shore

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

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



the SEACHEST



From the Ships at Sea



Smiles From Orphans Reward Choctaw Men

Seafarers on the Choctaw (Waterman) played "father" at a number of Far East orphanages during a recent Oriental run. They cite as their reward the smiling faces of these children at the Holy Family Home, Osaka, Japan (above).

Over \$28 was collected from crewmembers, according to deck department member Rafael V. Saldana, who was in charge of donations and distributing the ship's gifts. Saldana specifically cites Seafarers J. Simons, W. Madermot, S. Escobar and S. Wolfson for their contributions.

The funds were used to buy clothing, groceries, instant powdered milk, cookies, candles and other necessities for the orphans. In addition, money was contributed directly to the homes.

Besides the Holy Family Home, other institutions that received gifts were Our Lady of Lourdes Baby Home, Yokohama, Japan, and the Polish Heart Orphanage Baby Home, Pusan, Korea.

Saldana reports that the nuns and other workers at the orphanages extended their "best wishes" and "deepest thanks" to the Seafarers for their efforts. In his own turn, Saldana is continuing the job he began on behalf of the youngsters last year while on the Maiden Creek, another Waterman vessel on the Far East run, which was reported in the October, 1961 Issue of the SEAFARERS LOG.



Saldana

Newcomers on their first trip through the Panama Canal have been warned to forego swimming in the cut, especially when their ship is underway. The ship's delegate on the Jean LaFitte (Waterman) explained that "the place is loaded with 'gators, dirty old snakes—and other creatures."

After going through the waterway and heading for the West Coast, the same ship had a little accident, split a few seams and was in drydock a few days for repairs. Said the crew: "This old gal is getting up in age."

A safety suggestion that Seafarers should keep in mind is the following from the chief engineer on the Alcoa Pointer (Alcoa): Crewmembers going to hang clothing in the engine room sidley should wear shoes, not shower sandals, when they negotiate the engine room ladder. If they don't, they're liable to negotiate themselves into a hospital.

What is surely one of the most popular suggestions ever offered has been made by the Steel Flyer (Isthmian). The ship wants to see all Seafarers have a holiday on their birthday and get a day off. If a crewman has to work on his birthday he'd then get overtime pay. There is only one problem with this idea: What happens to Seafarers who were born on February 29?

The crew of the Del Aires (Mississippi) has gone on record favoring the listing of an individual's blood type on his medical exam card. The crew said such information would be helpful in case of emergency or when a Seafarer donates blood.

Necessity may have caused the



Seafarers off the Elie V (Elie V Steamship) visited the United Seamen's Service club during a stopover at Naples, Italy. Pictured (l-r) Nick Gallegos, AB; Earl Whatley, MM; W. C. Sellers, DM, and Bill Koflowitch, OS. A good time was had by all, Koflowitch said.

crew of the Alcoa Partner (Alcoa) to suggest that fresh fish be put on board ship in each port the same as is done with bread and milk. Could be that the ship doesn't have any avid fishermen, the way many other vessels have.

Charitable accounts are never closed out and while Christmas is long past, the action of two crews should be recorded. To wit: the Monticello Victory (Victory Carriers) donated 830 lira (about \$90) for a children's holiday party at the non-commissioned officers club in Istanbul, Turkey. The club's manager sent thanks to the crew, who reported that the place, located in the suburbs, is a very pleasant spot.

Seafarers on the Steel Age (Isthmian) donated \$27.72 in the ship's fund to the Seamen's Church Institute for Christmas. Continuing its tradition, the New York City organization had sent 40 packages of holiday gifts to the ship.

By now the crew on the Steel Executive (Isthmian) must be either electrocuted or else the ship must be "radio-active." A new system of radio antennas was installed on the ship and the ship's delegate explained that all hook-ups on the vessel are to be made from the antenna blocks installed for that purpose.

CANTIGNY (Cities Service), October 21—Chairman, Jaul T. Gazici; Secretary, Eugene Hall. No beefs reported. Service in port is lax, salad on table late and tables not set properly. Request delegate to see the steward about this and to keep the messhall clean. Need better grade of toilet paper. Request better variety of night lunch. Ship needs fumigation.

LUCILE BLOOMFIELD (Bloomfield), December 16—Chairman, Weldon Smith; Secretary, Harry G. Perk, Jr. \$3.00 in washing machine fund. Captain says too much coffee is being used. No beefs reported by department delegates. The crew wants to see the food consultant about the company using dehydrated instead of fresh potatoes. Vote of thanks to steward department. Try to get foam rubber for the tops of crew mess room tables.

CITIES SERVICE NORFOLK (Cities Service), November 16—Chairman, D. Edwards; Secretary, Frank Flanagan. \$65 in treasury. No beefs reported by department delegates. Steward for'ales need sougeeling.

STEEL FLYER (Isthmian), November 13—Chairman, Donald Keddy; Secretary, Calvin Glover. \$5.75 in treasury. No beefs reported by department delegates. Motion adopted that each seaman's birthday should be a holiday and that man should have the day off or paid overtime if he has to work. Chief Engineer has ordered a new washer for the crew. Crew's toaster is to be repaired or replaced. Motion that during foul weather the deck department should be called 30 minutes in advance to allow ample time to put on assorted foulweather gear and have coffee.

JOHN B. WATERMAN (Waterman), October 14—Chairman, D. Burns; Secretary, H. Ridgeway. \$20.00 in treasury. No beefs reported by department delegates. Flush toilets. See mate about repairing catwalk and having more lights on it, also about the pilot ladder.

CITIES SERVICE NORFOLK (Cities Service), October 24—Chairman, Ted Jones; Secretary, Frank Flanagan. No beefs reported by department delegates. Only 65 cents in ship's fund. Two men missed ship in Baltimore last trip.

ALAMAR (Calmar), October 23—Chairman, Raymond Bunce; Secretary, Sidney A. Garner. No beefs reported by department delegates. Keep messroom door locked in port. Check food stores in California. Repair toilets in crew's washroom.

DEL NORTE (Mississippi), August 27—Chairman, Phillip Coloa; Secre-

tary, Lonnie Hargeshelmer. \$341.58 in treasury. No beefs reported by department delegates. Ship should be fumigated for roaches. Motion to get a new movie machine. There is \$65.00 in treasury for movie machine.

ALCOA PEGASUS (Alcoa), October 15—Chairman, Tommie Tucker; Secretary, J. Willingham. No beefs. Secured two boxes of books from San Francisco hall for library. More care to be exercised in use of the washing machine as it cannot be repaired out here. Request made for soap dishes in engine department showers. Request no more creamed potatoes for breakfast; meats and soups to be more carefully prepared. Steward said he would take care of these matters.

FRANCES (Bull), November 20—Chairman, James Logan; Secretary,

CITY OF ALMA (Waterman), October 15—Chairman, R. Geiling; Secretary, V. Harding. A few minor beefs reported such as the launch service in the Far East. Repair lists required at Panama so that repairs can be attended to before ship reaches New York. \$24.00 in ship's fund and \$113 in movie fund. Delegate asked to check on penalty cargo bonus. Washing such as dungarees to be hung in the sidley. Vote of thanks to steward department.

PANOCEANIC FAITH (Panoceanic Tankers), October 29—Chairman, George Ruff; Secretary, T. A. Hurdle. R. W. Murray elected new ship's delegate. All brothers asked to refrain from seeing captain about draws while in port. Ship's delegate to see about same. Most repairs taken care of from last trip. One big item, water cooler still running hot water, not done. Chief Engineer was notified.

WACOSTA (Waterman), December 17—Chairman, D. Haskell; Secretary, T. Gerber. \$8.20 in treasury. No beefs reported by department delegates. Repairs to be turned in to headquarters for action.

EAGLE TRAVELER (Sea Transport), October 8—Chairman, N. V. Rodoljaki; Secretary, H. Fluence. No beefs reported by department delegates. Beef with the cook.

SEATRIN GEORGIA (Seatrains), December 17—Chairman, W. Schultz; Secretary, J. Allen. See patrolman about getting more port time in Texas. New icebox and shelves needed for baker in galley. Keep messroom clean in port.

ALCOA POLARIS (Alcoa), December 24—Chairman, J. Pacheco; Secretary, O. Lopez. No beefs. Have patrolman check unsanitary odors from the wash basin and scupper. Vote of thanks given to steward department. Be sure to turn off the washing machine. Steward urged care in disposing of dirty linen.

BEATRICE (Bull), December 24—Chairman, John Velinga; Secretary, John Muehleck. No beefs reported by department delegates. John Muehleck elected new ship's delegate.

ORION CLIPPER (Colonial Shipping), October 30—Chairman, Morris Bertowitz; Secretary, Frank Naklekl. \$21.00 in treasury. No beefs reported. A vote of thanks to the steward for staying on board in Japan to get all the stores.

FRANCES (Bull), October 24—Chairman, George McCarthy; Secretary, G. Ortiz. Beef concerning longshoremen using crew's toilets will be

referred to boarding patrolman. No beefs except some disputed OT.

ATLAS (Bull), September 20—Chairman, W. Davis; Secretary, Ralph Mills. \$33.04 in treasury. No beefs reported. Repairs must be made before sign-on.

October 8—Chairman, W. Davis; Secretary, R. Mills. \$37.84 in treasury. No beefs reported by delegates. Motion adopted that new \$800 vacation pay be put on a 90-day basis. There should be a galleyman on all super-tankers. Money from treasury will be donated to Salvation Army at Mobile, Ala. There are 110 cases of empty coke bottles. The next crew should elect someone to run the machine for a reasonable amount of the proceeds with the rest to go to the ship's fund.

WILD RANGER (Waterman), November 5—Chairman, B. P. McNulty; Secretary, C. L. Stringfellow. All repairs on lockers fixed. No beefs. Suggestion to have menus typed. Washing machine to be turned off after use.

ALCOA PARTNER (Alcoa), September 29—Chairman, James M. Postor; Secretary, Stephen H. Fulford. \$6.00 in treasury. No beefs reported by department delegates except a few hours' disputed OT. Discussion about movies aboard the ship. Have \$185.75 in movie fund so will continue the movies.

DEL VALLE (Mississippi), October 8—Chairman, Jack Procell; Secretary, Vincent J. Fitzgerald. Everything running smooth. Motion made that HQ send LOGS and minutes forms to South American ports in Brazil, Uruguay, Argentina. \$2.50 in treasury. Brother Adams elected new ship's delegate. Need clarification on 12 months' vacation money if ship lays up in 10 or 11 months.

EVELYN (Bull), October 8—Chairman, Ludwik Barowiki; Secretary, none. No beefs. Menus to be improved. Let delegates see patrolman first about the stores. Request a food representative to see about proper storing as ship was not properly stored last voyage. See captain about ordering stores in foreign port according to contract. Request all table clothes be changed. Get boxes or shelves for messhall to accommodate condiments.

MANKATO VICTORY (Victory Carriers), October 29—Chairman, not listed; Secretary, E. Walker. No beefs reported by department delegates.

STEEL CHEMIST (Isthmian), October 22—Chairman, A. Gaspar; Secretary, Gus Lopez. Everything smooth in all departments except for some

disputed OT. \$8.00 in treasury. Suggested that messhall porthole screen be replaced. Problem with ship's mail sent to the company and never forwarded. All delegates requested to submit repair list.

SEATRIN SAVANNAH (Seatrains), October 22—Chairman, C. W. Emanuel; Secretary, Wm. A. Walsh. No beefs reported by department delegates. Discussion on ice machine and painting the for'ales. Need times for washing machine.

ROBIN HOOD (Robin Line), October 15—Chairman, James Keno; Secretary, R. Sadowski. No beefs reported. \$10.60 in treasury. Men were asked to bring cups back to pantry from deck.

MOUNT WHITNEY (Bull), October 15—Chairman, Marcel Bumestre; Secretary, B. H. Waddell. Master wants crew to come by office and sign for slopchest and draws. \$2.65 in treasury. No beefs reported by department delegates. Ship's delegate to ask for fumigation of ship due to roaches.

YAKA (Waterman), October 8—Chairman, G. W. Champlin; Secretary, G. Troche. Ship's delegate reported that there had been a lack of cooperation in most things topside, particularly on repairs and draws. One galley utility messman left in hospital at Kobe. No beefs reported by delegates. Motion to have Far Eastern representative based in Japan and to travel wherever needed. Discussion held regarding SIU ships on shuttle runs being manned by replacements other than SIU. Crew asked to keep hospital in condition for immediate use at all times.

AMES VICTORY (Victory Carriers), November 4—Chairman, Gerald Erlinger; Secretary, C. A. Billane. No beefs reported. Chief mate agrees to work with delegates and bosun to take care of repairs before returning to States.

ALCOA POINTER (Alcoa), October 8—Chairman, W. O. Wandell; Secretary, Albert Elias. Beef on food. \$11.58 in ship's fund. Vote of thanks to ship's treasurer. Crew requests that when patrolman boards ship he investigate inadequate storing, poor grade of stores, etc., and find out where trouble lies.

NORTHWESTERN VICTORY (Victory Carriers), September 16—Chairman, Chester Just; Secretary, M. Bibish. Ship's delegate reported one brother hospitalized in Canal. Everything running smoothly. October 14—Chairman, C. Just; Secretary, M. Bibish. Some disputed OT in engine and steward department. One man missed ship in France and rejoined in Holland. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

A Seaman's 'Life Of Reilly'— 'Furl The Sails In A Gale'

LOG contributor Captain R. J. Peterson, an active seaman for a half century, knows first-hand the hard life of the men who go down to the sea. When he hears of the supposed "easy life" seamen lead, he takes offense.

Such was the case recently after reading statements by some of the shipowners and their representatives. He wrote a letter to the LOG and, for good measure, enclosed a second one illustrating one seaman's "easy life."

In the first note, Peterson said owners are crying crocodile tears over the make-believe fact that all seamen ashore and afloat are leading the "life of Reilly." The picture "Impressing a Seaman" gives a truer picture of the dog's life that seamen had to suffer through before the advent of strong maritime unions.



Peterson

It is they who are living the 'life of Reilly.'

Eighteen Years In Sail

"In the 18 years that I spent in square-rigged sail, with 16 years all at sea on long voyages, with four-hour watches and two dog watches and called out at all hours day and night to run aloft to furl the sails in a gale, swinging on swaying footropes between the sky and the sea, I earned enough overtime to be able to live at ease 10 years till I am 80—but no overtime was paid me or others like myself. We had to pull on the ropes till our hands hung below our knees.

"Most seamen, in my day, were losing strength and health at 40.

Enlarge the picture for the LOG," he wrote, so the owners "might see the truth. Off the handsome profits, paid for by the sweat of seaman,



IMPRESSING A SEAMAN

(from "The Log Book" by "An Old Sailor", published by J. & W. Robins of Tooley Street, Southwark in the 1850s)

And many had to wear a canvas, hand-made, belly-band, because of hernia."

The second letter, commenting on a magazine article that recalled old sailing days, concerns the full-rigger Puritan which was lost at sea back in 1911. It states in part:

Four-Master

"I was shipmates, in the barque Dovenby, with a German able seaman, Otto Wagafuss, who sailed on that voyage in the four-masted barque Puritan with coal from Newcastle, NSW to San Francisco.

"He told me that the Puritan, on

one dark night, out in the South Pacific, was caught aback in a heavy squall and sprang a leak. They pumped her and pumped her for two days until they had to provision the two lifeboats and abandon her. They reached the nearest island in lifeboats.

"Otto Wagafuss was in the captain's boat. For two weeks the two lifeboats, the captain's and the mate's, kept together. Then, one evening, in sight of an island, a squall struck. In the morning the captain's lifeboat made the island, but the mate's lifeboat, with half of the crew, were missing."

LOG-A-RHYTHM:

Four Afield

Poems of Love, Friendship, the Stars and Seamen, sent in by readers of the SEAFARERS LOG.

The Guide

By Roy Fleischer

The past, not the future,
Glitters from a star.
It takes light many years
To reach us from afar.

But when, at last, it gets here,
As all good sailors know,
It is a present light
To guide us as we go

To ports of modern cities,
Or ancient ones as Rome,
Utopias to be built
And most important—home!

~ ~ ~

The Stolen Chief

By Roy Lee Hinson

Stolen, carried to Babylon's place
Where others wear the familiar
face.

Living in Egypt's terrible sin,
To gain a life and faithful friend.

Who will restore? No . . . not one?
Friend or foe—not even a son?
Who will restore to ship again
The ripening, captured, forsaken
man.

Oh, Lover Mine

By N. Schindler

Oh, lover mine
Speak not of time!
Have I loved you but an hour
Or is this the anniversary
Of a moment to which the first sun gave birth?
Will I love you only till I die,
Or will some breath of me remain
To mingle with yours eternally on beloved earth?
Let us not measure time or space.
They have no meaning for us two . . .
But having known, we know forever
We have loved the world together!

~ ~ ~

Listen, Friend . . .

By Alexander J. Leiter

Were you getting along fairly well
When your "friend" chimes in to tell,
That life and all is hell?
They choose to offer a hint or two . . .
Ways to be happy . . . just made for you?

Were you led in your belief
That what they offered was relief?
Then found your loved ones in despair
For the lives you ruined beyond repair?

How many more have met these ends . . .
Listening to others . . . and trailing friends?

I could mention a thing or two . . .
Possibly save a soul for you.
But until "my" life I mend
Else both our lives may come to end.
Look not upon me as a "friend."

Finnish Visitor Wants LOG Sent

To the Editor:

Even though I am a retired member of the SIU, I would still like to extend my thanks to the Union for its kindness to me in the past.

I am now a carpenter in Local 603 in Ithaca, NY. There are many former seamen in the local and all have fond memories of their seamen's or officer's unions.

I had a visitor from my native



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

Finland recently, and the guest, a member of a Finnish seamen's union, would greatly appreciate receiving the LOG. As an old reader I can understand why.

E. S. Jaakkola

~ ~ ~

Happiest Days Spent Shipping

To the Editor:

The happiest days I have ever spent were the four years I sailed with the SIU back in 1950-54. I never met a brother at sea that I didn't get along with.

Frank Murphy

~ ~ ~

Pensioner Notes Welfare Assist

To the Editor:

I would like to extend my sincere thanks to the SIU Welfare Plan staff for their kindness to me and to other pensioners. Their able assistance has made life more pleasant for many old-timers. I would also like to take this opportunity to wish the Union officials and members a prosperous year and smooth sailing.

Morris M. Shapiro

~ ~ ~

Old Shipmates Asked To Visit

To the Editor:

My husband, Einar Holmer, was a seaman but is now so ill that he cannot go to the hall. Most of his time is spent in bed.

As his condition is critical, it would be nice to have some of his friends visit him at home. These visits would be greatly appreciated and he would be very happy to see them.

Since he is unable to visit the hall, my husband also cannot get the LOG and misses the paper. Perhaps you could send the paper to him. Our home address is 107 Albemarle Street, Apt. 6C, Baltimore, Md.
Mrs. Violet Holmer

~ ~ ~

Urges Broader Hospital Plan

To the Editor:

With all the progress that the SIU has made in the welfare field, I for one feel that it should include seamen in the hospitalization plan available to Seafarers' dependents.

The USPHS states that a seaman must have 60 days' dis-

charges in the last 90 days to be admitted or treated in the hospital. This means a man can only be on the beach for a period of 30 days after getting off a ship and still be able to go to a USPHS hospital.

A good many of the men stay on the beach for a longer period, especially in the warmer weather. This means that if a man has to go to a doctor or enter a hospital, he must pay all the bills himself. The only money he would receive would be the \$8 a day Sickness and Accident Benefit from SIU welfare. This situation would create untold hardships on the average seaman.

I think that Union officials should look into the possibility of fuller medical and hospital coverage for seamen. Such coverage would be of great benefit to Seafarers.

William J. Johnson

~ ~ ~

Achilles Backs Vacation Change

To the Editor:

We, the undersigned crewmembers of the tanker Achilles (Newport Tanker), vote 100 percent support for the suggestion made by the crew of the Cities Service Norfolk concerning a revised Vacation Plan.

At our monthly meeting the motion was made and carried unanimously that a Seafarer be allowed \$400 vacation pay after six months continuous seetime aboard the same vessel. A 30-day waiting period should be mandatory upon leaving the vessel.

We believe this would be more in line with the vacation plan that members of the MM&P and MEBA already have. We also believe this plan would insure a greater turnover of jobs in all ports. We would appreciate more of our Union brothers writing into the LOG voicing their opinion on this matter.

W. C. "Dub" Craven

~ ~ ~

Thanks Warrior Crew For Help

To the Editor:

I would like to take this opportunity to thank my fellow Seafarers on the Warrior for their kindness and aid to me during my illness aboard the ship.

Now that I'm at the Staten Island Marine Hospital for treatment, I can really appreciate how the fellows went out of their way to try and make me comfortable until I could get ashore. I hope I have a chance to see some of the brothers when I get home to Mobile so I can thank them in person.

Their action was certainly in the best tradition of the Brotherhood of the Sea.

Lawrence Russell

~ ~ ~

Cites Seafarer For Blood Assist

To the Editor:

I am writing this to thank the SIU and especially Seafarer George Brown for donating blood for me when I was in the Mercy Hospital in Baltimore. I have many friends in the Union and think it is a wonderful organization. Again, I want to thank all for their assistance.

R. Mangina

Surgical, Hospital Aid Appreciated

To the Editor:
I want to thank the Union and Welfare Plan officials for their assistance in paying my surgical and hospitalization bills during my recent confinement. I also appreciate, more

New Canned Milk Okay—Hastings

To the Editor:
As ship's delegate of one of the first SIU vessels to be stored with canned fresh whole milk I wish to offer the following comments relative to its use and reception by the crew during our past voyage.

While this milk is not in all ways as good or as tasty as fresh milk, in our opinion it is far superior to much of the milk previously purchased abroad. The majority agree that this milk is satisfactory.

Instead of having milk for only part of the voyage, we were served milk daily. Therefore, it is the consensus of opinion aboard the Hastings that the use of this milk should be continued.

Kirt "Rocky" Walls
Ship's delegate

Shows SIU Gains To Yard Worriers

To the Editor:
As a former SIU member and now working in the shipbuilding trade. I know that conditions in the maritime industry are bad. I would like to receive copies of the LOG to show my fellow workers the advances made by the SIU in a tough industry. Please put my name and the names of some other shipyard employees on your mailing list.

John J. Burke

Missile Ship Work Important—But It Interferes With Fishing

SIU-manned missile ships are playing an important role to usher in the space age, providing tracking and recovery services for earth satellites, moon shots, military guided missile trials and the Mercury Man-In-Space program.

In the off-hours, while the eight ships that Suwannee Steamship operates for the Government are not running up and down the Atlantic and Indian ocean missile range, the crew does a bit of fishing.

Often from the catches that are reported, it seems as if the crews chase missiles in the off-hours between fishing.

Manta Ray Catch

The most recent report of fishing comes from the Timber Hitch, where deck maintenance man, Henry (Hemingway) Murranka caught a good-sized manta ray. (Murranka got his nickname on the basis of his rod and reel skill, a talent he shared with the now late American novelist, Ernest Hemingway.)

The weight of the deep sea denizen was estimated to be 2,000 pounds. Getting the manta ray aboard the knot ship presented some problems until the crew used the ship's boom. After that, it was easy.

Steady Fisherman

Murranka is a steady fisherman. Last year, while on another missile ship, the Sword Knot, he teamed up with a fellow angler, steward Frank Napoli. Between them, they caught over 1,000 pounds of dolphin and other varieties to keep the vessel well-



A 2,000-pound manta ray caught by Henry Murranka, DM, poses for the crew and the LOG. Looking on are (l-r) Jessie Hampton, MM; Murranka; RCA technician; Bryson, first assistant engineer; Bud Bryant, chief steward, and Ronald R. Wells, oiler.

stocked with fresh seafood. He probably would have done the same on the Timber Hitch except that the ship was always on

the go waiting for the Mercury shot. Something ought to be done to stop such Government interference with a man's work.

LETTERS To The Editor

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

than words can say, their promptness in writing to me to let me know that such help was ready and available.

At the time I found out I would have to enter the hospital for surgery, my husband was on a trip to India and Pakistan. What a comfort it was to me to know I could turn to the SIU Welfare Plan for assistance at a trying time while my husband was so far from home. I am truly proud and happy that he belongs to such a wonderful Union.

Our sixteen-year-old son and I always read and enjoy the LOG, and you may print this letter in the paper if you wish.

Mrs. Ollie H. Kuykendall

Helicopter Transfer Saves Ill Seafarer

Emergency transfers at sea using helicopters are becoming more common each year. The latest incident involving Seafarers and reported to the LOG took place aboard the Wild Ranger (Waterman) at the end of February.

The ship's delegate, utility messman John "Frenchy" Denais, reported that while the vessel was enroute to Los Angeles from Yokohama, Japan, messman Edward "Pappy" Doyle became critically ill late at night.

Captain Thomas Potter ordered a radio call to all ships in the vicinity, requesting a doctor. The first message was sent out after midnight and, for five hours, radio operator Davy K. Arara stood at his post until, at 6 AM, he was able to contact the aircraft carrier Yorktown.

In a short while, the navy vessel, by means of helicopter, dispatched a doctor to the Wild Ranger. Once aboard, Lt. Cmdr. R. E. Donohue

made a complete examination of the patient and recommended a quick transfer back to the carrier where appropriate medical facilities were available.

Crewmembers Volunteer

Immediately, crewmembers volunteered to assist with the stretcher and hoisting operation to insure a safe airborne transfer. Taking part in this tricky maneuver were Donald Trefethen, bosun; Jim Thatcher, DM; Joseph Savoca, DM; Weldon Casey, AB, and Marlow "Cherokee" Barton, AB.

Denais writes that the rescue operation was "typical of the Navy, done in a completely professional manner."

The crew, he said, expressed its "whole-hearted thanks" to Captain Potter, radio operator Arara and Dr. Donohue for their assistance to a fellow Seafarer. "The skill of all the seamen involved — Navy and civilian alike made the mercy mission possible," he added.



Doyle

BENTS FORT (Cilies Service), Nov. 19—Chairman, R. Fisk; Secretary, E. Moss. No beefs reported by department delegates. Discussion about chipping during meal hours. Deck delegate reports that mate assures him this will no longer occur. Special repair list will be made for repairs that have been neglected for some time.

ALCOA PILGRIM (Alcoa), Oct. 8—Chairman, A. H. Anderson; Secretary, S. T. Arales. No beefs reported by department delegates. Crew suggested that the messroom needs painting. Vote of thanks to the steward department, especially to the baker for the superb baking.

SEATRAN NEW JERSEY (Seatrains), Oct. 23—Chairman, A. Campbell; Secretary, M. Carlin. No beefs reported by department delegates. Ship running smoothly.

ROBIN GRAY (Robin Line), Oct. 8—Chairman, Rocco Albanese; Secretary, R. Luke Mackert. All running smoothly. New water cooler will be put aboard as soon as possible. \$11.50 in ship's fund. Steward requests that ship's delegate check on bread condition. Crew requested to make up cots and store. Keep decks in heads clean.

STEEL SURVEYOR (Isthmian), Oct. 15—Chairman, W. Fleishman; Secretary, G. Baldo. Beef regarding cigarettes has been straightened out. \$13.34 in ship's fund. No beefs reported by delegates.

ORION STAR (Orion), Sept. 24 —Chairman, R. Scharoin; Secretary, H. Spillane. No beefs reported. Motion to contact headquarters for clarification regarding Honolulu as a state, relative to articles terminating with discharge of cargo.

MARORE (Marven), Nov. 23—Chairman, John Mehalov; Secretary, Ralph Gown. All members asked to clear with patrolman before leaving vessel after payoff. Ship needs spraying for roaches. Night pantry to be kept cleaner. Garbage to be dumped after every meal. Recreation room to be cleaned up after card games. Crew requests snacks be put out at coffee-time occasionally.

HERCULES VICTORY (Ocean Carriers), Dec. 3—Chairman, J. Lapham; Secretary, Thomas Fay. \$10 in treasury. No beefs reported. Members asked to start having safety meetings. Hold ship's fund until we find out if we lay up. A vote of thanks to all cooks for very good feeding and to the SIU agent in Boston on his first-class job getting all repairs done.

PENN CHALLENGER (Penn Shipping), Oct. 22—Chairman, W. A. Lardon; Secretary, None given. No beefs reported by department delegates. A. F. Morris was elected new ship's delegate.

SEATRAN GEORGIA (Seatrains), Oct. 25—Chairman, J. Allen; Secretary, Roberto Hannibal. \$30 in treasury. Vote of thanks to Brother Flannery for being the best sanitary man the ship has had. No beefs reported by department delegates. Wash water tank to be cleaned as it is too rusty. Bring coffee mugs back to messroom. Vote of thanks for crew messmen and steward department.

TRANSORIENT (Hudson Waterways), Dec. 17—Chairman, C. Story; Secretary, S. Crawford. A few hours of disputed OT. No beefs reported by delegates. Request new washing machine and icebox. Request to have ship fumigated.

Oct. 29—Chairman, J. P. Gavin; Secretary, C. Story. No beefs reported by department delegates. Request

STEEL ROVER (Isthmian), Sept. 16 —Chairman, Cruz Juan; Secretary, Bennett, M. L. \$2 in treasury. All members agreed to put \$2 each in for ship's fund and library at payoff. Check with headquarters to find out why this ship does not receive LOGs. Vote of thanks to the cooks and steward department for a job well done.

SEAFAIR (Orion Shipping), Oct. 28 —Chairman, James Williamson; Secretary, R. P. de Font. No beefs reported by department delegates. Steward department given a vote of thanks for doing a fine job. Deck department and engine department were thanked for leaving pantry and messrooms clean and shipshape during the night and early morning.

SAMPAN HITCH (Suwannee), Dec. 15—Chairman, J. Morton; Secretary, M. J. Kerngood. Large amount of disputed OT. No other beefs. Turn in all linen before leaving ship in shipyard. Washing machine in need of repair; requested new machine. Need ice machine.

ZEPHY HILLS (Pan American), Dec. 18—Chairman, Willard Mulling; Secretary, Adrian Fecteau. No beefs reported by department delegates. Request new fans in some of the rooms.

ROBIN GRAY (Robin Line), Dec. 3 —Chairman, Roscoe Albanese; Secretary, R. Luke Mackert. Picked up oiler from Robin Lockley in Mombasa and took him to Durban to join his own ship, \$29.00 on hand. No beefs reported. Steward department to dump its own garbage and sprinkle with lime. Vote of thanks to steward department.

ALMENA (Marine Carriers), Dec. 20 —Chairman, E. R. Goodwin; Secretary, E. J. Riviera. A few hours of disputed OT, but no beefs reported by department delegates. Chief pumpman said he would repair the washing machine soon. This crew under the conditions they had to work under have cooperated with each other and gotten along much better than most crews. Considering the length of trip, the men worked together as a group very well.

BENTS FORT (Cilies Service), Oct. 22—Chairman, Glenn Tenley; Secretary, Edward Yates. Most repairs being handled. No beefs reported by department delegates. Buffing machines not to be used on tank tops while hauling cargo.

EAGLE VOYAGER (United Maritime), Oct. 15—Chairman, L. A. Williams; Secretary, F. Isit. Chief cook had to get off ship to go to hospital in Bahrain. Crewmembers who failed to join ship in Okinawa were logged. No beefs reported by department delegates. Ship's delegate gave a vote of thanks to the men who were picked up in Okinawa.

DIGEST of SIU SHIP MEETINGS

variety of cakes. Have toaster checked. Messman to check glasses and silverware.

SUZANNE (Bull), Dec. 24—Chairman, Ed Armstrong; Secretary, Walter Kohuf. No beefs reported by department delegates. W. V. Gontarski elected new ship's delegate. Repair list to be made out.

ALMENA (Marine Carriers), Sept. 17 —Chairman, Oscar M. Raynox; Secretary, E. J. Riviera. No beefs reported by department delegates. Earl R. Goodwin elected ship's delegate. Request to bring cups and glasses back to messroom.

MOUNT EVANS (Bull), July 30 —Chairman, F. McGuire; Secretary, A. G. Aronis. One fan in messhall out of order. Screens for messhall port lights and cots to be distributed.

VIVIAN (Maritime Overseas), Oct. 22—Chairman, E. R. Perry; Secretary, R. C. Meloy. No beefs. R. C. Meloy elected new ship's delegate. Request to keep the pantry clean. Ship's delegate to check repair list from last trip and see what hasn't been done. Make up list of new pillows and mattresses needed.

THETIS (Rye Marine), Oct. 14 —Chairman, H. Whisnant; Secretary, G. H. Lane. \$11 in ship's fund. No beefs reported. New ship's treasurer L. Wyman elected. Request for bigger ice machine. Steward to get permission from Captain to sougee and paint messroom. Vote of thanks to the steward department.

SEAFARERS

PORT O' CALL

New York and Baltimore

675-4TH AVENUE • 1216 E. BALTIMORE

BROOKLYN BALTIMORE

Soldiers 'Save' Overseas Eva On Round-The-World Voyage

As far as the crew of the Overseas Eva (Overseas Carriers) is concerned, the "heroes" of its recent around-the-world voyage were two Army non-commissioned officers who "saved" the ship in Korea. The "rescue" was from an unexpected potato "famine."

Originally, the ship raised anchor during July of last year and left New York for a two-and-a-half-month voyage. But, by the time the ship paid off in New Orleans, it was the end of January, and the crew had circled the globe for six months.

The high point of the extended trip took place around Labor Day last year, according to ship's delegate Louis Cartwright, DM, who related the incident to the LOG.

The C-2 was carrying a cargo for the Government and its itinerary called for a stopover in Pusan, Korea, after reaching the Far East by way of the Panama Canal. As a result of the long voyage through the Pacific, the ship ran out of potatoes and was low in a number of other vegetables when it made port at Su Yung, the anchorage for Pusan.

The two soldiers, who run an NCO club on the beach until Labor Day and also operate another club in town, heard about the crew's plight and offered to get some potatoes and vegetables aboard the ship until it could store up in Japan, its next stop.

The weather was very rough, Cartwright said, and the crew asked the two men, both master sergeants, not to try. But they wouldn't hear of it. They got together some sacks of vegetables and made their way to the beach

where they kept a small boat, a 16-footer built during their spare time and fitted with an outboard motor.

As Cartwright describes the scene, the beach comes down to the water between two high rocky bluffs, while the bay is full of outcrops. In this setting, with swells of five feet and more breaking all around, the small boat drifted off into water where it was deep enough for them to start the motor.

Tense Moment

Three times the engine sputtered and coughed, caught—and failed. Each time the boat drifted out a little further, driving closer to the jagged rocks that dotted the bay.

Finally, as some of the crew members on the shore watched in horror, the engine gave a roar and headed for the ship. The soldiers delivered the vegetables and then came back.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ship, to contact the hall in ample time to allow the Union to discuss a resignation. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

"They didn't seem the worse for the incident," Cartwright said. "It seemed like nothing to them. But, to us, watching on shore and unable to offer any help, it was horrible.

"We couldn't thank them enough when they returned. We often visited the club and had a really good time before we went over to Japan for supplies and to deliver some other cargo."

After Korea, the ship had an easy voyage. "We were sure glad for that," Cartwright added.

'Sea Life'

—by William Pietrowski



"You can load it now. The liquid stores arrived OK."

DEL SOL (Mississippi), Chairman, Joseph Catalanotto; Secretary, L. Nicholas. Smooth sailing with no beefs. One brother's mother passed away during voyage; flowers sent in sympathy. Some disputed OT in deck and engine departments. Patrolman and US Public Health Inspector should investigate the making of water for drinking in ports where water is polluted and check logbook for references. Chief engineer to refrain from disfiguring official SIU overtime sheets. Daily working orders to be given by one man and not countermanded by another. Everyone asked to have respect for the watch below and try to be more silent, especially in the mornings.

SWORD KNOT (Suwannee), October 8—Chairman, Jack Craven; Secretary, Roy Eilford. Ship's delegate reported two wires sent regarding hospitalization of steward Francis R. Napoli. Two wires sent regarding non-delivery of OT checks and mail. One wire sent to Postmaster General in Washington and one to Suwannee Steamship. Red Morris also notified by wire. \$25 collected during past two months in ship's treasury. \$4.29 remains in ship's fund. Ship's delegate said as of October 5, 12 extra Army & Navy technicians will be feeding in crew mess. Steward department to receive compensation for feeding extras. Door for steward department head to be fixed. New steward doing excellent job. Crew enjoyed stay at Capetown.

BEATRICE (Bull), September 17—Chairman, none; Secretary, C. F. Boyle. Some friction between mate and crew will be brought to attention of boarding patrolman. Some disputed OT in deck department. Discussion on monthly payoffs. New vacation and Union welfare benefits starting October 1, 1961.

KATHRYN (Bull), September 14—Chairman, P. Erazo; Secretary, M. T. Flores. Suggestion that ice water pitchers be on the tables at all times. Crew messman should take care of the messroom. No smoking in the galley and messroom during working hours. No one should be allowed to talk profanely in the galley or messroom. Everybody should come to the messroom with clean clothing.

MARORE (Marven), December 31—Chairman, Ralph Gowan; Secretary, James Farrell. Request fixed prices on slopchest items, especially cigarettes. Galley range in need of repairs. No beefs reported. Vote of thanks to steward department for a fine Christmas dinner. Request members to be quiet in passageways between 4 and 8 AM. Crew asked to cooperate with sanitary man in keeping quarters and recreation room clean. Return all cups to pantry after using same.

STEEL ARTISAN (Isthmian), November 26—Chairman, M. Bathia; Secretary, J. Andringa. Report on AB who missed ship to be taken up at payoff. \$31.14 in ship's fund. Ship needs fumigation.

ALCOA ROAMER (Alcoa), December 1—Chairman, Eugene J. Lynch; Secretary, Arthur Opsal. No beefs reported by department delegates. Discussion on cooperation of all hands to clear messhall after supper so

movie can start. Safety suggestion by chief cook that all hands entering icebox make sure door is hooked back. Vote of thanks to a fine steward department.

DEL RIO (Mississippi), November 26—Chairman, Donald L. Beck; Secretary, Joseph N. Powers. Joseph D. Richoux elected ship's delegate. \$15.53 in ship's fund. No beefs reported. Crew gave steward department vote of thanks for the outstanding Thanksgiving dinner.

DEL VALLE (Mississippi), September 17—Chairman, F. Rowell; Secretary, V. E. Monte. No beefs reported. Moved and seconded that any change in pay envelopes be handed to the

department delegate for the ship's fund. Those who want to be paid off in Mobile should see their delegate and in turn see the purser if payoff is possible. A vote of thanks to the steward department for a job well done; chief cook and baker especially mentioned for their efforts.

DEL MONTE (Mississippi), September 24—Chairman Horace C. Hurt; Secretary, Robert C. Hurry. New washer or adequate facilities for licensed personnel should be provided. Suggestion made to fumigate the entire ship. Motion made that facilities for officers' washer be provided topside in portside locker now used by chief for soda pop. No personnel now provided to clean laundry room after it is used by officers.

TRANSWARREN (Ocean Ship Trading), September 20—Chairman, R. Aguiar; Secretary, R. Mitchell. No beefs reported. The captain warned against drinking. He will log the men concerned and notify the Coast Guard. C. Goids elected new ship's delegate. Shower needs fixing. Fan in meat box needs safety guard. Bosun asked the deck department to bring up all beefs at the meeting.

MADAKET (Waterman), November 4—Chairman, W. J. Meehan; Secretary, Albert G. Espenada. No beefs reported by department delegates. \$3.19 in treasury. Vote of thanks to steward department for a job well done.

CAPE HENRY (Northern), Oct. 8—Chairman, Robert H. Bell; Secretary, Tommy Jenkins. Ship's delegate resigned. Gordon R. Dolan elected new ship's delegate. Vote of thanks to steward department for a job well done.

CITIES SERVICE NORFOLK (Cities Service), Dec. 9—Chairman, Ted Jones; Secretary, Frank Flanagan. No beefs. Motion adopted that a man should not be required to stay aboard ship one full year to collect the full \$800 vacation money. Instead, that the vacation pay of \$400 be allowed at the end of 6 months' continuous seetime aboard ship. Before the man is allowed to raship, a 30 day waiting period should be required. A letter will be sent to the Union on this.

ARIZPA (Waterman), Dec. 19—Chairman, C. Graner; Secretary, W. C. Daniels. Ship's delegate reported that everything is running smoothly. Motion made that all men getting off ship should clean rooms and turn in all laundry. Motion to have clock installed in recreation room aft.

SEATRAN NEW JERSEY (Seatrains), Nov. 19—Chairman, H. M. Connell; Secretary, J. W. Reilly. Delegate to see patrolman regarding having engine room focales sougeed. \$7.25 in ship's fund. No beefs reported by department delegates except that more milk should be put aboard.

EDITH (Bull), Nov. 4—Chairman, W. C. Murphy; Secretary, G. M. Wright. No beefs reported by department delegates. Joseph Kalata elected ship's delegate.

MADAKET (Waterman), Oct. 20—Chairman, M. L. Campbell; Secretary, A. G. Espenada. Ship's delegate reported everything running smoothly. Repairs will be done at sea including painting the focales. Safety meeting to be held. \$3.19 in ship's fund. No beefs reported by department delegates. Messman and galleyman asked to take all garbage back aft.

USAF SWORD KNOT (Suwannee), Nov. 29—Chairman, Jack Craven; Secretary, Roy Eilford. Two crewmembers in hospital at Capetown. \$26.83 in treasury. No beefs reported by department delegates. P. Santos (acting steward) explained to crew that because the ship sailed suddenly, he could not receive the stores he had requested.

ORION CLIPPER (Colonial), Nov. 19—Chairman, B. J. Dzelak; Secretary, Frank Naklicki. The messman was told several times not to smoke while serving but still does it. Steward should use more of an iron hand on the department. No beefs reported by department delegates. \$23.00 in treasury. If the galley is ready they will start to serve a little early instead of the correct time. Request copies of the LOG. Have not received one for three months.

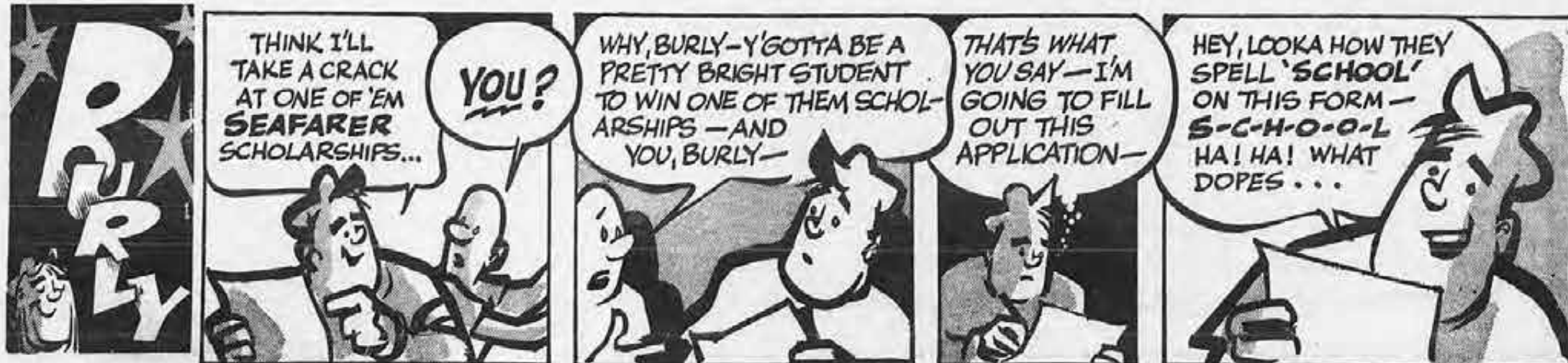
CITIES SERVICE BALTIMORE (Cities Service), Dec. 17—Chairman, W. Willbridge; Secretary, J. C. Whalley. No beefs reported by department delegates. All beefs settled. Received a new washing machine.

STEEL SURVEYOR (Isthmian), Dec. 17—Chairman, Walter N. Fleishman; Secretary, George Baldo. \$17.00 in treasury. No beefs reported by department delegates. Motion to head-quarters to take the safety money award and transfer it to the ship's fund. This is the second time this trip this motion was made. Awaiting response from headquarters. Request better brand of coffee and more variety in night lunch.

Pacificus' Good Food Crew



The galley gang on the Pacificus (Colonial) was cited by the crew for an excellent job, ship's delegate Kasimirs Abarons reports. Steward department members (l-r) are Gaetano T. Busciglio, chief steward; John Nevin, pantryman; Ralph Hayes, cook and baker; George Anderson, salon messman; Arthur Swanton, crew messman, and Billy Sing, chief cook. All drew praise from their shipmates.



PERSONALS and NOTICES

Melvin LeRoy Kelley
Urgent. Contact your mother, Mrs. Viola C. Kleinschnitz, 114 Bluff St., Sioux City 3, Iowa, or call 8-9318. Anyone knowing whereabouts of above is asked to contact Mrs. Kleinschnitz.

Norman I. West
Contact Leslie H. West, 103 North Main St., Mansfield, Mass.

Leo Long
Mrs. Jeanette Long Ginty, 4745 S. Kenwood, Chicago 15, Ill., asks you to contact her.

Howard Bruce
Get in touch with Mrs. R. N. Murray at 6 Union St., Montclair, N.J.

Edmund Erickson
Needem Galloway
Please contact John Brazil at SIU Headquarters regarding money due from SS Pacific Wave. Im-

portant you do so as soon as possible.

Herbert H. Williams
Contact your wife, Mrs. Winifred Williams, 260 East 194th St., Bronx 58, NY.

Ex-Ines
The following men who were on voyage 136 should contact Mr. Brautgam, 9th floor, Bull Lines, 115 Broad St., New York, NY, regarding unclaimed wages:
James Johnson, John Hill, Albert Perry, L. B. Meeks, J. Garcia, J. Bernat, M. Laureano, A. Santana, J. Corron.

George Paul Marcotte
Contact Barthel Stang, 1612 Second Ave., New York 28, NY, who can help you find your gear and papers.

Money Due
The following Seafarers may collect money due from Moore-McCormack Lines, 2 Broadway, New York 4, NY, by calling at the office or requesting their checks by mail:
V. Brendell, W. W. Hamilton, Jane E. Morris, Walter R. Aisen, E. G. Purdie, Glendon C. Fraser, Marvin Chesbire, Stephan Kostegen, P. D. Coucoulis, Jose Aguilar, F. T. Catalanello, Francisco Solis, Arturo J. Mariani, Peter A. Siems, Joseph Villapol, John Kehrweider, Frank F. Pasaluk, Patrick Durkin.
Robert C. Neblett, Victor M. Escobar, John T. Cherry Jr., Charles Johnson, Vernon L. Sawyer, Kaid M. Abdul, Gibbs Liverman, Brooke B. Butler, Charles Kirkland, C. M. Kirkland, Gene T. Bacon, Charles G. Swain, Joseph Preshong, Richard L. Ripley, Eddie J. Caravona, Francis Oxley, Kevin B. Skelly, V. L. Rodeliff, L. H. Chapman, Allan G. Tighe Jr., Donald A. Alt, Joseph McCage, Henry D. Adams, A. H. Kirwin Jr., Jay W. Savage, Arthur L. Deckard, Ralph H. Newcomb, Ordin Woster, Robert L. Manning, Charles Jacobson, Henry M. Murranka, V. A. Menor.

James Patrick O'Mara
Contact Mrs. J. P. O'Mara, 2440 N. 59th Avenue, West Hollywood, Fla.

Wallace Frank Howard
Contact Mrs. Annette Howard at 12839 Georgiana, Warren, Mich.

Income tax refund checks are being held for the following by Jack Lynch, Rm. 201, SUP Building, 450 Harrison St., San Francisco 5, Calif.:

Margarito Borja, Theodoros G. Calopothakos, Ho Yung Kong, Robert E. MacMillan, Marvin E. Satchell, John W. Singer, Bernardo Tombocon, Ying Ming Wel.

John J. Rymaez
Contact Mrs. J. Rymaez at 17 Randolph Ave., Clifton, NJ.

Mr. Owens
Contact John J. Skelly, attorney, Fund Insurance Co., at 110 William St., NY, NY, in reference to your unemployment check.

Broadus Duncan Miles
Contact your wife, Kathleen, at PO Box 18101, Eastwood Station, Houston 23, Texas.

Ralph Di Paoli
Your sister, Mrs. Carmela Fornito, requests you to contact your family at home right away.

John Blizzard, Jr.
Urgent you contact attorney Lawrence Koenig, 1224 1/2 Washington St., Columbia, SC.

John Scott
Get in touch with Mrs. W. Scott, 136 Crown St., Queenstown, British Guiana.

Charles I. Hampson
Your personal effects are being

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 OR on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

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

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

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

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

Honeymooning



Preparing to leave on their honeymoon after recent nuptials are Seafarer Pat Parker and Bessie Ann Lippert of New Orleans. Photograph was forwarded to the LOG by Alcoa Roamer (Alcoa) crew.

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held at Isthmian Lines. Important you contact L. Balagurchik, Room 1108, 90 Broad St., NY, NY.

Rolf Karlson
You are asked to contact your family at 44 Knight Ave., Clementon, NJ, about your children Steven and Mary.

Sam (Oscar) Chaban
Your sister, Mrs. J. J. Grossman, would like to hear from you at 44-55 Kissena Blvd., Flushing 55, NY.

Edwin T. Knouff
Houston Hall is holding transportation voucher from Orion Planet for you.

Michael B. Ange
Your brother, Loyd J. Ange, would like to hear from you. Write Reg. No. 78095, 500 Spring St., Richmond 19, Va.

Walter O. Hudson
Urgent to contact your sister, Launa Hudson, at 2014 Kolorama

Road NW, Washington, DC, or contact mother, Mrs. B. G. Hudson, at

Joe Malyska
Robert Johnson
Contact C. A. "Whitey" Murrah

at Rt. 15, Box 212, Birmingham 14, Ala.

John Harold Murray
Urgent. Contact your son at Brownell Street as soon as possible.

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

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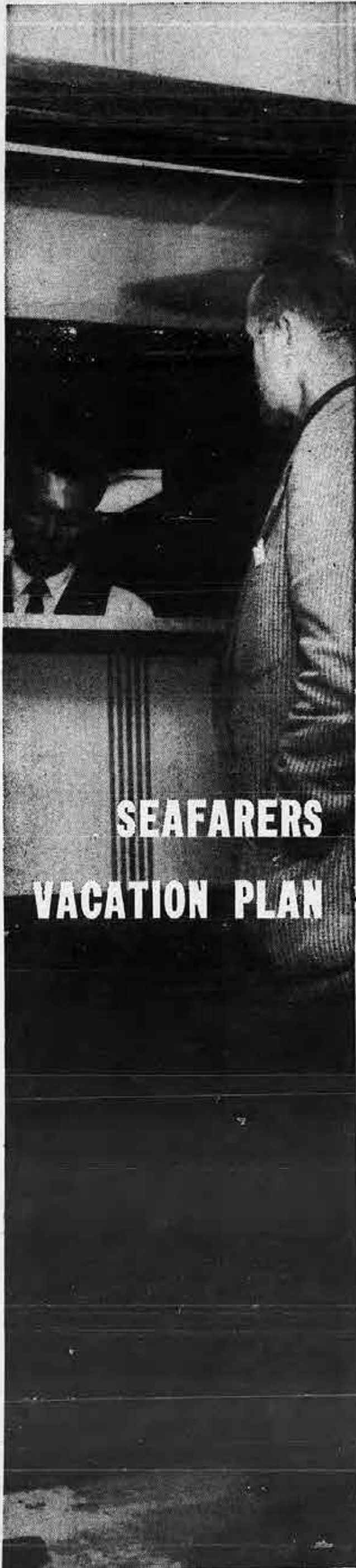
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SEAFARERS VACATION PLAN

\$19,000,000

It's just ten years now since Seafarers began collecting vacation pay on the basis of time worked aboard ship. Previous to 1952, paid vacations were few and far between for Seafarers and all seamen.

Today, the total received by SIU men as vacation money earned is just over the \$19 million mark and is a sum of impressive proportions.

Advances in the annual rate of vacation pay for SIU men have been steady over the years since 1952. Starting modestly at a rate of \$140 for a full year worked at sea, the vacation amount moved in six gradual steps to today's figure of \$400 annually, more than a month's base pay for most ratings aboard ship.

It's fitting, at this time, in marking the tenth anniversary of an important and pioneering SIU benefit, to recall the long, hard years in the background, when paid vacations were something that could be talked about only as a future, far-distant goal—not in terms of million dollar payments, and benefits now being collected to the tune of \$2.5 million each year.

On October 1, 1962, the Seafarers Vacation Plan establishes a new benefit rate of \$800 annually covering continuous service of a year or more on the same vessel. At the same time, the \$400 rate remains for the Seafarers who serve on a number of vessels during the year.

Seafarers are reminded that, for the purpose of collecting the \$800 benefit, seetime must be on the same vessel for a year or more dating from last October.