

# Text Of SIU Shipping Rules

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## SEAFARERS LOG

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1964

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

# MTD HITS STATE DEPT. ON BLACKLIST SWITCH

## Sees Tie With Red Wheat Sale

Story On Page 3



### SIU Lifeboat School Training Lauded In Greek Liner Rescue

Seafarer Joseph Larity is the "man of the hour" highlighted in these two photos taken less than four months apart. At right, Larity, (circled) is pictured coming down the gangway of his ship, the SIU-manned Rio Grande, helping survivors of the Greek liner Lakonia go ashore in the Madeira Islands on December 24, after he assisted 24 hours earlier as part of the boat crew which saved them. Below, Larity with his class at SIU lifeboat school in NY on August 27 in a "graduation" photo. SIU training drew credit from several crewmen as aid in rescue effort. (Story on Page 3.)



# ICC Again Nixes Chance To Increase Ship Cargoes

WASHINGTON—Final decision has been made by the Interstate Commerce Commission, rejecting a move by the SIU-contracted Calmar Line designed to recapture some of the cargo lost by intercoastal water carriers through selective rate-cutting by transcontinental railroads.

The turn-down, which vividly points up the need for balancing the railroad-minded ICC to include representation of shipping interests, was announced here late in December, 1963, by the ICC's Rates and Practices Review Board. The Calmar rates had been under ICC suspension as a result of protests filed by transcontinental railroads.

The board ruling bars Calmar from introducing a reduced freight rate for a "deferred service" on shipments of book matches and steel casings, commodities which occupy a large amount of space in comparison to their weight.

The lower rate would have been for a service under which a shipment could be held up by the carrier until there is an excess of space aboard a vessel after regular cargo had been loaded. Calmar noted in proposing the deferred rates that this arrangement would promote greater utilization of shipping capacity.

## Rails Oppose Plan

The other set of tariffs proposed by Calmar were on a level generally on par with rates of the competing railroads and were not challenged by the transcontinental lines. The board okayed those rates. But the lower rates proposed under the deferral plan met opposition by the rails because they were substantially under the rail rates on the traffic, and were vigorously objected to by the rail lines. Hence, the rail-oriented ICC declared the deferral rate unlawful.

Calmar's justification of the lower rate structure, the board said, was that through them "the water carrier shares with the shipper the reduction in cost per ton which results from arrangements which permit the carrier more fully to utilize the carrying capacity of its vessels."

Calmar pointed out that its operations were held to strict scheduling, and often they were unable to load a ship to its full capacity, forcing it to sail with a short load. "This means that the vessels frequently, but not always, sail with

## Bloomfield Drops New Subsidy Bid

WASHINGTON—The SIU-contracted Bloomfield Steamship Company has withdrawn its bid for an operating differential subsidy to operate on Trade Routes numbers 13 and 22. Bloomfield presently holds a subsidy on Trade Route 21.

The company's president, B. M. Bloomfield, has advised the Maritime Administration that it wishes to withdraw its application to operate on TR 13, which covers an operation from the US Gulf to the Mediterranean, and on TR 22, from the US Gulf to the Far East.

Prior to Bloomfield's withdrawal, the Maritime Subsidy Board had extended its subsidy of Bloomfield's operation on TR 21, which covers shipping lanes between the US Gulf and the United Kingdom/European Continent for one year. The board advised that the extension was granted so that it could study in greater detail its present subsidy contract with Bloomfield.

unused capacity," the shipping company said.

The board said that it viewed the Calmar plan as "an attempt to fill unutilized space for some additional revenue over and above the costs of transferring the freight from the dock to the vessel and from the vessel to the dock."

In proposing the deferred rates, Calmar noted that intercoastal

lines have repeatedly lost segments of traffic to railroads through rate cuts that were justified on the grounds that they permitted lower cost transportation by a fuller use of rail equipment.

"The intercoastal carriers can expect to maintain their present traffic or to attract new traffic only if they can provide the shipper with a lower cost for the transportation," Calmar argued.

## Gets Assist On Hearing Aid



SIU oldtimer John Rekstin (left), retired on pension since last February, gets information from SIU Welfare rep. John Dwyer at headquarters on applying for a hearing aid as a supplemental benefit. Program pays for cost of special equipment required by Seafarers to assist medical treatment.

## Latin Anti-US Ship Bias Rapped By SIU Operator

WASHINGTON—The SIU-contracted Delta Line has called upon the Federal Government for assistance in counteracting discriminatory regulations against American-flag shipping which a number of Latin-American countries are reported to be planning.

The Delta Line appeal, presented by its president, John W. Clark, was made in concert with three other major companies serving Latin-American ports in a recent meeting with John Harlee, chairman of the Federal Maritime Commission. The US companies asked Admiral Harlee to seek State Department assistance in meeting the proposed restrictive and discriminatory regulations under consideration by nine countries that are members of the Latin-American Free Trade Association.

They said that they would have an adverse effect on their operations and revenues and urged that strong diplomatic representations be made to the countries involved to impress upon them that the US would not take kindly to the reported discrimination against US shipping.

In the meeting with the FMC chairman, the shipping representatives said that the Latin American association was scheduled to hold a meeting this month and that restrictive regulations far more serious than any applied individually by some South American countries in the past were likely to result from the meeting.

The nations that comprise the trade association are Argentina,

Brazil, Columbia, Ecuador, Mexico, Paraguay, Peru and Uruguay.

Some Latin American countries have already applied restrictions in trade, although in recent years a number of them have been eliminated with the aid of US federal intervention. These restrictions took the form of extra consular fees on goods and higher port costs.

## US Can Retaliate

The United States has retaliatory weapons authorized by General Order 88 of the Maritime Commission and if it so desires can deny the right of a discriminatory nation to enter United States ports.

Although some of the LAFTA members do not have enough ships to compete with United States or European shipping lines, they can charter tonnage. In addition, several LAFTA nations have built up fairly large merchant fleets since World War Two.

The chief fear of the United States shipping lines is the prospect of finding group restrictions by all the LAFTA member countries, in addition to those already existing individually in each country. United States shipping would be at a severe disadvantage if, for example, the Latin nations decided to place protective restrictions on trade moving from one LAFTA member to another.

## President's Report

By Paul Hall



It's tough enough for those of us who are concerned with the preservation and possible expansion of US shipping without having to worry about what a Government agency will do next to weaken the industry. But the conduct of Government agencies continues to be a key problem in searching for ways and means to improve the US maritime picture.

A case in point is the recent announcement of the State Department with respect to the blacklist of ships in the Cuba trade. Since February of 1963, pursuant to the terms of National Security Action Memorandum No. 220, the US had maintained a policy that provided that Government-financed cargoes would not be shipped from American ports on foreign-flag vessels engaged in trade with Cuba.

But by a seemingly curious coincidence, that policy was amended just at the time when the proposed giant wheat sale to Russia was about to be sealed. The amendment said in effect that if the foreign shipowners promised to quit doing business in the Cuba trade when their charters expire, they can remove their vessels from the blacklist. This, of course, would mean that they could become eligible to carry Government-financed cargoes—and anything they carry would obviously be at the expense of US-flag ships.

Again, this is a matter of great concern to all American seamen and to the welfare of the shipping industry upon which they depend for their livelihoods. We have therefore advised the State Department of the Maritime Trades Department unions dissatisfaction with its amended policy on the blacklisted ships in the following telegrams sent January 6 to the Secretary of State:

The AFL-CIO Maritime Trades Department was shocked by the issuance through your department of an amendment to National Security Action No. 220 which has the effect of whitewashing vessels previously blacklisted by our government for trading with Cuba. We have repeatedly been assured that the interests of American seamen and the American maritime industry would be protected in the development of US shipping policy, but these assurances are not consistent with the record.

We submit that the latest action with respect to the Cuba blacklist ships was not made to protect US interests, but represents State Department responsiveness to pressures by foreign-flag operators. It is rather a strange coincidence that the procedure to free Cuba blacklist ships comes at a time when various foreign operators in the dwindling Cuba trade have excess tonnage available to handle US wheat shipments to Russia. Since policies of this nature are among the gravest threats to the security of American seamen and to the future of the American-flag fleet, the AFL-CIO Maritime Trades Department is vitally concerned with the effect of such policies. Consequently, the action of your department is being studied and will be dealt with by the executive board of the MTD at its February meeting, at which time it is our intent to develop a positive policy for dealing with the impact of such developments.

Paul Hall, President

AFL-CIO Maritime Trades Department

This matter will be given very careful consideration by the MTD Executive Board at its meeting on February 14. The well-being of thousands and thousands of maritime workers, including those of SIU men, as well as the security of our nation and the vital maritime industry, are too entwined in the effects of the State Department ruling for us to ignore its impact. If nobody else will, the labor movement must be the force that will exercise vigilance whenever strange decisions are made that affect the security of us all.

## US Strike Losses Reach Record Low

WASHINGTON—"There will have been the fewest man hours lost from strikes in the last three years of any three years in the history of this country," Secretary of Labor W. Wirtz told a national television audience recently.

Wirtz was one of four members of the cabinet interviewed on a program entitled "John F. Kennedy—View from the Cabinet." He said the "record on strikes is without parallel" and he attributed it to "a new maturity as far as labor-management relationship is concerned."

"It's important to realize that this is going on, because the country sees this whole picture in terms of a few major disputes—the railroad dispute, the newspaper strikes, the dock strike, and—that's most unfortunate."

Wirtz also declared that the biggest problems in his field in the new year are unemployment and poverty.

"I'm talking about the fact that 30 million people in this country still live in families whose income is \$3000 a year or less. That's poverty, regardless how you describe it.

"I'm talking about the fact that increasingly, lack of education, poverty, unemployment, are inherited characteristics — not in-

herited through the personal genes, inherited through the economic genes in this country, of slums, of inadequate education and that sort of thing."

Wirtz also placed racial discrimination high on the list of things that must be solved, but added, "we're getting that problem licked."

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An injured woman who survived the burning of the Greek cruise ship Lakonia two weeks ago is helped down gangway of SIU-manned rescue ship Rio Grande after it docked at Funchal, Madeira, on December 24. The woman wears man's clothing and is being aided by firemen. Rio Grande rescued almost 80 persons from disaster ship.

State Dept. Policy Attacked

# MTD Raps Switch On Cuban Blacklist In Red Wheat Deal

WASHINGTON—The AFL-CIO Maritime Trades Department has informed the State Department that it views the agency's freeing of foreign-flag ships from the Cuba blacklist as a "shocking" development, particularly since it comes in the midst of a scramble to participate in the carriage of US wheat to Russia.

Rapping State Department policies which "are among the gravest threats to the security of American seamen and to the future of the American-flag fleet," the MTD said that "white-washing" of the Cuba blacklist ships and other State Department actions would be dealt with at its Executive Board meeting which convenes on February 14, "at which time it is our intent to develop a positive policy for dealing with the impact of such developments."

The MTD position was contained

in a telegram sent to Secretary of State Dean Rusk by MTD president Paul Hall last Monday, January 6.

Hall said that "We have repeatedly been assured that the interests of American seamen and the American maritime industry would be protected in the development of US shipping policy, but these assurances are not consistent with the record."

The MTD message suggested that the State Department policy switch resulted from "responsiveness to pressures by foreign-flag operators" at a time when many "foreign operators in the dwindling Cuba trade" are anxious to handle US wheat shipments to Russia.

In the interim between now and its Executive Board meeting, the MTD, along with the SIU and other member unions, is keeping a weather eye on the method of awarding cargoes to shipping companies in the \$90 million sale of US wheat to the Soviet Union that was negotiated last week.

The MTD weather eye will be sharpened because of the experience in the recent Hungary wheat shipments. The suspect manner in which foreign bottoms were used in preference to US ships, despite requirements that the latter be used when available, caused the MTD to place a picketline around the West German ship SS Poseidon in Albany last month as a protest against the manner in which US ships and seamen were bypassed.

Cargill, Inc., the grain broker handling the Hungary deal, was able to obtain a court injunction in Albany, halting the MTD picketing, but as a result of the Union action, Government agency officials met with SIU representatives and assured them that the interests of US ships would be protected against any recurrences.

The \$90 million wheat sale to Russia is the first since the late President Kennedy authorized such sales last October. It will actually cost the Soviet Union \$78.5 million, plus shipping costs. The price which the Russians will pay is the world market price plus the cost of transporting the wheat from American ports.

Completion of the wheat transaction had been stalled for several weeks over the Russians' protests about additional costs that might be involved in meeting the requirement that at least 50 percent of the grain shipments be made in American-flag ships, if they are available.

The first bid for American ships to carry the grain was made today by the Continental Grain Company, which is selling the entire amount of wheat involved in the first transaction, although other concerns have already been issued licenses to sell to the Russians.

About 175,000 tons are to be shipped between Feb. 1 and March 16, with 100,000 tons to go to Black Sea ports from US Atlantic and Gulf ports, and 75,000 tons to Siberia from the Pacific Northwest.

Shipping circles in New York indicate that sufficient American tonnage is available to handle the 175,000-ton shipment.

## SIU Training Lauded In Rescue

NEW YORK — Arriving here after paying off in Baltimore early this week, crewmembers of the SIU-manned freighter Rio Grande credited proper lifeboat training with a large part of the success their ship had in recovering nearly 80 survivors of the burning Greek liner Lakonia.

Still-incomplete reports list 96 dead and 31 missing of the 1,027 passengers and crewmen aboard the liner when it burned and was abandoned in the Atlantic on December 23.

A 12-man lifeboat crew composed primarily of Seafarers made three trips through the disaster area to recover 76 persons, mostly woman and children. Two of the SIU men in the boat crew had completed SIU lifeboat training classes at headquarters as late as September 10, and two passed the previous exam on August 28.

900 Saved

The Rio Grande had been returning from a voyage to India last month when it joined the armada of ships that converged on the area where the Greek liner was on fire. Six other ships participated in the rescue maneuvers, which saved some 900 passengers and crewmembers of the Lakonia. The liner had just been refitted for a cruise schedule out of Southampton, England, when the fatal mishap occurred, reportedly due to faulty electrical wiring.

All of the vessels which participated in the rescue brought their passengers to Funchal, Madeira, on December 24, from which they were transhipped on other vessels or by air back to England. The passenger list on the ill-fated cruise ship was almost all British. The crew was mostly Greek and West German.

Charges of panic and faulty safety equipment on the Lakonia were cited by a number of the ship's survivors, and are being investigated by the Greek government.



Heimer



Magro

The rescue role by the Rio Grande, which was the only American ship on the scene, was highlighted in news reports at the time as well as in subsequent accounts telling of disputes among the ship's officers. The Rio Grande was previously known as the Dearborn and prior to that was the old Kathryn of the Bull Line.

Seafarers Bayard Heimer and Joseph Larity, who were part of the Rio Grande's boat crew, cred-

ited their successful participation in the rescue mostly on the training they had received in the SIU. Both had received their lifeboat tickets last August 28 after winding up boat-handling classes which are part of the SIU training and safety programs.

They also had particular praise for SIU ship's delegate Paul Magro, who called out the boat crew, and who later joined 3rd mate Ed O'Donnell and 3rd assistant engineer Finn V. Grested, by leaping into the water to help assist survivors in the Lakonia's swamped boats.

Two other recent graduates of the SIU lifeboat school who were in the Rio Grande boat crew were Trevor Roberts and William Cosgrove, both messmen.

The balance of the boat crew included Julio Evans, bosun; Magro, Christos Vassiliou and Lo-

renzo Alvarado, ordinaries; Bernardo Mariani, E. Napoles and James P. Begenheimer, ABs, and E. C. Groething, chief mate, commanding.

## Balloting On Dues Increase Begins Jan. 20

Voting on the proposed increase in SIU membership dues by referendum is scheduled to begin January 20, 1964. Under terms of the constitution and the report of a six-man rank-and-file committee, the secret balloting will continue through February 18, 1964. The proposal for a dues increase originated in the form of a resolution adopted at the regular SIU headquarters membership meeting on December 2. It then was carried at subsequent meetings at other ports.

On December 13, after the wind-up of voting at the Mobile meeting, a six-man committee of Seafarers was elected at headquarters to study the proposal and prepare a report with its recommendations, including voting procedures for a secret referendum ballot of the SIU membership.

In issuing its report, the committee cited the applicable provisions of the constitution and the finding that the proposal for a dues increase secret referendum has been accepted by the membership. The committee report was adopted at special meetings in all constitutional ports on December 16.

The resolution proposes an increase in dues of \$10 per quarter from the present \$20 to \$30 per quarter, effective January 1, 1964. It cited the need for an increase due to the higher cost of Union operations and services to provide maximum job security and protection for SIU members.

## How's Shipping?



Checking on shipping doings in Baltimore, Seafarers William T. Rose (left) and Edward Norton (right) get latest news on ships in port from SIU Patrolman Paul Gonsorchik, located behind the counter. Both Rose and Norton sail in the galley.





# SEAFARERS ROTARY SHIPPING BOARD



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

December 21, 1963—January 3, 1964

Shipping slowed up some more during the past two weeks, as two holiday periods (Christmas and New Year's) produced a decline in SIU job activity. There were only 1,170 jobs shipped during the entire period, unlike previous holiday seasons when SIU dispatchers have cleared as many as 2,000 men for shipping.

Registration was also low for this period, down to a figure of 1,108, so that the number of men shipped actually stayed just ahead of those coming in to register. Compared to the other two departments, shipping was best in the black gang, which showed the smallest decline in job activity.

Among the ports, Philadelphia, Jacksonville, Wilmington and Seattle were the only ones showing a net gain in

jobs shipped. The three West Coast ports actually shipped more men this time than in the previous period, but the Atlantic area ports shipped the largest number for the District. Last time, the Gulf ports had the heaviest shipping.

Fewer ships moving from port to port and a lot of pay-offs without a comparable number of sign-ons produced the relatively quiet shipping results. There were far fewer in-transit listed this time than there have been for months.

The seniority totals stayed about the same as in the previous few weeks, with class A shipping hovering at 49 percent of the total. Class B shipping dropped a point to 35 percent of all the jobs, and class C picked up a point, rising to 16 percent.

## Ship Activity

	Pay Offs		Sign In		TOTAL
	Ons	Trans.	Ons	Trans.	
Boston .....	2	0	3	5	
New York ....	20	5	18	43	
Philadelphia ..	4	0	2	6	
Baltimore ....	4	6	9	19	
Norfolk .....	2	3	4	9	
Jacksonville ..	2	0	3	5	
Tampa .....	0	0	4	4	
Mobile .....	5	4	2	11	
New Orleans ..	3	5	10	18	
Houston .....	12	5	20	37	
Wilmington ..	1	0	3	4	
San Francisco ..	1	1	6	8	
Seattle .....	3	2	4	9	
<b>TOTALS .....</b>	<b>59</b>	<b>31</b>	<b>88</b>	<b>178</b>	

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston .....	2	6	2	10	0	2	2	4	1	0	2	3	0	0	1	1	0	0	1	1	3	1	1	5	6	16	5	27	0	3	4	7	0	3	4	7
New York .....	20	30	13	63	2	16	22	40	28	29	5	62	5	22	21	48	1	14	12	27	62	48	27	137	108	112	35	255	10	44	58	112				
Philadelphia ..	2	5	2	9	0	2	4	6	5	4	1	10	1	5	3	9	1	2	1	4	10	9	4	23	13	17	7	37	0	5	12	17				
Baltimore .....	7	10	2	19	0	5	9	14	13	17	4	34	3	3	7	13	1	2	1	4	34	13	4	51	37	53	12	102	0	13	37	50				
Norfolk .....	2	5	1	8	1	1	3	5	1	1	0	2	0	1	2	3	0	4	0	4	2	3	4	9	16	18	0	34	1	2	11	14				
Jacksonville ..	3	5	0	8	1	8	5	14	2	5	0	7	0	6	5	11	0	0	0	0	7	11	0	18	3	5	0	8	1	8	5	14				
Tampa .....	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	5	11	2	18	0	1	3	4				
Mobile .....	4	9	2	15	0	0	2	2	2	7	1	10	0	1	1	2	0	1	1	2	10	2	2	14	31	34	9	74	0	4	13	17				
New Orleans ..	15	37	2	54	2	11	9	22	14	24	2	40	1	10	11	22	0	0	8	8	40	22	8	70	86	108	19	213	4	29	73	106				
Houston .....	18	23	7	48	1	11	17	29	21	27	7	55	2	14	18	34	0	5	8	13	55	34	13	102	54	69	17	140	1	24	20	45				
Wilmington ..	3	6	0	9	1	1	3	5	4	1	0	5	0	1	1	2	0	1	0	1	5	2	1	8	12	14	3	29	0	3	10	13				
San Francisco ..	9	11	1	21	3	3	5	11	5	4	1	10	0	2	1	3	0	0	0	0	10	3	0	13	28	36	3	67	4	15	18	37				
Seattle .....	6	14	3	23	0	7	5	12	5	10	6	21	1	8	3	12	0	1	1	2	21	12	2	35	20	17	5	42	0	12	11	23				
<b>TOTALS</b>	<b>92</b>	<b>162</b>	<b>35</b>	<b>289</b>	<b>11</b>	<b>67</b>	<b>86</b>	<b>164</b>	<b>101</b>	<b>129</b>	<b>29</b>	<b>259</b>	<b>13</b>	<b>73</b>	<b>74</b>	<b>160</b>	<b>3</b>	<b>31</b>	<b>33</b>	<b>67</b>	<b>259</b>	<b>160</b>	<b>67</b>	<b>486</b>	<b>419</b>	<b>510</b>	<b>117</b>	<b>1046</b>	<b>21</b>	<b>163</b>	<b>275</b>	<b>459</b>				

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston .....	0	3	1	4	0	2	0	2	1	1	0	2	0	0	0	0	0	1	0	1	2	0	1	3	0	8	1	9	2	4	5	11
New York .....	15	22	12	49	19	15	11	45	12	26	5	43	7	20	12	39	0	7	4	11	43	39	11	93	45	116	12	173	17	37	52	106
Philadelphia ..	0	3	2	5	1	2	2	5	0	5	5	10	0	3	2	5	0	3	2	5	10	5	5	20	1	24	6	31	0	6	8	14
Baltimore .....	2	10	0	12	1	5	3	9	5	18	3	26	1	7	9	17	0	2	0	2	26	17	2	45	11	55	8	74	1	26	20	47
Norfolk .....	0	2	2	4	0	3	2	5	0	1	1	2	0	2	1	3	0	1	1	2	2	3	2	7	2	10	3	15	1	7	5	13
Jacksonville ..	3	2	0	5	0	3	2	5	3	2	0	5	0	1	2	3	0	1	1	2	5	3	2	10	3	2	0	5	0	3	2	5
Tampa .....	1	2	0	3	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	1	13	0	14	0	3	2	5
Mobile .....	2	5	2	9	0	5	0	5	0	6	2	8	0	0	0	0	0	0	0	0	8	3	0	11	6	26	6	38	0	16	6	22
New Orleans ..	8	26	2	36	1	14	13	28	5	20	1	26	3	13	10	26	0	3	3	6	26	26	6	58	28	85	14	127	3	46	61	110
Houston .....	4	23	1	28	1	14	12	27	3	18	3	24	2	20	15	37	1	4	5	10	24	37	10	71	15	53	3	71	4	23	30	57
Wilmington ..	0	6	2	8	1	3	2	6	1	3	0	4	1	2	1	4	0	3	1	4	4	4	4	12	5	14	2	21	2	13	5	20
San Francisco ..	3	16	1	20	1	6	3	10	0	8	1	9	0	1	2	3	0	0	2	2	9	3	2	14	12	42	4	58	2	7	12	21
Seattle .....	2	12	2	16	1	4	4	9	3	13	2	18	0	3	5	8	0	1	1	2	18	8	2	28	6	30	3	39	2	6	4	12
<b>TOTALS</b>	<b>40</b>	<b>132</b>	<b>27</b>	<b>199</b>	<b>26</b>	<b>77</b>	<b>54</b>	<b>157</b>	<b>33</b>	<b>121</b>	<b>23</b>	<b>177</b>	<b>14</b>	<b>73</b>	<b>62</b>	<b>149</b>	<b>1</b>	<b>26</b>	<b>20</b>	<b>47</b>	<b>177</b>	<b>149</b>	<b>47</b>	<b>373</b>	<b>135</b>	<b>478</b>	<b>62</b>	<b>675</b>	<b>34</b>	<b>197</b>	<b>212</b>	<b>443</b>

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos.....	0	2	0	3	5	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	5	12	0	0	6	6
NY.....	3	7	5	17	32	2	1	8	11	4	12	4	13	33	3	2	11	16	1	4	16	21	33	16	21	70	28	50	28	90	196	8	5	22	35
Phil.....	1	4	1	7	13	0	0	3	3	1	0	1	4	6	0	1	4	5	0	0	10	10	6	5	10	21	5	4	8	13	30	1	1	7	9
Bal.....	1	4	2	9	16	1	4	4	9	3	4	3	10	20	3	2	8	13	0	1	9	10	20	13	10	43	10	25	17	31	83	2	3	22	27
Nor.....	2	1	0	3	3	1	1	9	11	1	0	1	0	2	0	0	4	4	0	1	4	5	2	4	5	11	6	3	3	4	16	0	3	14	17
Jac.....	0	0	1	4	5	1	2	2	5	0	0	1	0	1	0	0	2	2	0	0	4	4	1	2	4	7	0	0	1	4	5	1	2	2	5
Tam.....	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	12	17	0	2	1	3
Mob.....	2	1	3	9	15	0	0	0	0	2	1	0	4	7	0	0	1	1	0	0	0	0	7	1	0	8	13	7	13	24	57	1	0	11	12
NO.....	2	8	3	25	38	0	0	18	18	4	1	6	11	22	0	0	21	21	1	0	3	4	22	21	4	47	39	24	21	72	156	2	1	74	77
Hou.....	3	5	4	6	18	1	0	15	16	3	10	2	7	22	1	4	16	21	1																

# Jobs



By Cal Tanner, Executive Vice-President

## Job Security—Net Gain For '63

Every man who goes to sea aboard American-flag ships knows that our industry is continually in rough condition. The economics of the shipping business is such that you have to keep up a constant struggle just to hold your own. American shipping is battered from every side—the runaway-flag operations, the failure of our own Government to enforce the 50-50 cargo law and its favoring of foreign-flag shipping over our own, the practice of many Government agencies to regard US ships as unnecessary and all the rest.

All of this means that the jobs and job opportunities of American seamen are affected.

Despite this unhappy and unfavorable picture, it seems very significant that in the SIU we continue to maintain the job security of Seafarers.

For example, there were more than 33,000 jobs shipped from SIU hulls in 1963. In 1962, we shipped a little better than 30,000 jobs. So that despite the decline of US shipping, 3,000 more jobs were shipped in SIU hulls last year than in the previous year.

There is another fact of importance which shows the effectiveness of SIU job security. Even with the ship losses suffered as a result of the Kulukundis-Bull Line operations, our Union has not only been able to maintain the job and job opportunity ratios for Seafarers, we have actually improved them.

As a result of our Union's continuing organizing activity and search for new job opportunities for Seafarers, we did more than just offset any ship losses—we produced a net gain in the number of ships under contract and thus increased the number of jobs available for SIU men.

The record shows that we have a net of 12 more ships under contract than a year ago. This represents almost 400 more shipboard jobs, and additional job security for every SIU man.

As you may recall the MTD tied up the West German vessel Poseidon in Albany on December 9 for three hours before an injunction against the picketing was issued. The Poseidon was in the process of loading American wheat for Germany before MTD pickets hit the bricks and halted all loading activities.

The reason for the picketing was that the Federal Government was not enforcing the 50-50 law and had let foreign ships grab up 91,000 of the first 100,000 tons of wheat being shipped to Hungary.

As a result of the picketing, Commerce and Labor Department officials asked SIU representatives to meet and discuss the waiver policies of the Federal Government as far as the 50-50 law is concerned. The result of this meeting and other pressures building up within American maritime interests, was that the Commerce Department has notified all exporters that they must give 30 days public notice that they are seeking American-flag transportation for an American financed wheat cargo before they are

allowed to seek out foreign-flag ships to haul the cargo. If this practice is adhered to, it will mean that grain exporters will not be able to engage foreign-flag ships to haul American financed wheat cargoes to Soviet bloc countries when American-flag ships are available to haul the tonnage. If the government does what it says it will, the result could mean added jobs for SIU men and other American seamen.



By Al Kerr, Secretary-Treasurer

SIU men have just wound up the first full year in which they've been able to collect vacation pay at a rate of \$800 annually. The \$800 rate covers all seetime since October 1, 1962 aboard SIU-contracted ships and therefore became collectible for the first time at the beginning of 1963.

For the 11 months through the end of November, 1963, Seafarers have received the total of \$4,916,666.42 in vacation benefits. The \$5-million mark was passed early in December, but we don't have final figures on last month's payments yet.

It's interesting to consider that the figure for the vacation benefits paid in one single year nowadays amounts to almost 20 percent of all the vacation money paid out by the SIU since the whole program began years ago. Of course, the \$800 rate payable today actually is more than 5 times the \$140 annual vacation rate we started with in 1952.

The SIU Welfare Plan is also paying out more than ever before in cash benefits, to the tune of just over \$300,000 per month for the 11 months that ended in November '63. Total cash welfare-pension payments to members and their families for January-November last year amounted to \$3,357,301.32.

### \$9 Million Paid

While many of us tend to discount the importance of these benefits, you can't too easily disregard what will probably amount to \$9 million in cash payments for all of 1963 from these programs. The figure of \$9 million is a lot of money and benefits in any man's language.



The plan for the reorganization of the bankrupt Bull Line companies is still very much alive, despite obstacles that have developed from time to time. It is still hoped to get the rest of the idled ships back in operation under a trustee arrangement. Most of the other ships have been taken over by various SIU operators.

This week, at a court hearing in New York on January 7, the Marine Midland Bank objected to the proposed plan of reorganization, namely for the reason that the

# US Probing 'Conspiracy' Deal In Foreign Grain Shipments

WASHINGTON—The Justice Department is now involved in the investigations concerning the diverting of US surplus grain earmarked for Austria to other European countries, including East Germany.

The interest of the Justice Department was disclosed in a report of a House Appropriations sub-committee. The Congressional group named several US commodities dealers who, following an investigation, are considered to "at least have had knowledge of the diversion, if not an actual party to the conspiracy."

The "great grain robbery" apparently began with a wholesale collusion on the part of various Austrian and German grain dealers when the US made arrangements with the Austrian Government to ship surplus grain to them in exchange for strategic minerals. The cost of the grain to the Austrians was to be slightly under the world price of grain.

It was an "open-end" agreement, so that Austria could purchase the

grain elsewhere and barter with the US. No other Western European country was, at the time, eligible for such an agreement.

Although the first suspicions of the conspiracy, which saw 10,000 tons of US grain diverted to East Germany, came from an agriculture attache in Vienna, the SIU and other unions has repeatedly charged that there were abuses in the bidding procedures and chartering of vessels for the grain shipments.

The attache in Austria, Norris Ellerton, noted both that Austrian figures for grain received did not tally with figures issued by the Agriculture Department as representing the amount of grain shipped by the US; and that the amount cited by the USDA—1,010,380 tons—was far too much for the Austrian population of some 7 million to consume.

He reported his findings to the Department of Agriculture here, but an investigation was slow in coming. Finally the House stepped in, and now the names of five US companies who possibly either knew of, or were themselves involved in the grain conspiracy have been named. The companies held to be possibly implicated are the C. B. Fox Co. of New Orleans, Cargill, Inc., of Minneapolis, Louis Dreyfus of Baltimore, and Bunge Corp., Continental Grain Company and Garnac Grain Company—all of New York.

The sub-committee finding, it

was noted, meant that loss would now be turned over to the Justice Department for a thorough investigation. Both the Austrian and German Governments are investigating several grain companies in that area which have been charged with selling the grain—most of it in West Germany.

## Johnson Aims To Uphold US Ship Strength

WASHINGTON—President Lyndon Johnson has expressed his interest in a strong American-flag merchant fleet.

The chief executive requested that the Navy and Commerce Departments provide him with a report and recommendations to the end that there be no depreciation in our maritime strength. He said that he "recognized the obsolescence problem in ships."

President Johnson's attitude was made known as a result of a letter he had sent to the chairman of the Board of the New York Shipbuilding Corporation, Robert Harvey, who had stressed the aging character of the US shipping fleet and the need to maintain a strong merchant marine.

## THE INQUIRING SEAFARER

QUESTION: Do you think a seaman should stay single or get married?

**Vincent Josephs:** If a seaman gets the right kind of woman there's no problem. My wife understands that being a seaman is my life, so there's no problem when I'm away. This understanding should be made before a seaman marries a woman or else he may be in trouble later on. I think everybody should get married.

**John Vargas:** It's rough for a seaman to be married because he has to be away from his family for such long periods. My children are very small now, so it's not too much of a problem. But I imagine when they get a little older they'll be calling for daddy when I'll be on a ship a couple of thousand miles away.

**Joseph A. Kestlar:** I don't think a seaman should get married. What kind of family life can he have when he's away from his family so much. Your kids don't get to know you when they're young, and when you go home after a long trip you're a total stranger to them. A seaman's life is just for a seaman. By the way, I just got engaged.

**Leo A. Karttunen:** I'm a married man and I know that my wife gets very lonely when I'm away at sea. My daughter is only two months old so there's no real problem now, but I think when she gets older I'll have to give it more thought. I've been a seaman for 25 years now and it's the only livelihood I know.

**Paul Butwell:** I think going to sea is a good occupation for a single guy who wants to build up a little nestegg before he gets married. Once he gets married, the job creates a lot of problems and is a hardship on all those involved. But I guess if you have the right woman this can be worked out all right.

**Samuel G. White:** Marriage is a wonderful institution for any man. If a man and woman have good intentions, it doesn't make any difference if he's a seaman or not. I think that the mother is the trainer of the children and the father is the provider. If a man makes a living for his family by going to sea, then it should be understood that he's providing for the family in the best way he knows.

## SIU Welfare, Vacation Plans

Cash Benefits Paid — November, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits .....	8,283	\$ 73,037.53
Death Benefits .....	16	29,710.30
Pension-Disability Benefits .....	509	76,350.00
Maternity Benefits .....	52	10,009.60
Dependent Benefits .....	1,136	77,899.53
Optical Benefits .....	355	4,476.33
Out-Patient Benefits .....	3,133	24,978.00
Vacation Benefits .....	1,313	429,138.92

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 14,797 \$725,600.21

## The Great Lakes



By Al Tanner, Vice-President, Great Lakes Area

With the close of the 1963 shipping season, the Great Lakes SIU membership can look back upon an extremely good year. Shipping was good from the first day of fit-out to the last day of lay-up. Jobs were available in all ratings in all departments, with rated men spending no more than one or two days on the beach. The turnover of jobs was partly attributed to a greater number of men taking advantage of mid-season vacations guaranteed them under their SIU contract.

During the 1963 season, deep-sea vessels paid off and signed on in Duluth, Chicago, Toledo and Detroit. We are looking forward to an even greater number of deep-sea ships to appear on the Lakes in 1964.

**Shipping In All Ports, 1962-1963**

PORT	1962	1963
Alpena	434	569
Buffalo	680	610
Chicago	426	455
Cleveland	435	451
Detroit	2,365	2,318
Duluth	274	292
Frankfort	1,481	1,846
<b>Total</b>	<b>6,145</b>	<b>7,041</b>

**New Contract Signed.** With the signing of a new standard Great Lakes contract, effective July 15th, 1963, the Great Lakes Seamen's Welfare Plan was merged with the Seafarers Welfare Plan. The new welfare plan gives greater coverage to members and their families, embracing hospitalization, pension, sickness and accident benefits, increased maternity benefits, a new optical program, along with a new scholarship program. Recently the "in-hospital" benefit procedure was revised permitting all eligible members to be paid \$56.00 per week in cash while laid up as in-patients.

**Closing Halls For Winter.** The Duluth, Alpena and Cleveland halls have been closed for the winter months, and will be reopened for registration prior to fit-out in 1964. Arrangements have been made in these ports for winter meetings and for servicing the members on welfare problems.

**Organizational.** The Great Lakes District has been assisting the SIUNA Transportation Services & Allied Workers' organizing drive in the Detroit area. At the City Cab Company, some 200 taxi drivers won an NLRB election, but could only bring the company to the negotiations table by calling a strike. The negotiations broke off after the company's refusal to agree to hospitalization coverage for its employees. City Cab also refused to agree to a fair percentage of bookings for the drivers.

Checker Cab Company drivers still are anxiously awaiting their NLRB election, while an NLRB election order is held up by the courts. The case is now being appealed in the 6th Circuit Court in Cincinnati, Ohio, and will involve 2,000 drivers. TSAW Local 10 at present holds NLRB certification for all of the Checker Cab Company garage workers.

**Tug & Dredge Section.** The Great Lakes Tug & Dredge membership has wound up a very good year, with Chicago a focal point. The new Job Security Program has greatly improved the job opportunities and job security of the membership. During the 1963 season the following new companies signed contracts:

Allied Dredge, Toledo; American Dock Construction, Cleveland; Barnaby Towing, Chicago; Construction Aggregates, Chicago; Hurley Construction, Minneapolis.

Contract negotiations are in progress with Sinclair Refining Corp. of Chicago and a new contract with Great Lakes Towing Company calling for a pay increase retroactive to April 1, is pending membership ratification.

**Legislative Activities.** The vigorous opposition against the Bonner

Bill, which was led by the SIU, is a heartening signal of this union's strength. The SIU's fight against the proposed legislation, which would have curtailed the right of maritime unions to strike, ended successfully when the Bonner Bill died in the House of Representatives. It seems likely that if any similar legislation is proposed, Seafarers will be able to meet it, and beat it, with the same ability they have demonstrated in the past.

The long-awaited aid to the Great Lakes merchant fleet, in the form of Federal subsidies, may finally be here. A detailed study of Great Lakes shipping problems has already been submitted to Representative James Roosevelt, (D-Calif.) in the House. It is hoped that before too long Congress will take notice of these problems and solve them in a way that will create more job opportunities for Seafarers on the Lakes.

The same action is taking place in the US Senate. The Bartlett Bill, sponsored by Sen. E. L. Bartlett (D-Alaska), calls for ship construction subsidies for vessel owners as a way for the Great Lakes maritime industry to compete with low-grade foreign labor and shipyard materials.

Michigan's Sen. Phillip A. Hart is doing his part in insuring the prosperity of Great Lakes Seafarers in 1964 by starting an investigation of the "rate war" which he says is slowing the growth of American ports on the St. Lawrence Seaway. If Hart's investigation proves successful, discriminatory rate policies of shippers will end and, simultaneously, new jobs will open for our Great Lakes members.

## Rail Unions Fight Train Crew Cuts

**ALBANY** — Railroad unions of the AFL-CIO will intensify their efforts to block repeal of the full-crew law, which specifies the minimum size of crews operating railway trains in the State of New York.

In pressing their all-out fight to keep the law, the railroad brotherhoods will have the backing of the New York State AFL-CIO.

The unions' efforts to block repeal of the full-crew law was announced after Governor Nelson Rockefeller revealed that he will urge that the law be removed from the statutes. Gov. Rockefeller made a similar proposal in behalf of the railroads and against the railroad unions three years ago.

### Wants RRs to Call Shots

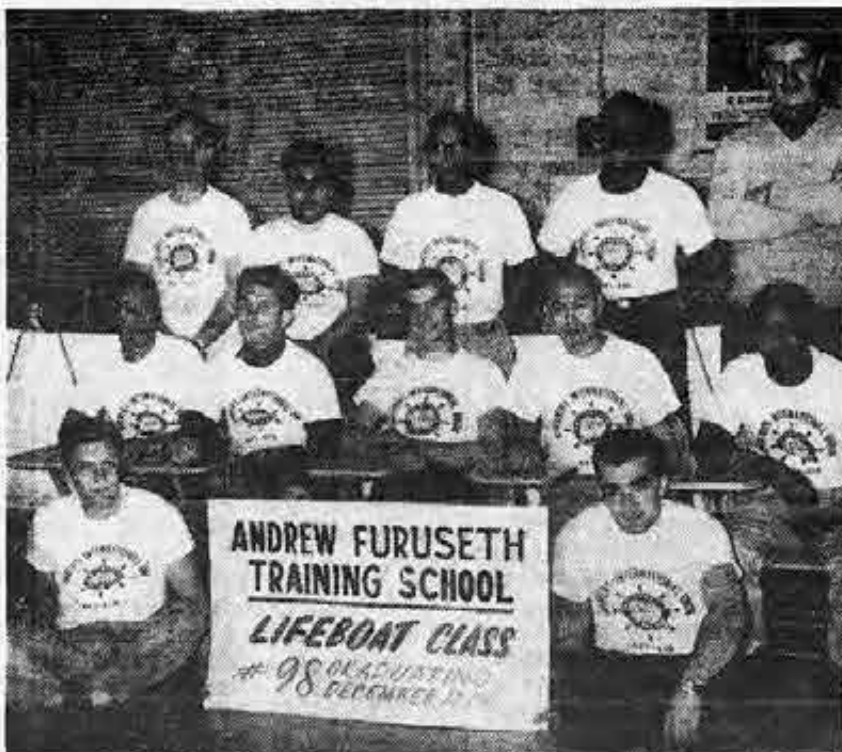
In his annual message to the legislature here this week, Rockefeller said that a National Arbitration Board decision calling for a gradual reduction in the size of train crews could not be implemented unless the railroads could specify the size of the crews for themselves.

However, four of the railroad unions—the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen & Enginemen, the Brotherhood of Railroad Trainmen and the Switchmen's Union of North America—have filed a joint suit in Federal Court, challenging the legality of the arbitration panel's decision.

The decision could eliminate 90 percent of the firemen from diesel freight yard service. The court is expected to announce a decision on the rail unions' suit within ten days. The railroads contend that the great majority of the men are not needed to operate the trains but the unions maintain that they are necessary for safe operations.



## Lifeboat Class No. 98



Latest SIU lifeboatmen's training class proudly poses for "graduation" memento at SIU headquarters in New York. Successful class includes (front, l-r) John Coates, William Cooper; middle, Rufino Lara, Richard Rodgers, Edward J. Cleary, Chen Kung Zai, Horace Davis, Jr.; rear, Sydney C. Nelson, Carlos Rodriguez, Manuel Pinto, Albert Mallory and instructor Arni Bjornsson. The class is the 98th to complete the training program for safety in boat-handling.

## The Pacific Coast



By E. B. McAuley, West Coast Representative

Another "first" got underway on this coast last month, when the containership Elizabethport sailed from Oakland to Puerto Rico with the first successful haul of California produce directly to Puerto Rico under controlled atmosphere conditions. The experimental shipment consisted of two vans of mixed produce including both fruits and leafy vegetables.

Both of the vans had mechanical refrigeration, but one of them also utilized liquid nitrogen for a completely-controlled atmosphere within the container. Both vans arrived in Puerto Rico in good shape. The produce in the van with the controlled atmosphere was of such high quality that Sea-Land has announced plans to make controlled atmosphere service available to Puerto Rican importers and exporters on a regular basis.

The Iberville took on a full crew in Portland on January 4 to resume its regular Far East run to Japan, Korea and also some West Coast ports. The Long Lines also left for Honolulu the other day and will start laying an \$18 million cable in three stages. In the first stage the ship will lay a 2,000-mile section from Oahu to a point beyond Midway. Then the ship will return to Honolulu for another 2,000-mile section of cable to be put down as far as Guam. The third section of the cable will be picked up in Yokohama to cover the final 1500 miles from Guam to Japan.

The San Francisco Maritime Trades Port Council will conduct its elections here on January 15. SUP Secretary-Treasurer Morris Weisberger is at the helm of the port council now, and it is assumed he will continue in that capacity.

The word around the San Francisco hall is that "Chuck" Allen is still in the hospital with a hernia, and Sixto Escobar, whom a lot of the fellows remember as an old-timer in the steward department, is still unfit for duty and is now an outpatient. "Whitey" Lewis, the ex-New Orleans electrician, also is in the hospital here and was supposed to be operated on January 8.

Other news here is that "Red" Bent is sitting for his 3rd engineers' license, and that Gene Flowers, deck maintenance, just signed aboard the Steel Admiral for a round-the-world voyage. That leaves such oldtimers on the beach as bosun John Spuron, who hails from Baltimore and makes San Francisco his home; Tony Lalli, that chief cook of renown; Harold King from "Newfie," who sails as oiler, and Vic (Scotty) Harding, bosun.

We have nothing to complain about in San Francisco because shipping has been fairly good, and the outlook is fair for the next couple of weeks.

Shipping also is fairly good in Wilmington, where we've got quite a few well-known oldtimers on the beach, including bosun Bjorn Granberg, Pat Powers and Pat Connolly. A number of the fellows on the beach had a sad duty to perform in attending the funeral of SIU pensioner William Hendershot, who died at the USPHS hospital in San Francisco on December 31 after a brief illness. Bill just went on pension, as reported in the last issue of the LOG.

Some of you fellows probably read in the newspapers about Harry Shonning, an SIU fireman-watertender, who was killed in a spectacular auto accident that sheared off a power pole. The accident made all the papers in the Los Angeles area.

In a couple of days the elections for the Southern California Maritime Port Council will take place. Gordon (Blackie) Ellis, the SUP

agent, is the president now, and Bill Buttram of MEBA is vice-president. The other officers are Bob Nelson of NMP and Al Wearing of the SIUNA's IBU of the Pacific.

An AFL-CIO organizing conference will be held in Los Angeles on February 1, under the sponsorship of the LA County Federation of Labor. John W. Livingston, who is the director of the Department of Organization of the AFL-CIO, is going to be one of the main speakers.

Shipping in Seattle is moving along pretty well, due to the movement of a lot of grain through Portland. The Longview Victory has been taken over on a long-term charter by Pacific Navigation for service to Guam and the Far East. The Longview was laid up for several months, but recently took on a full crew out of Seattle. The Antinous, Lisa B and the Zephyrhills are laid up in Portland, but will be crewed out of Seattle. The Zephyrhills paid off in Portland on January 3 after an eight-month voyage. This is the ship that laid on the hook at Yokohama for some 70 days, and nobody knows just why. Some of the oldtimers we've seen on the beach in Seattle are chief steward John Hauser, bosun Jack Ryan and "Sherty" Lougides, deck engineer.

## CG Upholds Sentence In Tug Sinking

**NEW YORK** — The Commander of the Third Coast Guard District here has upheld the sentence handed to Coast Guardsman Harry D. Lane, 22, by a recent court martial. Lane, of Poughkeepsie, New York, was jailed for sinking his own ship.

Rear Admiral Richard M. Ross ordered Lane to begin serving the nine-month sentence the court had ordered.

In its finding, the court had charged Lane with negligently causing \$750,000 in damage to the 205-foot ocean-going tug Tamaroa. He had been additionally charged with causing \$220,000 damage to a floating commercial drydock by opening valves controlling its floodgates.

While serving the nine-month-sentence, Lane will receive no pay, and will emerge from the US Navy's Disciplinary Command at Portsmouth, New Hampshire, as a seaman recruit. He had been a bosun's mate, third class.

Although there will be no appeal of the sentence, Lane's case will receive still another review, this time by either the General Counsel of the Treasury Department or by a three-man board of Coast Guard legal officers in Washington.

The Coast Guard announced the opening of bids soon on work to restore the Tamaroa to full commissioned service. She is valued at \$1.1 million.

# US Consumer Aide Named By President

JOHNSON CITY, Tex.—President Lyndon B. Johnson believes that American consumers need a better break and he has named Assistant Secretary of Labor Esther Peterson to represent them as a special aide at the White House.

The job comes as a signal honor to organized labor, since Mrs. Peterson, who was named Chief of the Women's Bureau and Assistant Secretary of Labor by President John F. Kennedy, comes from a labor background.

Originally a teacher, Mrs. Peterson worked for the International Ladies Garment Workers, the Amalgamated Clothing Workers, represented the American trade union movement abroad where her husband was stationed as a member of the State Department, and worked closely with the Swedish Confederation of Trade Unions and the International Confederation of Free Trade Unions.

Mrs. Peterson's last position with the labor movement was as legislative representative of the AFL-CIO Industrial Union Department. Her husband, Oliver A. Peterson, is a labor adviser in the State Department's Bureau of African Affairs.

While retaining her present post in the Department of Labor, Mrs. Peterson will direct a consumers affairs office in the White House in order that the Johnson Administration will be in a position to give the consumer prompt government protection when he needs it.

As director of the Women's Bureau, Mrs. Peterson has been deeply concerned with women's problems and has represented the Department of Labor at Congressional hearings on legislation of interest to women in general and consumers in particular.

## The Atlantic Coast



By Earl Shepard, Vice-President, Atlantic Area

### Outlook For Shipping Holds Good

New York shipping was exceptional over the past month and at this point indications are that there will continue to be good shipping out of headquarters. During December we shipped as many as we registered, and for the two-week period up through January 3 we paid off 20 ships, signed on 5 and had 18 vessels in transit for a total of 43.

During the month pickets were used in Albany by the Maritime Trades Department to tie up a West German ship, the Poseidon, which was loading American wheat for Hungary. Although an injunction was served against the picketing, it did result in a tightening of Government procedures for the grain movement to Communist bloc nations.

Our fight with Jimmy Hoffa does not mean that we do not have friends among the Teamsters. We gave Teamster Local 813 our full support in the recent strike of sanitation drivers here in New York. We also worked with the Retail Clerks in their fight to win contracts with employers in the New Jersey area.

Some of the men on the beach in New York include Fred Hartshorn who paid off the *Thetis* last October and says that if every ship was like her, "all Seafarers would be living in Paradise." Fred says that the food was great and that there was good cooperation between officers and unlicensed personnel. We've also been seeing a lot of John Nash around New York. John signed off the *Beaugard* last month and says that on the way to Puerto Rico they picked up two Cuban refugees. Bobby Edwards, who sails in the engine department, paid off the *Midland* around Christmas time and says the ship was a real good feeder and that the trip to Alexandria went very smoothly.

#### Baltimore Reports

Shipping was active in Baltimore during December and the future looks even better. The *SIU* ship, the *Rio Grande*, rescued over 75 survivors from the Greek ship *Lakonia* when it caught fire in the Atlantic. The *Rio Grande* paid off in Baltimore on January 6 and *SIU* members on the vessel had plenty of stories to tell about the rescue.

Men on the beach in Baltimore include Ray Schrum who paid off the *Natalie* recently and said that it had "one of the best steward departments that I have seen in some time; especially the baking." Roland Muri has also been

seen around the Baltimore hall lately. He was on the *Bethlor* in October when the vessel picked up three Cuban refugees from a drifting boat. Another frequent visitor to the *SIU* hall in Baltimore is Red Harris, who had been on the *Venore* for months. Red says they had an uneventful trip to Egypt, but that engine trouble brought the *Venore* to a halt for a day and a half near Gibraltar.

Shipping was on the slow bell in Philadelphia for December but chances look good for an upsurge in future months. *SIU* port representatives were present at the funeral of Cong. William Green who died last month. The *SIU* also offered its assistance to the Operating Engineers who are on strike in nearby Camden. There were no beefs reported from this port.

Many compliments are being heard around the hall about the welfare and pension plans. Esteban Oquendo, who has been a full bookmember since 1944, was in the Philly hall recently and commented on how the *SIU* was "constantly upgrading its welfare programs."

In Boston, shipping has remained on an even keel, with quite a few pensioners seen around the hall reminiscing about the old days. Sam Bayne, who has been on pension since last November, still comes around to the hall for his daily game of cards.

#### New Norfolk Hall

Seafarers who have been to the new Norfolk hall have really been buzzing about the beautiful facilities there. The *SIU* has been shipping out of there since the beginning of November, and there are complete recreational facilities and a 40-car parking lot in case you're thinking of dropping by. Among the oldtimers who have been shipping out of Norfolk recently are John Harris, who's been sailing with the *SIU* for 20 years; William Kuhl, who last signed off the *Monticello Victory*, and Bill Meehan, who's been sailing on *SIU*-contracted ships for the last 17 years. It could be that these oldtimers can smell good shipping, because Norfolk has been a pretty active port for the last month.

Any of you *SIU* members who have been reading the Puerto Rico newspapers know about the complimentary remarks that were made about the automation conference the *SIU* co-sponsored in San Juan. *SIUNA* President Paul Hall spoke at the conference which was attended by labor, government and business officials from the US, Puerto Rico and all over the Caribbean.

# Bars Jailing Of Dockers Backing Canada SIU Beef

CHICAGO—The US Circuit Court of Appeals has blocked the jailing of 244 members of ILA Local 418 who had refused to handle vessels of Upper Lakes Shipping Ltd. of Canada.

Judge John S. Hastings issued an order staying a district court judge's order while the longshoremen's case is appealed to the higher court. Last month, District Court Judge James B. Parsons ruled that if Local 418 of the International Longshoremen's Association did not pay a fine of \$41,800, or post an appeal bond of the same size, he would order the arrest of all of its members.

In setting aside Judge Parsons' order indefinitely, Chief Judge Hastings gave the National Labor Relations Board, which is prosecuting the case, until January 9 to submit an answer to the union's appeal for an indefinite stay.

The situation is the result of the longshoremen's continuing refusal to touch ships of the Upper Lakes

concern, because the company is using scab crewmembers of the Canadian Maritime Union in place of the crews of the Seafarers International Union of Canada. The *SIU* of Canada previously had a contractual relationship with the company.

The longshoremen's support of the *SIU* led to hearings by the NLRB, which sought an injunction to force the longshoremen to load the Upper Lakes vessels. Judge Parsons issued the injunction ordering the men to load while the board held its hearing.

ILA officers have requested the individual longshoremen to load but the men refused right on through the end of the Lakes shipping season. The entire case is presently on appeal.

## The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

### Big Snow Blankets The Gulf Area

New Year's week was the week of the "Big Snow" in the East Gulf. A freak storm moved in on the last day of the old year and covered the Louisiana, Mississippi and Alabama coasts with a blanket of white.

The storm established a record for the heaviest snow of this century in many coastal areas. In New Orleans, snow started falling shortly before 3 AM on December 31 and continued until 9 PM of that date. The snowfall was measured officially by the US Weather Bureau at 3.8 inches. A six-inch fall was reported at Slidell, La., on the north shore of Lake Pontchartrain near New Orleans.

Mobile reported 2.5 inches of snow. Those who watched the telecast of the Sugar Bowl game in New Orleans which, incidentally, was won by Alabama 12 to 7 over Mississippi, witnessed the strange sight of a snow blanket around this area.

The attention of Seafarers on the beach in New Orleans has been focused on the Democratic runoff primary in which former Mayor and US Ambassador Chep Morrison is seeking election to the Governor's office over John J. McKeithen. The election is scheduled for January 11.

Vic Miorana is whiling away time on the beach profitably by driving a sound wagon for one of the legislative candidates from the district that includes the French Market, which is Vic's old stamping ground.

Henry St. Germain came over from Tampa before the holidays just in time to hit the biggest daily double of the season at the Fair Grounds (\$1,194.00) and ship out on the South American run via Delta Lines.

Some of the other oldtimers ready to ship out after spending the holidays on the beach in New

Orleans are Keith (Honolulu) Winsley, Blackie Foster, Bob Creel, Jack Procell and Francis Peredne.

The news from Port Arthur via Houston is that the *SIU* Inland Boatmen's Union won an NLRB election giving the Union representation rights in Texas Marine Fueling Company. As this column was written, certification had not yet been received from the Labor Board, but this should be a routine matter. This company operates two tugs in the Port Arthur area.

#### Election Win

A couple of veteran Seafarers who are now making the job calls at Houston and are ready to catch the first ship out are W. D. Yarbrough, who sails chief steward, and J. E. Parks, who is looking for a bosun's job.

Mobile has settled down to the usual routine after a pre-Christmas surge in shipping.

Charlie Stringfellow, who has made many friends during the many years he has sailed as chief steward, is on the beach convalescing from a heart condition. He is waiting for a report from the doctor on whether he can get a "fit for duty." Although Charlie has plenty of seetime for retirement, he likes the active life and would prefer to keep shipping although he is happy to have the sense of security afforded by the *SIU* pension program.

Another well known Mobilian, Al Eby, says he is ready to grab the first fireman's job that hits the board after enjoying Christmas.

# Russ Brandon Dies At 54; Headed CS Labor Relations

NEW YORK—Russell H. Brandon, a trustee of the Seafarers Welfare Plan and other Union benefits plans for many years and Industrial Relations Director of the marine division of Cities Service Oil Company, died in New York on January 1 at the age of 54.

Brandon had for many years been one of the company trustees on the joint *SIU*-shipowner boards of trustees for the various *SIU* benefits plans and had participated with Union representatives in developing the present-day welfare, pension and vacation programs that were originated over a dozen years ago.

He had been employed at Cities Service Oil Company for the past 34 years. He started at the company's East Chicago refinery in 1929, rose through the ranks and was appointed the marine division labor director in 1951.

Brandon was born in Wayne, Okla., and attended Oklahoma A. and M. University.

Services were held at the First Congregational Church of Park Ridge, New Jersey. Interment took place at the George Washington Memorial Park in Paramus,

New Jersey. *SIU* representatives attended the funeral services.

A resident of Woodcliff Lake, New Jersey, Brandon is survived by his wife Freida, two daughters, Mrs. Peter Solona and Beth Brandon, a brother Illard, and a grandchild.

### File Complete Minutes' Form

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



Brandon

### On Deck



Discussion on union pension plans at Monday's *SIU* headquarters membership meeting included oldtimer James Purcell as a participant. Purcell recently retired on *SIU* pension.

# House Group Will Resume Hearing On Medicare Bill

WASHINGTON—Hearings on a bill to provide medical care for the aged through Social Security are scheduled to reopen January 20 before the House Ways and Means Committee. The hearings were adjourned on November 22, 1963 upon news of the assassination of President Kennedy. The bill is strongly supported by the AFL-CIO.

Chairman Wilbur D. Mills (D-Ark.) said the committee would hear only the witnesses who were scheduled to testify in November. They will have the same time allotted to them.

The shorter hearings were urged by Sen. Stephen Young (D-Ohio) in a speech in the Senate. He declared that there are already four volumes of testimony compiled and additional hearings would be a stalling tactic. Young urged the committee to report the labor-backed bill to the floor whether it was approved by the committee or not. This would give the House its first chance to vote on the proposal.

Meanwhile, a group of six Republicans, headed by Sen. Jacob K. Javits (R-NY), is planning to introduce a medical care program of their own combining the Social Security and private approach to hospital and medical insurance for the aged.

In the announcement of their plans, the group said that their bill will be based on the recommendations of the National Committee on Health Care of the Aged which reported to President Kennedy only a week before his death.

The proposed legislation would provide for hospitalization, skilled nursing care and home care for

all citizens over 65 under Social Security financing and in the case of those not under Social Security, from general tax funds, Medical, surgical and other health care needs, supplemental to Social Security benefits, would be provided under a private insurance pooling arrangement.

"The plan," according to its proponents, "would make full use of the private sector, by allowing

health insurance firms to pool their risks in providing care at minimum cost, and also provide the opportunity for state and private organizations to help administer the program.

"We feel that the health care needs of our 18 million citizens over 65 have been too long neglected and that the Congress must resolve this problem in 1964," the announcement said.

## San Juan's The Place



Deck delegate A. Henning (right) huddled with SIU Port Agent "Red" Campbell in San Juan aboard Sea-Land's container ship *San Juan* while the big ship was in Puerto Rico last week. The scene was recorded by lensman J. Coyle.

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

By Sidney Margolius

### Clorox Is Good Brainwasher; Ads Keep Price Up High

For a long time this department has been trying to tell readers that all the liquid chlorine bleaches are the same. If you look at the small print on the label, you will see that they have the same active ingredient of 5.25 percent sodium hypochlorite.

Yet most people buy Clorox and pay 11-20 percent more for it than the identical other liquid bleaches on the market. This is a startling example of the psychological effect of advertising. Several times wage-earners have told us that they tried to tell their wives Clorox was the same as the lower-priced bleaches. But their wives insisted that Clorox is better. Among its other uses, Clorox has been an effective brainwasher.

Now the Federal Trade Commission has issued an unprecedented anti-trust decision ordering Procter & Gamble to dispose of the Clorox Company, which it had acquired in 1957. The FTC declared that the mass advertising for Clorox had served (1) to dominate the bleach market and impair competition, and (2) to keep the price high.

In other words, the heavy advertising made possible by a dominating big company (one of the two biggest-spending advertisers in the country), had given Clorox a virtual monopoly on the sales of this type of product.

It could not even be claimed that the monopoly or domination of the market benefited the public by effecting economies in distribution. Clorox costs more, not less, than the identical other liquid bleaches such as Purex, Rose-X, Co-Op, Bright Sail and other various regional brands.

Clorox, of course is only one of many examples of similar products costing more under a well-advertised name than under a retailer's own brand name, or other less-known brand. Several surveys have shown that moderate-income people, especially, tend to select products with highly-advertised names.

Our experience is that wage-earners rely on advertised brand names because they often do not trust their own judgment in choosing among different products, as much as do more well-to-do families or those with more education. The moderate-income families unfortunately do not even seem to

take as much care in reading labels on products, or don't understand the obscure language of the labels. For example, the amount of "active ingredient" is all that counts. "Inert ingredients" merely means the vehicle or carrier for the active or useful ingredient; often, merely water.

Another notorious example of domination of a market by a heavily-advertised brand name, even at higher prices, is our old friend Bayer Aspirin. This example needs to be brought up again because Bayer currently is advertising over and over on TV that Government tests showed no other products is more effective than Bayer. What the TV ads don't say is that the tests also showed that Bayer is no more effective than the others. The tests, which included Bayer, St. Joseph, Bufferin, Excedrin and Anacin, found no important differences among them in either speed or duration of pain relief. The price of aspirin and aspirin products ranges all the way from 15 cents per 100 tablets, to \$1.50 per 100.

One of the most ludicrous examples of a manufacturer claiming special value for a product under one name is the recent incident involving the FTC and Borden's evaporated milk. Borden has been charging retailers more for canned milk sold under the Borden name than for milk of like grade and quality sold to retailers for resale under the store's own brand names. The FTC said, in effect, no, you can't charge one dealer less than another for the same product. But Borden insists that although the two brands of evaporated milk "physically were the same," they were not really the same; that the Borden name altered the "grade and quality." But the Federal Trade Commission refused to be Cloroxed.

Perhaps the most devastating recent example of how ads raise prices is TV-advertised toys, as many parents who just went through the Christmas shopping season must realize. Art Linkletter, a toy merchandiser as well as TV star, reported, according to "The New York Times," that television advertising costs are so "tremendous" that toys costing the manufacturer \$3 or \$4 to produce, go on the market for about \$18 or \$20.

We've got "Pay TV" any way you look at it,



## Beef Box



By Bill Hall, Headquarters Representative  
and Robert Matthews, Vice-President, Contracts

### Transportation, Port Of Engagement

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

We recently received a letter from Brother Charles W. Lane, ship's delegate on the tanker *Orion Hunter*, which posed several questions that arise from time to time.

**Question No. 1:** In the sentence "However if you are paid off in Japan, the crew will be repatriated to the original port of engagement, as per contract," does the "original port of engagement herein stated refer to the time and place the vessel signed the original articles (Dec. 28, 1962, in New York) or to the port where the individual seaman was hired to engage the vessel?"

**Answer:** The port of engagement would be the original port that the seamen actually shipped from to go aboard the vessel. In other words, if you shipped on a vessel at the port of San Francisco and signed foreign articles in the port of Wilmington, your port of engagement would be the Port of San Francisco.

**Reference:** Standard Agreement, Article II, Section 56—Return to Port of Engagement—sub-section (b): "The port of engagement of the seaman is the port in the con-

tinental United States where he was first employed by the company for the vessel involved. It is agreed that where a seaman quits and a replacement is obtained in the continental United States port, the replacement's port of engagement shall be the same as the seaman he replaced except that the replacement would be entitled to transportation to his port of engagement if the ship is laid up and he is laid off."

The delegate raises a second question by stating the following example:

**Example:** Seaman John Doe is hired at his home shipping Port of San Francisco on June 1, 1963, replacing an original crewmember paying off at mutual consent. He is flown to Japan to engage vessel and at the termination of the articles is repatriated to an east coast port (NY). Is he entitled to transportation to San Francisco?

**Answer:** Yes, his original port of engagement would be San Francisco inasmuch as he replaced a man who left the ship in a foreign port instead of a continental United States port.

**Question No. 2** actually is this: In the event the ship pays off in Japan and the crew is repatriated to San Francisco, is John Doe entitled to transportation to the ship's original port of engagement (NY)?

**Answer:** Yes. As his original port of engagement was New York, he would have to be brought back to that port.

**Reference:** The same as above.

**Question No. 3:** Must crewmembers at the termination of the articles in a foreign port accept the company's means of transportation, if a seaman decides to stay abroad for an extended vacation, etc., and has necessary documents to satisfy all authorities? Can the man demand cash in lieu of transportation?

**Answer:** No. They are not required to pay you cash. All the company is required to do, as per the contract, is to bring you back to your original port of engagement in the US, either by nothing less than second class passage, if repatriated on another vessel other than one owned by that particular company, or nothing less than the equivalent to a regularly-scheduled flight by plane. The member has his choice.

**Reference:** Standard Tanker Agreement, Article II, Section 14—Repatriation, Upkeep and Transportation, sub-section (a), second paragraph: If repatriated on a vessel of the company, he shall be signed on as a non-working workaway. If repatriated on a vessel of

another company, he shall be given not less than second class passage. In the event he is given less than second class passage on a vessel of another company, he shall be given the cash difference between the passage afforded and second class passage. The seaman shall have the option of accepting repatriation by plane if such transportation is offered. Repatriation under this section shall be back to the Port of Engagement."

**Question No. 4:** In cases where men are replaced after the original articles have been signed, must the decision and the amount of transportation paid depend upon circumstances under which the replaced seamen have been repatriated?

Although the Persian Gulf has not been mentioned as a possible port of payoff it must be given serious consideration. The previous articles expired, and the replacements were flown to join the ship there. The doubts expressed at this point in the discussion are most pronounced.

**Answer:** No. The time aboard the ship would not be a factor as to the amount or type of transportation he would receive, regardless of what port he was flown to in order to join the ship. His transportation would be governed as to his original port of engagement when he was flown from the US.

**Reference:** The same as above.

**Kennedy Funeral**  
There have been questions noted in various ships' minutes and several letters have been received at headquarters regarding the following:

**Question:** Is November 25, 1963 (day of the funeral of the late President Kennedy) considered a contractual holiday . . . (a) at sea? . . . and (b), in continental US ports where longshoremen were knocked off or did not work?

**Answer:** The answer to both (a) and (b) is no, as this day is not a regular holiday that is repeated each year. Therefore, no overtime is payable for performing the regular routine duties outlined in the contract.

In addition to the above, some of the other brothers who were sent contract clarifications during the past few days were: Frank Gonzalez, SS *Eagle Voyager*; Joseph I. Briant, deck delegate, SS *Niagara*; Robert J. Goldy, SS *Orion Planet*; Albert A. Spanraft, engine delegate, SS *Aldina*; Richard J. Brown, SS *Pennmar*; James H. Maxey, ship's delegate, SS *Ponderosa*; James Morrison, SS *Columbia*, and Otis Hardin, ship's delegate, SS *Warrior*.

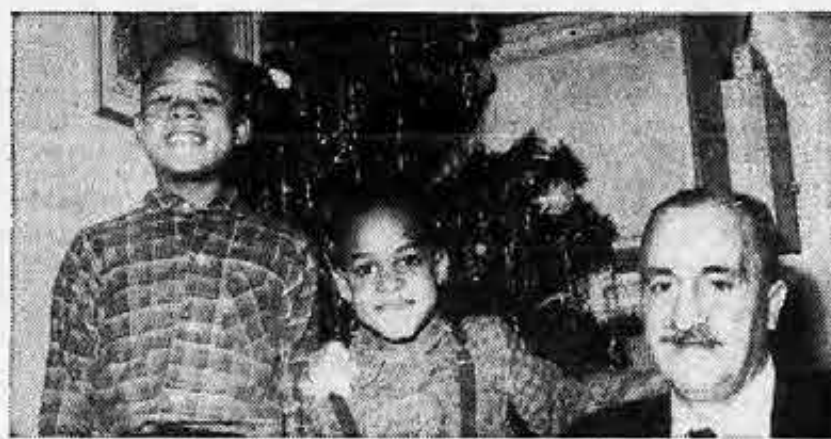




The children of SIU-affiliated Transportation Services & Allied Workers taxi men really had a romp at their yule party in Chicago. TSAW President Dominick Abata looks on (left) as two little girls chat with Santa. Later, at "twist-time," youngsters put on a show of their own.



Seafarer D. Militar and his wife (far side of table, extreme right) entertain their guests at the Sailors Union Christmas Day dinner in San Francisco. Smiling Mrs. Militar is holding son Roy, Jr. on her lap, as all enjoy the traditional turkey and fixings.



Seafarer Urho Saarinen brought neighborhood youngsters Dennis (left) and Kyle Burgess as guests at New York.



Seafarer Delmer Flynn was at sea on Christmas Day, but he was represented at the New York festivities by daughters Janet and Marlene. Others enjoying the holiday spread in headquarters cafeteria are (l-r) Philip Rondon, Inez Rondon and Albert Charcas.



At Chicago, Santa made the day complete by distributing prizes to the kids, who clutched them happily.



Christmas dinner was a family affair for Seafarer and Mrs. Ramon Olivera at the San Juan hall.



There wasn't the slightest chance of having a snowy Christmas in San Juan, Puerto Rico, but the SIU made it a festive occasion anyway. Included here at the San Juan hall are Seafarers Tony Acosta, Johnny Rios, Roberto Escobar, Ferdinand Prieto and Ramon de Jesus.



SIU hall in Norfolk sported a gaily-decorated tree and a real Santa for the delight of the youngsters, one of whom couldn't wait to have his picture taken with Santa.

# AFL-CIO Disputes Plan Effective, Report Shows

NEW YORK—The internal disputes machinery established by the 1961 AFL-CIO convention has demonstrated the value of mediation in settling disputes between unions, the Executive Council reported to the Federation's fifth convention here.

Noting that nearly 69 percent of the 222 cases filed under the disputes article since Jan. 1, 1962, have been settled in mediation, the Council said a similar proportion of settlements is expected for the cases now in mediation.

Disputes mediation has been handled by a panel of 60 leaders of affiliated unions, with David L. Cole as impartial umpire in cases referred to him. The Council noted that of the 222 cases filed, 126 have been settled in mediation; 29 are still in mediation; 58 were decided by the umpire, who also issued five fact-finding reports, and four cases still are pending.

During the operation of the plan, three unions were found in non-compliance and sanctions required by the plan were put into effect. One union, the Bookbinders, placed itself in compliance and sanctions were removed, the council reported. Sanctions are in effect against the National Maritime Union and the Journeyman Stonecutters.

The effectiveness of the internal disputes plan is attributable, the report noted, "to a high degree of cooperation among Federation affiliates in settling cases at the mediation level, and the high degree of competency" of the mediators.

The Executive Council subcommittee received 21 appeals from the umpire's determinations, of which 19 were denied, one with-

drawn and one referred to the council. The subcommittee also received 14 complaints of non-compliance with the umpire's decisions. It achieved compliance in six cases, found non-compliance in four, with four cases still pending.

## Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

### A Reminder About Saturday Hours

With the New Year here, Seafarers are reminded that the SIU clinics are now open six days a week to serve their medical needs while they are ashore in major US ports. The new Saturday hours are designed for their comfort and convenience, and should be utilized as much as possible.

A selection of medical news briefs is offered below, since much of this information is directly applicable to Seafarers and their families.

**SMALLPOX ALERT:** Foreign quarantine stations throughout the United States have been alerted to be especially vigilant in clearing travelers arriving from Budapest, Hungary, which was declared infected with smallpox on August 31, 1963, as announced by the Public Health Service. The source of the outbreak has not been determined nor has the number of cases been reported.

In addition, a case of smallpox, believed to have been contracted in Africa, has been reported in Zurich, Switzerland; another case in Budapest has been reported in Vienna, Austria. Hungary is the third European country to be struck by a smallpox outbreak in 1963. An outbreak in Stockholm, Sweden a few months ago took four lives; the current outbreak in Poland has, so far, resulted in seven deaths. Both the Swedish and Polish outbreaks were traced to Asia.

Surgeon General Luther L. Terry has cautioned that Americans who are planning trips aboard

should make sure they have recently been successfully vaccinated against smallpox. He has also recommended that anyone who has recently returned from a smallpox-infected area should see his physician at once if he suddenly becomes ill. The symptoms to look for are fever, aching, malaise, or a rash.

Public Health Service quarantine regulations require all travelers entering the United States to present a validated international certificate of vaccination against smallpox within the past three years. In addition, USPHS physicians and inspectors examine all arrivals for symptoms of the disease. Any traveler suspected of having smallpox can be detained for a period of medical observation until the danger of smallpox has been ruled out.

**INFECTIOUS SYPHILIS.** One thousand eight hundred and 90 cases of primary and secondary infectious syphilis were reported for the month of July, 1963. This represents an increase of 12% as compared to July, 1962, when 1684 cases were reported. The rise is consistent with the upward trend of reported cases of infectious syphilis, a trend which has been evident in the United States for the past six years. The national per annum increases during the

## Would Abolish Burial At Sea

NAPLES—An officer of the Italian Navy has asked for abolition of the practice of committing dead seamen to the deep, calling it a "cruel burial." Capt. Francesco Tolomeo contended that sea burial may have been necessary in the days of sailing ships when vessels were at sea for months at a time, but that today the practice is no longer justified.

Fast ships and frequent port stops make the difference, he said.

## Visitors In New York



A recent visitor to SIU headquarters, Seafarer Jerry Pow brought along his wife and two of their children, Susie, 8 (left), and Rose Marie, 5, from their home in Long Island City. Pow ships in the steward department.



By Fred Stewart and Edward X. Mooney  
Headquarters Representatives

## Danger Signs For Fire At Sea

The tragic burning of the Greek passenger ship Lakonia last month has again pointed up the ever-present danger of fire at sea. The Lakonia fire reportedly was started by a short circuit in overloaded electrical wiring. By a strange coincidence, the problem of electrical safety aboard ship was dealt with in the December 13, 1963 issue of the LOG, just ten days before the fatal fire.

Too much care can never be given to fire prevention aboard ship. Among causes of shipboard fires, one of the most difficult to detect, and therefore one of the most dangerous, is the fire caused by spontaneous combustion.

Although the process of spontaneous combustion is seldom seen, either during its developmental stages or even the final stage when a fire suddenly flares up from some soiled rags, spontaneous combustion is far from a myth—especially aboard ship. Generally it develops in closed areas and is only observed when smoke seeps out of ventilators, hatches, or stowage lockers.

Under the right conditions, spontaneous combustion can create a serious fire hazard. Aboard ship a spontaneous combustion fire usually starts when a rag soiled with vegetable oil, paint or linseed oil is discarded or stowed in a warm place.

The oil soon starts to oxidize, that is, to combine chemically with the oxygen in the air. Heat is produced from this chemical action which, in turn, hastens the oxidation and generates more heat, and so on. The cycle continues until the rag eventually bursts into flame. Then if there is something else around that will burn, you have a real fire on your hands.

The best way to prevent this type of fire is to keep things clean, neat and shipshape at all times. Soiled rags which might ignite spontaneously should be discarded after use. A general cleanup should include all materials that might feed a fire, such as wastepaper, oil-soaked dunnage and old rope. Clean rags should be kept in a metal container. Store paint thinners and solvents in closed containers.

Particularly dangerous and susceptible to spontaneous combustion are rags, clothing or fabric impregnated with oil of almost any kind, but especially linseed oil which is extremely dangerous. If such items are to be stored aboard ship, they should be thoroughly dried and stored in metal containers. Ventilation is also a good idea, if possible, to dissipate any heat that may be generated spontaneously, so don't store such items in a heap somewhere in a corner, if this can be avoided.

Many commodities common on board ship either as cargo or as ship's stores are possible sources of trouble in this area. Among those to be on the lookout for are fish meal, which can be dangerous if over-dried or exposed to excessive heat; tung oil, which should not be allowed to soak into rags, cotton or fibrous materials; and peanut red skins.

Among those commodities considered moderately susceptible to spontaneous combustion are: ground feeds, metal powder, paint containing drier, roofing felts and paper, scrap rubber, soap powder, soy bean oil, waste paper, wool wastes.

Among items considered susceptible to a lesser degree are burlap bags, copra, grains, hides, jute, powdered eggs, sawdust and sisal.

## Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature reading at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. The same applies when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available in order to make a determination.

## DIGEST OF SIU MEMBERSHIP MEETINGS

**HOUSTON, November 12** — Chairman, Lindsay Williams; Secretary, Paul Drazak; Reading Clerk, Marty Breithoff. Accepted minutes of previous port meetings. Executive board minutes of September 25 presented and read. Port Agent's report on shipping, local elections, retail clerks' dispute, holiday dinners and blood bank was accepted. October reports by the President and Secretary-Treasurer were accepted. Auditor's reports accepted. Total present: 350.

**NEW ORLEANS, November 12**—Chairman, C. J. (Buck) Stephens; Secretary, Tom Gould; Reading Clerk, Bill Moody. Minutes of all previous port meetings accepted. Executive Board minutes of September 25 presented and read. Port Agent's report on shipping, local elections and I.L.A. sugar workers' beef was accepted. President's report for October and Secretary-Treasurer's October report were accepted. Meeting excuses referred to dispatcher. Auditor's reports presented and accepted. Total present: 410.

**MOBILE, November 12**—Chairman, Lindsay Williams; Secretary, Louis Neiraj; Reading Clerk, Robert Jordan. All previous port meeting minutes were accepted. Executive Board report for September 25 was presented and read. Port Agent reported on shipping prospects and holiday dinners. Report accepted. President's and Secretary-Treasurer's October reports accepted. Auditor's reports accepted. Total present: 147.

## SIU Clinic Exams—All Ports

November, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	126	34	18	178
Houston	82	12	6	100
Mobile	58	7	7	72
New Orleans	274	7	14	295
New York	422	25	35	482
Philadelphia	132	29	27	188
<b>TOTAL</b>	<b>1,094</b>	<b>114</b>	<b>107</b>	<b>1,315</b>

**ACNE:** A Boston University dermatologist reports "marked success" in using female sex hormones to treat women who suffer from acne. Dr. Peter Pochi told a meeting of the American Academy of Dermatology that the treatment works because male hormones, present in men and women, stimulate oil glands. Female hormones counteract excessive oil production, which causes skin eruptions. Dr. Pochi said the amount of female hormones needed to be effective causes feminization in men. (The foregoing is as reported in the "Health Bulletin.")

**SPAD**

**Seafarers  
Political Activity  
Report**



**MOVES TO SPUR VOTING**—A blue-ribbon commission named by the late President Kennedy has recommended sweeping changes in state registration and voting laws to increase citizen participation in elections.

In Italy, it emphasized, voter turnout in the last four elections "has topped 92 percent," in West Germany has ranged between 78.5 percent to 87.8 percent during the last 15 years, in Canada has surpassed 80 percent in the last three general elections. But in the US, voter participation since the turn of the century has never reached 50 percent in Presidential elections, and has ranged from a low of 30.1 percent to a high of 48.9 percent in 1962.

The 11-man commission held that nonvoting could be attributed to "voluntary" and "involuntary" causes, and that failure to vote could be attacked effectively no matter what the reasons for non-participation.

The cure for nonvoting that arises from apathy, the commission reported, is "a register-and-vote campaign" carried on by "political parties, civic, business and labor groups, public bodies and officials" employing tested techniques of publicity and persuasion.

So far as "involuntary" failure to vote is concerned, the commission blamed restrictive state laws that impose unduly harsh residency requirements, unjustified literacy tests and "complicated and inaccessible" registration procedures.

Three commission members split from the majority on the literacy-test issue, arguing in two separate opinions that a "bona fide" test is not unreasonable, and that a state should not be deprived of the right to require voters to "demonstrate ability to read the language of our ballot." A separate opinion was filed, signed by six members rejecting the doctrine that inability to read and write is a valid reason for barring a citizen from the polls.

The commission made these major recommendations to the states on revision of their election laws:

- Registration should be made easily available to all citizens through house-to-house canvas procedures, deputy registrars, precinct and mobile registration, extension of the time of registration until three or four weeks before an election, and absentee registration.

- State residence requirements should not exceed six months and local residence requirements not more than 30 days, while new state residents should be allowed to vote for President if he would have been qualified under the laws of his previous state of residence.

- Polling places should be equipped to eliminate long waiting periods and they should be open throughout the day and at least until 9 PM.

- Every possible protection against election fraud should be offered, candidacy should be open to all, the right to vote should be extended to persons living on Government reservations, the poll tax should be eliminated.

- Election Day should be proclaimed a national day of dedication to our American democracy so that "the privilege of a free ballot would be underscored," and absentee voting as well as absentee registration should be legalized.

Roy L. Reuther, registration coordinator of COPE and a member of the commission, commented that "it was easier to buy a gun at a neighborhood hardware store than to register and vote."

**LABOR ROUND-UP**

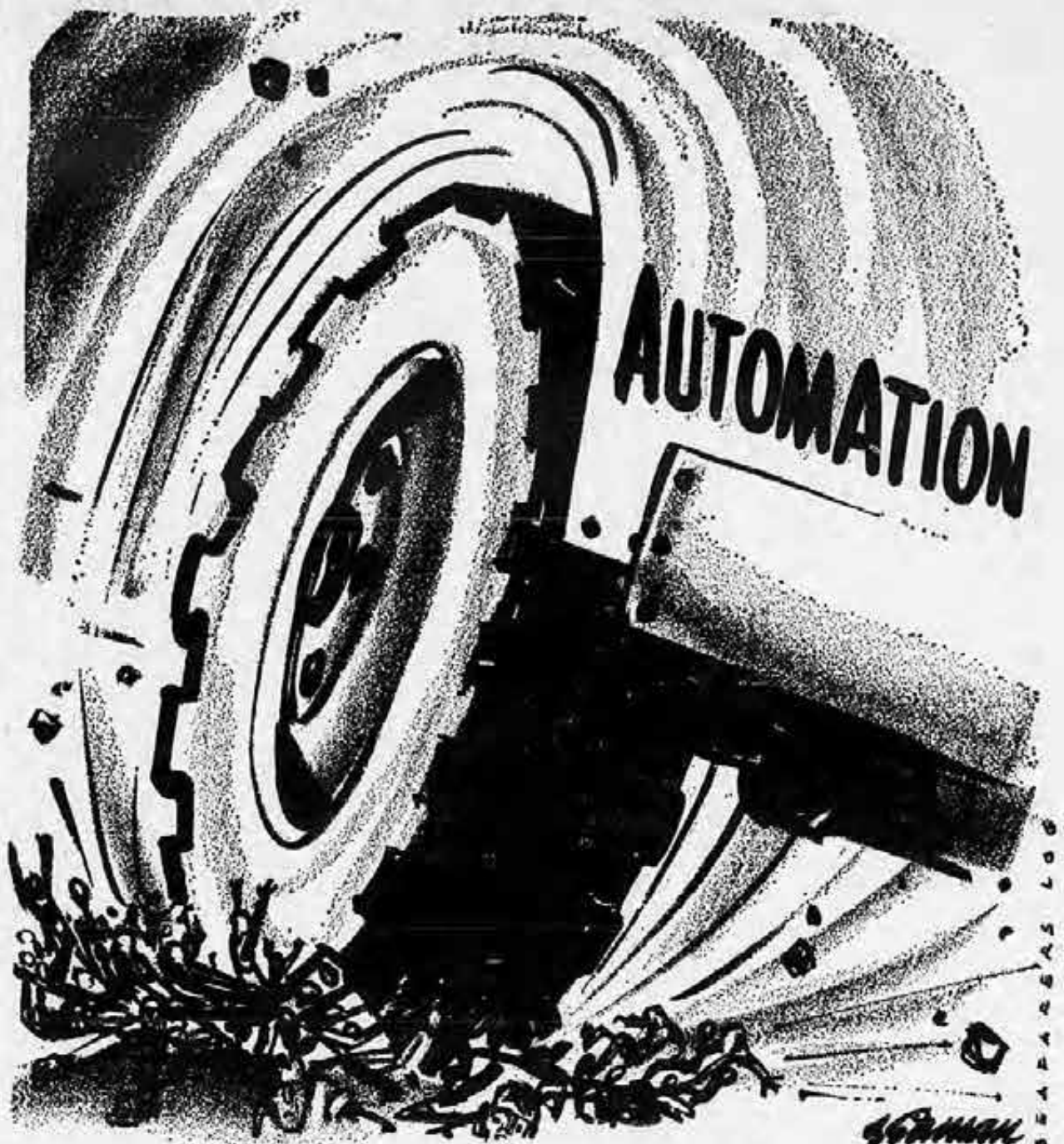
**A 25-year fight to unionize the Weldon Pajama Company ended in victory for the Amalgamated Clothing Workers when 750 employees ratified a first contract giving them wage boosts and improvements in working conditions and fringe benefits.** One of the nation's largest manufacturers of pajamas, Weldon has its plant at Williamsport, Pa. The first pact was the climax of organizing drives that dated back to 1935, and included an unsuccessful year-long strike for recognition by the cutters in 1951. The employees finally won recognition of their union last November, after the anti-union former management sold the business.

**Nearly 500,000 union members in the postal service will be able to pay their dues through payroll deductions under an agreement negotiated with the Post Office Department, which on the basis of individual authorizations, will deduct dues for members of 13 national organizations at a service charge of 2 cents a month.** The two biggest unions taking part in the program are the Letter Carriers and the Postal Clerks. The voluntary checkoff plan will go into effect in April for most postal workers.

**AFL-CIO Metal Trades Councils have won exclusive recognition as bargaining agents for workers at two more Navy installations.** This brings the total number of Federal "blue collar" workers covered by metal trades recognition grants to 85,000. More than 9,000 workers are now represented by metal trades groups at the Mare Island Naval Shipyard, Vallejo, Calif., and the Oceana Naval Air Station at Virginia Beach, Va. Councils have been granted recognition at 10 of the 11 Naval shipyards around the country. An election is due late this week for the 11th yard in Boston.

**Last-minute bargaining produced an improved new pact including wage boosts to end the threat of a strike by 13,000 Machinists against United Air Lines.** The agreement climaxed 20 months of negotiations, and was ratified in secret ballot votes by a margin of nearly two to one. The Machinists previously had rejected a less-satisfactory company proposal. The company then announced unilaterally that it would try to keep its planes flying by putting into effect working terms recommended by a Presidential emergency board and inviting members of the Machinists to continue work.

**'The Big Wheel'**



Hardly a day goes by without the people of our country being reminded of a creeping, sinister threat to their individual and collective security. It is difficult to pick up a newspaper and thumb through its pages without seeing some mention of automation somewhere in our giant economy.

For the most part, only those who feel, or are about to feel, the impact of automation are sensitive to this relentless force that is gathering alarming momentum but which, like the weather, is only being talked about.

Not too many years ago automated machinery was confined to relatively few areas. But today there are few areas of human endeavor which do not stand in the path of this great destroyer of jobs. In shops and office—blue collar and white collar—all are similarly affected.

Everywhere machines are replacing men and women on the jobs or are getting ready to replace them.

Some people like to take comfort in the fact that the automation revolution will produce benefits that will ultimately offset the hardships it inflicts upon American workers. They point to the Industrial Revolution of an earlier age which, while it threw vast numbers of people out of employment, ultimately created new areas for employment.

But there is nothing on the horizon to indicate that the automation revolution possesses the same potential. The Industrial Revolution created new industry and, with it, new jobs. The automation revolution destroys jobs without opening up any new areas to absorb those whom it renders unemployed.

You cannot stop automation because it is an inevitable result of progress which we can only hope will provide a fuller life. But before it does there could be serious national consequences if our country, with all of its components—industry, government and labor—does not prepare itself to cushion the effects of the automation blow.

AFL-CIO President George Meany told the

Federation's recent convention that automation was becoming "a curse to society" which could lead to a national catastrophe. He said there was no sign that it has an element of blessing in it.

The frightening thing about automation is its impact, and the advantages machines seem to have over man. In one recently-reported instance involving a machining operation in an engine block plant, five men had been turning out 38 pieces per man-hour before automation.

After automation, one worker was able to produce 750 pieces per man-hour, freeing the other four workers for other jobs or, as is often the case, for the unemployment line.

But with the endless cycle of such developments, as more machine processes are automated, the big question still remains: Who is going to buy the end-products of this kind of mass production, and with what, if machines keep replacing human workers who are unsuited or untrained for other work and are unable to obtain other jobs?

Seamen, of course, have felt the effects of automation, in fact, for a long time. Sophisticated modern power plants and machinery have replaced the old wood and coal-burners; self-loading containerships and large, speedy super carriers have reduced and trimmed employment in maritime. And this is a problem which constantly has to be dealt with by all of the agencies involved.

But the experience in maritime is minute compared to the impacts of automation on the broad national level. Obviously, worrying about the problem, talking about it or ignoring it will not provide an answer.

Action on the problem, on the other hand, does offer some possibility for coping with the insatiable drive of automated machinery. Yet, as with everything else, there is little to be gained by waiting to lock the barn after the horse is stolen.

A bold national program to ready ourselves as a nation to cope with this great problem is urgently needed now. At least, that's the way it looks to those of us who believe in preventive medicine.

# SIU ARRIVALS and DEPARTURES

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

Randy Paul Farley, born September 27, 1963, to Seafarer and Mrs. Alfred M. Farley, Manistique, Mich.

Susan Santoro, born October 4, 1963, to Seafarer and Mrs. Dominick J. Santoro, Cleveland, Ohio.

Christopher Michael Monahan, born November 6, 1963, to Seafarer and Mrs. Harry Monahan, Jersey City, New Jersey.

Andres Lopez, born November 7, 1963, to Seafarer and Mrs. Laureano Lopez, Bayamon, Puerto Rico.

Edward Carter, born August 20, 1963, to Seafarer and Mrs. Edward E. Carter, Savannah, Ga.

Olifidio Esquivel, Jr., born August 11, 1963, to Seafarer and Mrs. Olifidio Esquivel, Wharton, Texas.

Rebecca Jean Patty, born September 25, 1963, to Seafarer and Mrs. Ely Levi Patty, Orange, Texas.

Milo Zwerling, born October 22, 1963, to Seafarer and Mrs. Louis Zwerling, New York, NY.

Michael Alan Cooper, born Oc-

tober 1, 1963, to Seafarer and Mrs. Marshall C. Cooper, Robertsdale, Ala.

James Garcia, born September 1, 1963, to Seafarer and Mrs. Trinidad Garcia, Jr., Galveston, Texas.

Gail June Groth, born September 2, 1963, to Seafarer and Mrs. John David Groth, Baltimore, Md.

Argelia Miranda, born July 25, 1963, to Seafarer and Mrs. Hevlberto Miranda, Miami, Fla.

Patricia Ann and James Patrick

Lohr, born October 8, 1963, to Seafarer and Mrs. Marvin James Lohr, Jr., Lake Charles, La.

Michael Kenneth Shannon, born September 9, 1963, to Seafarer and Mrs. John R. Shannon, Philadelphia, Pa.

Margaret Valladares, born August 6, 1963, to Seafarer and Mrs. Claude Valladares, Jamaica Plain, Mass.

Susan Lynn Bryan, born September 11, 1963, to Seafarer and Mrs. Jacob A. Bryan, Baltimore, Md.

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

Clement Stann, 44: Brother Stann died of natural causes aboard the SS Transhudson on September 14, 1963. He had sailed with the SIU in the steward department since 1959. There were no survivors listed on the death notice. Burial was at New Orleans, La.



William Christian Luth, 51: Accidental drowning took the life of Brother Luth on September 29, 1963 at Greenwich Township, New Jersey. He had sailed with the SIU since 1938 in the deck department. Surviving is his wife, Mrs. Margaret Luth, of Philadelphia, Pa. Burial was in Philadelphia.



John Mundra, 50: Brother Mundra died aboard the SS Steel Recorder of natural causes on September 2, 1963. He had shipped with the SIU since 1961, sailing in the engine department. He is survived by his mother, Mrs. Sophia Mundra, of Kingston, Pa. Burial was at Hazlet, New Jersey.



James Swoboda, 60: Brother Swoboda died of a heart ailment in the John Hopkins Hospital, Baltimore, Md., on October 23, 1963. He had sailed with the SIU since 1938 in the engine department. He is survived by a friend, V. Schoenberger, of Baltimore. Burial was at Mt. Carmel Cemetery, Baltimore.

## Union Service Is Appreciated

To the Editor: We, the undersigned, wish to express our thanks to the Welfare Plan in general and especially to our welfare representatives in New York who have shown great concern along with quick and courteous care to the patients at the Staten Island marine hospital.

As there are no short-trippers in this ward, the average stay is around six months and, as is normal, we beef about every-

here in Studio Electricians Local 728, but its benefits don't compare to SIU benefits. I am very proud to have been a member of the SIU. God bless all who make up this great organization, and long may it exist.

Harold Rowe

## GI Insurance Bills Supported

To the Editor: I want to bring HR 220 and the 15 other measures to your attention. This legislation would allow World War II and Korean War veterans a chance to convert or exchange their National Service Life Insurance policies to a new modified plan.

I would like to ask that this paragraph be added to the measures:

That the effective date for permanent policies be allowed one change.

Will you write Senators Javits and Keating and your representative in Congress to help have this paragraph added to these measures?

Alert officers and the SIU membership at meetings about this legislation and get them to take action.

David W. Beaven

## Del Santos Asks Added Pension \$

To the Editor: At our last ship's meeting, the subject of a union pension plan was strongly brought and discussed by all hands.

We of the SS Del Santos, having read numerous pension plans that have been written in by other brothers to the LOG, would like to submit our version of a fair pension plan.

It was unanimously agreed upon by all members that to be able to qualify for the pension, a member should have 20 years of union time. Within this 20 years, he should have no less than 12 years of seetime.

It was also agreed that to build this pension fund, the Union officials should, at the next contract negotiations, fight for a fund to be set aside by the companies of a specific amount per day for each active member, instead of a raise in wages.

We of the SS Del Santos request that this letter be published in the LOG and that other brothers aboard their ships send in their opinions on a fair pension plan. This letter was signed by myself and 31 other members of the Del Santos crew.

John W. Alstatt

## 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.

thing, anything and nothing. Yet the service we've received from welfare and from the Union is above reproach, even to us.

All of us send our greatest thanks to all associated with the welfare department at headquarters.

George O'Rourke adds his special thanks for the prompt and wonderful care given to his wife during her own illness. He sincerely appreciates the quick action taken on handling the expenses of her treatment.

Thomas Stratford  
W. Derry  
George O'Rourke  
James D. Gillian  
Lester Sturtevant

## Former Seafarer Misses The Sea

To the Editor: I retired my SIU book at Wilmington, Calif., on May 9, 1963. At this time I am working as an electrician in the movie studios in Hollywood.

I miss the sea and the fine times I've had on SIU-contracted ships, and would like to keep receiving the LOG, which is my favorite reading material.

On numerous occasions while working on studio sets, the practical knowledge I gained at sea has come in handy. It is surprising how this world of make-believe can be so realistic.

During conversations about ships and the sea, I never hesitate to let all know about our great union and the benefits we receive. We have a good union

# SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL, NEW ORLEANS, LOUISIANA: Edward Aches, Duka Korolia, James Alexander, James Lala, Richard Barnes, Theodore Lee, James Benoit, Tinerman Lee, Daniel Bishop, Claude Lomers, John Burchinal, James Marshall, Wilbert Burke, Carl Messer, George Burleson, Evangelos Nonis, James Childress, Claude Norton, Mallory Coffey, Kenyon Parks, Steve Crawford, Charles Parmar, Edward Crelan, George Perez, Joseph Culles, Edward Poo, Frederick Davis, John Raines, Sidney Day, Harold Robinson, Salvatore Detrio, Anthony Rodriguez, Salvatore Ferritta, H. Leonard Shaw, George Flint, Finis Strickland, Eugene Gallaspy, Ruffin Thomas, Sanford Gregory, Michael Toth, Jesse Green, Earl Whitley, Seifert Hamilton, Robert White, Ned Hinson, Roland Wilcox, Jr., George Hudson, William Woolsey, Walter Johnson, Stanley Wright.
- USPHS HOSPITAL, STATEN ISLAND, NEW YORK: Stanley Derebo, Effrey Manuel, Anson Brower, Jose Morales, Evaristo Aldahoda, Albert Martinelli, Cornet Amelthek, William Morris, Samuel Bailey, Isidore Nappi, William Barnett, Joseph Obeza, Felix Bonfont, George O'Rourke, William Brabham, Eugene Plahn, Robert Burton, Floro Regalado, Charles Dougherty, Jacques Rion, Thomas Duncan, John Roberts, Ramon Galarza, Mohamed Said, Thomas Gray, Miguel Tirado, Richard Greer, Francis Tokarczuk, Edwin Harriman, Eladio Torres, Ralph Hayes, Sol Vecchione, Charles Hylea, Frank Villacorta, Carl Kendall, Julain Vista, Sulo Lepisto, Ernest Vilou, Paul Liotta, Weldon Wade, Dennis Lloyd, Lester Sturtevant.
- USPHS HOSPITAL, BALTIMORE, MARYLAND: Louis Baxter, Francis O'Laughlin, Allen Boone, Frank Ortiz, Charles Burns, Bryon Ricketts, Chapman Clayton, David Rudolph, James Doyle, Myron Smith, Freidof Foudila, David Sorensen, John Hannay, Richard Waters, Laurence Halfrock, Wilbert Wentling, Benjamin Leon, Joseph Williams, Harry Muehes, Harry Willoughby, Salvatore Messina, Marlin Wittig, Corbert Myrick, Martin Yager, Frank Novak.
- MT. WILSON STATE HOSPITAL, MOUNT WILSON, MARYLAND: Hector Duarte.
- USPHS HOSPITAL, SAVANNAH, GEORGIA: Laurence Ames, Edward Bates, L. Atkins, Perry Lee.

- USPHS HOSPITAL, NORFOLK, VIRGINIA: Jerry Allen, Joseph Howell, John Burke, Jr., Darius Jones, James Dalsey, Sveno E. Kristensen, John Fitchett, James Marks, Bernard Geerman, Wm. Mason, Thomas Hill, Jr., Harry Overton, Jr.
- USPHS HOSPITAL, GALVESTON, TEXAS: Raymond Anderson, James Hodges, Henry Bortz, Roy Justice, W. W. Baehl, John Lager, Leslie Dean, James Mallard, Lucien Ellis, Abraham Mander, Cecil Gales, Ralph Palmer, Monroe Gaddy, Roy Peebles, Hugh Grove, Q. Zambrano.
- USPHS HOSPITAL, BRIGHTON, MASS.: Harry Davis, Robert King, Alfred Duggan, Donald Watson.
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.: Charles Allen, Joseph Graves, Edward Brezina, Manuel Lopez, Charlie Gedra.
- USPHS HOSPITAL, SEATTLE, WASHINGTON: Fox Lewis, C. G. Snodgrass, Antonio Penor, Vernon Williams, William Stephens.
- USPHS HOSPITAL, CHICAGO, ILLINOIS: Charles Boyle, John Reed, Raymond Kersten, Rufus Volkman, Gordon Lierman.
- USPHS HOSPITAL, FORT WORTH, TEXAS: Gerald Algernon, Thomas Leahy, Colon Boutwell, Billy Lynn, Benjamin Deibler, George McKnew, Abe Gordon, Samuel Mills, Charles Hooper, Willie A. Young.
- SAILORS' SNUG HARBOR, STATEN ISLAND, NEW YORK: Daniel Gorman, Thomas Isakson, Alberto Gutierrez, William Kenny.
- VA HOSPITAL, WEST ROXBURY, MASS.: Raymond Arsensault.
- MONTGOMERY TB SANITARIUM, MONTGOMERY, ALABAMA: Herman Hickman.
- USPHS HOSPITAL, MEMPHIS, TENNESSEE: Leon C. Brown, James McGee, Archie Lykiardopol.
- PINE CREST HAVEN, COVINGTON, LOUISIANA: Frank Martin.
- VA HOSPITAL, BROOKLYN, NEW YORK: Arthur Nelson.
- US SOLDIERS' HOME, WASHINGTON, DC: William H. Thomson.

## In The Tradition Of The Sea



Full honors of the sea were accorded to Seafarer Russell E. McLeod recently, during a brief burial ceremony in the Pacific. Capt. Alfred P. Jump conducted the rites aboard the Alcoa Mariner, then committed McLeod's ashes to the deep in the best shipboard tradition. McLeod died at the Seattle USPHS hospital after having sailed with the SIU in the steward department since 1955.

# From the Ships at Sea

The skipper on the *Chilore* (Marven) earned warm thanks after he demonstrated his concern for the welfare of his crew. Capt. Frost was credited with doing a wonderful job in turning around and wiring all nearby ports for assistance when Seafarer C. Copper suffered a heart attack and had to be taken off the ship December 21 for hospitalization at Algiers. The skipper's arrangements made sure that a doctor was waiting on arrival, reported delegate Basile Polazzo, so that Copper could get the best possible care.



Keagy Glenn

From the *Steel Rover* (Isthmian), crewmembers forward the cryptic note that they have "really learned to appreciate the pride of Greece—Metaxas brandy"—which is a beverage of some renown in many parts of the world. Meeting chairman Ed Keagy and secretary W. M. Hand provided no further details on their terse announcement.

Ship's delegate Francis Wherry on the *Globe Progress* (Ocean Cargo) rightly wants credit to go where it belongs, regarding the steward who went through the trouble of getting the movies,

bringing them to the ship and showing them during the voyage. Wherry says the steward's name is Nicholas Hatgimios, also known as Pete Hoggie, and that an item previously printed (LOG, Nov. 15) about this was incorrect. Hatgimios has also been lauded for the excellent feeding offered by his department, including special holiday meals.

A "bon voyage" wish has been

extended by the gang on the *Seatrain Louisiana* to relief skipper Mario A. Zanelli, who is taking over his first command. Zanelli is a former SIU man who sailed out of the foci's some years ago and is now calling the shots from the bridge. Meeting chairman James M. Glenn also passed along word on how the *Louisiana* is going to pay back everybody who put something extra in ship's fund so they could pay off the TV early and save interest charges. Each man will be refunded his contribution as profit comes in from the Coke machine.

A suggestion from the ship's delegate on the *Taddei Village* (Consolidated) to his shipmates is straight and to the point: If you must throw fire crackers around, throw them over the side, not in the passageways. The noise is a little aggravating, and so's the smell, says R. J. Edwards. Besides, July Fourth is still a long way off.

Every day is "Navy day" aboard the *Anton Bruun* (Alpine) from now on, as far as the bosun and dayman are concerned. They asked the steward if they could have beans for breakfast, since they got used to them in the Navy, and the steward readily complied. He said they could have all they want, if that's their pleasure. . . . Added "thank-yous" for feeding generally were voted to the galley on the *Mankato Victory* (Victory Carriers), *Orion Planet* (Colonial), *Steel Vendor* (Isthmian), *Seatrain New York*, *Northwestern Victory* (Victory Carriers), *Transerie* (Hudson Waterways), *Madaket* (Waterman), *Midland* (Clearwater), *Hastings* and *Hurricane* (Waterman).



Snapshot records trip to India on the *Hudson* (Victory Transport) (above, l-r) for L. Paradeau, deck engineer; D. Simmons, wiper; C. Del Valle and L. Carranza, FWTs. They're enroute to Calcutta. Below, a New Orleans-style shrimp boil highlights time in Brazil for the *Del Mar* (Delta). George Perdreaux made the party possible by stocking up in New Orleans before the trip. Pictured here are Louis Anderson, C. Wood, Leslie Murphy, L. Swvem, Pedreaux and Karl Baakan, all in the engine department.



A couple of weeks ago the deck gang on the supertanker *Orion Planet* (Colonial) was in the spotlight, so now the engine and steward contingents are in focus. At top are P. Chalkias, wiper; L. Almedia, 2nd pumpman; W. Jacobson, FWT; J. Marrinia, oiler, and P. Wolf, wiper, in the rear. Below (seated), J. Pitetta, 3rd cook; A. Salam, pantryman; standing, T. J. Reilly, V. Orenco, messmen.



**TADDEI VICTORY** (Consolidated Mariners), Nov. 11—Chairman, Principe; Secretary, Lipkin. R. Barnes was elected to serve as ship's delegate. Inside of ship badly in need of cleaning and painting. Water cooler needed for crew mess.

**MONTICELLO VICTORY** (Victory Carriers), Nov. 29—Chairman, W. J. Miles; Secretary, H. W. Spillane. \$18.05 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks given to steward department for fine Thanksgiving dinner.

## DIGEST of SIU SHIP MEETINGS

der. Suggestion made to have platform built for gangway.

**BRADFORD ISLAND** (Cities Service), Dec. 1—Chairman, E. J. Wright; Secretary, E. K. Nutt. No beefs reported by department delegates. Discussion on holiday arising from President's death. Suggestion made that negotiating committee handle the matter. Launch service problems to be taken up with patrolman. Exterminator needed for roaches. Rusty water still in tanks.

**BONANZA** (Transasia Carriers), Nov. 24—Chairman, Melvin H. Jones; Secretary, William J. Anderson. Ship's delegate to see captain about the repairs not being done. Disputed OT in deck department. Motion made to change the retirement plan so that the members who have 20 years in Union, even if they only have 10 years' seetime, can retire. Motion to have OT for watches at night like the engineers and mates have. Ship's delegate resigned and Melvin H. Jones was elected to serve in his place. Letter to be sent to headquarters regarding no shore leave in the Port of Chittigong.

**ROBIN TRENT** (Robin), Nov. 24—Chairman, Andrew A. Thompson; Secretary, Gilbert J. Trosclear. No beefs reported. Motion made to write to headquarters regarding closing of baggage room. All hands requested to help keep outsiders out of crew quarters in all ports. Request that headquarters clarify status of national holiday, November 25, the day of President Kennedy's burial.

**NORTHWESTERN VICTORY** (Victory Carriers), Nov. 26—Chairman, C. J. Oliver; Secretary, A. Telen. Ship is paying off in New York. Few hours disputed OT in deck and engine departments. Water leaks were not taken care of. Ship's delegate and engine delegate to see patrolman about dispute between firemen.

**TRANSEASTERN** (Transeastern), Dec. 1—Chairman, F. Otis; Secretary, L. Strange. Ship's delegate reported that everything is running smoothly. Motion that the Company install a TV set in crew's messhall. The crew unanimously recommends a raise in wages and OT rates. The crew further recommends that the retirement requirements be lowered.

**EAGLE TRAVELER** (United Maritime), Nov. 3—Chairman, W. Saltarezi; Secretary, E. Perry. Ship's delegate reported that personal papers of crewmembers who missed ship in

Spain were sent registered mail to the Union hall in Seattle. Crewmembers contemplating paying off by mutual consent requested to make their intentions known before entering Persian Gulf so that replacements can be ordered. \$1.90 in the red on the ship's fund. Motion made that a letter be written to headquarters for clarification on transportation from Yokohama to ship, and clarification on subsistence and lodging. Crewmembers voted unanimously to be placed on record as desiring representation by a permanent patrolman in the Far East.

**AFOUNDRIA** (Waterman), Nov. 10—Chairman, W. Young; Secretary, W. Reid. Ship's delegate reported everything is running smoothly. Motion made to have all water tanks cleaned. Vote of thanks extended to the steward department for a job well done.

**TRANSLOBE** (Hudson Waterways), Dec. 2—Chairman, Eugene Ceccato; Secretary, Frank Napoli. One man missed ship in St. Nazaire, France. Vote of thanks extended to steward department for a job well done. No beefs reported by department delegates.

**DEL MAR** (Delta), Nov. 5—Chairman, James L. Tucker; Secretary, Edward Eli Zubatsky. Ship's delegate reported that he will see company representative in New Orleans regarding the dryer. Few hours disputed OT in deck department. \$211.25 is balance in movie fund. Recommendation to have medical clinic show type of blood on medical card, and also if man is able to give blood. Sal Buzall was elected as new movie director.

**STEEL WORKER** (Isthmian), Oct. 24—Chairman, Dominick Orsini; Secretary, Robert Mooney. James Mahoney was elected to serve as ship's delegate. Department delegates reported everything is shipshape. Delegate to check about washing machine and lockers for 12-4 watch. New washing machine needed for crew.

**ALMENA** (Marine Carriers), Nov. 17—Chairman, E. J. Riviere; Secretary, Dick Schaeffer. No beefs reported by department delegates. Smooth trip so far. \$6.50 in ship's fund. Crew requested to keep Indians out of crew quarters. It was suggested to keep handrails clean of oil and grease.

**ALAMAR** (Calmar), Nov. 24—Chairman, Tony Michalski; Secretary, John P. Fifer. "Jiggs" Jeffers was elected to serve as ship's delegate. Quite a few mattresses are in bad shape and should be replaced as soon as possible. The crew gave the night cook and baker a vote of thanks for putting out fine goodies.

**STEEL TRAVELER** (Isthmian), Nov. 23—Chairman, James Peterson; Secretary, Paul Pettipas. \$44.41 in ship's fund. Modesto Duron requests to know why and how his watch as fireman-water tender can be changed by department head from 4 to 8 to 12 to 4 when he has been on this watch since 1962. Rust in fresh water tanks. Some crewmembers request more cigarettes over the standard ration of two cartons per week.

**PRODUCER** (Marine Carriers), Oct. 13—Chairman, Paul Cox; Secretary, Warren Weiss II. No beefs reported. Paul Cox resigned as ship's delegate. Vote of thanks extended to him for a job well done. Brother Dixiel was elected to serve as new ship's delegate. Discussion about the purchase of fresh milk in Holland. Ship has only one washing machine operating to be used by all three departments alternately.

### LOG-A-RHYTHM:

## A Tribute

By Mrs. Perry Burnette

John Fitzgerald Kennedy,  
A man of fame,  
Even all letters of his name.

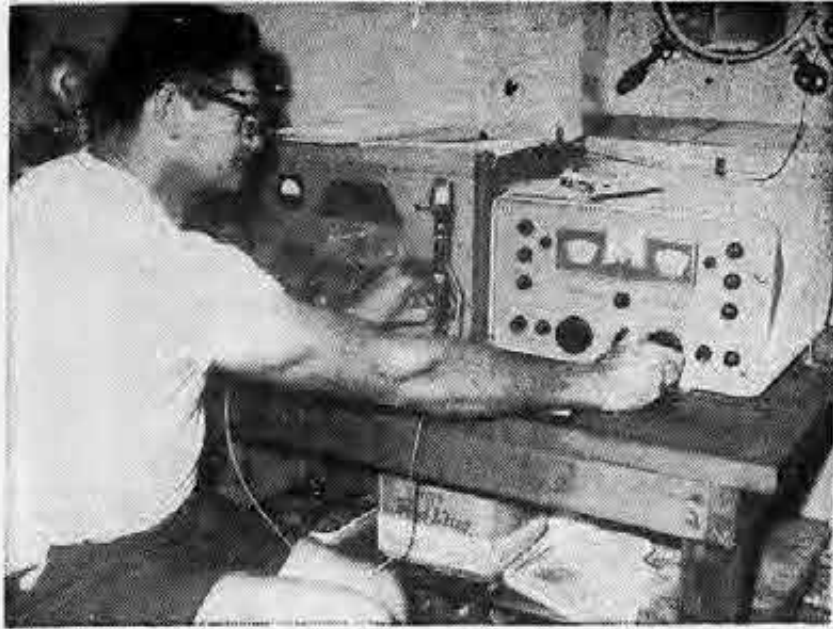
Joy was his to behold,  
Obligations he had untold,  
Honor was his fame.  
Nations all knew his name.

Friends of every denomination,  
International throughout the  
nations,  
Tree of life, from every strife,  
Zeal for all to feel,  
Good in every field,  
Enjoyment he did yield,  
Reason for all to appeal,  
Always making things real,  
Loyal with every wheel,  
Deeds without a deal.

Kindness that is seldom found,  
Entirely without a bound,  
Necessity without a sound,  
Noble with every town,  
Enormous for all around,  
Duty beyond compare,  
Yielding God's love everywhere.

John Fitzgerald Kennedy  
What more can we say,  
Our President, has gone away.

Jacqueline lit the eternal flame,  
To light the way,  
So we'll all meet someday,  
In that promised land, far away,  
And, as the angels sing,  
John Fitzgerald Kennedy,  
Will be made a King.



Ready to tune in on a faraway fellow ham, Seafarer Bud Henson is shown at his radio set aboard the Florida State. He's been a ham operator about four years.

## Seagoing Radio Ham Waves Welcome Mat

Seafarer Bud Henson would sure like to QSO with a few SWLs — preferably fellow Seafarers — who may be CQing around the 20 and 40 meter band at frequency 14230 any day around 1630 EST.

It's not Greek, fellows, just a special sort of language particular to the devotee of the ham radio.

All the gobbledegook simply means that Henson would like to communicate (QSO) with some short wave listeners (SWL) who may be trying to contact (CQ) other hams around Henson's maritime mobile unit designation area on the radio (20 and 40 meter band at frequency 14230), and that he is there almost every day at, of course, 4:30 P.M.

Henson operates a 150 Heathkit transmitter DX100 and an HQ 160 Hammarlund receiver. He maintains a 20 meter quad antenna aboard the Florida State (Everglades) on its runs between Florida and Ponce, Puerto Rico, according to ship's reporter Roy Elford.

One valuable service Bud performs—which his shipmates will attest to—is his non-profit "phone-patch" service. By contacting a fellow ham and friend in his home town of Dania, Florida, Bud sets up a contact station so that crewmembers are able to talk to their wives and friends over the telephone while miles out at sea. It's part of his motto: "You are only a microphone's distance away from home."

But his happiest moment, Bud recalls, was the day the late President Kennedy sent him a personal letter thanking him for relaying, via his radio, a poem from an admirer in Colombia, South America.

Henson has been "homing" it up for over four years now, and finds that his hobby puts him in touch with other radio amateurs all over the world. He receives a stack of postcards every time he returns to port from people who have listened in on his radio conversations.

## Seafarer's Easy Plan On 'Ground' For Tools

By Seafarer Anthony Nottage, Book N-110 Chief Electrician

For many years, electricians have been searching for a simple, practical way to ground portable electrical equipment aboard ship, so as to protect the lives of everyone who operate and come into contact with such equipment.

A method that we have tried out on the Choctaw (Waterman) with good results was discussed and demonstrated at a recent safety meeting, where we dealt with the use of chipping hammers, sanders, etc.

Here is a simple, practical way to "ground" this type of equipment:

First, you need an oceanic marine plug, two-wire type #852. This is the type with the brass shoulder. Naturally, three-wire electric, rubber-covered cable is to be used.

Before making any connections, drill a hole about 1/8" in diameter just below the threads and next to the shoulder of the brass plug. This stops it from entering the receptacle all the way. Through this hole, the green wire (ground wire) is inserted from the inside of the plug.



Nottage

The black and white wires are connected to their respective screws on the plug.

Next, the shoulder around the hole previously drilled must be cleaned and the green wire has to be soldered. The surplus solder and wire is then filed away, so that the outer shoulder ring that screws to the receptacle box will clear same. The other end of the "Green Conductor" is connected to the frame of the power tool.

Caution must be taken to screw the outer ring of the marine plug to the receptacle box hand tight, so that it will carry the ground connection to the frame of the receptacle box, which is naturally fastened to the frame of the ship.

Any extensions used in connection with this equipment must also be grounded in the same manner, using the frame of the receptacle box on the extension as the ground.

For easy means of identification, it is recommended that the cable be painted green six inches from the top of the plug on one end and six inches from the other end, whether it be an extension or tool.

## Fresh Meat



A vacation in New Hampshire produced lots of steak on the hoof, after Seafarer Leonard Ellis went to work with a Remington 35. He downed two deer that weighed about 150 pounds each. Ellis last shipped on the Transglobe Hudson Waterways Corp., where he sailed the deck gang.

They write in from far-off places to verify the transmission and to send a "73" to K4NXV. The "73" means "best regards" in ham talk. K4NXV is the official designation for Henson's seagoing radio unit.

**PENN TRADER** (Penn Shipping), Oct. 27—Chairman, S. Emerson; Secretary, D. E. Edwards. Repair list taken up and majority of repairs have been completed. Disputed OT for crew while in Chittigong to be turned over to patrolman. All members requested not to enter messroom in underwear at any time. Ship's delegate to see captain and engineer about having refrigerator placed in messroom. Balance in ship's fund is \$3.61.

**STEEL DIRECTOR** (Isthmian), Nov. 3—Chairman, C. M. Rice; Secretary, William Hart. One man left at Calcutta in hospital. One man paid off in Calcutta to return to the States. Union to be contacted about having draws in India put out in checks instead of rupees. The matter of Chinese-Americans not being allowed ashore in India will be taken up with Union. Vote of thanks extended to all delegates.

**TRANSGLOBE** (Hudson Waterways), Nov. 7—Chairman, A. Hamm; Secretary, E. Hansen. Ship's delegate reported everything is running smoothly. Vote of thanks extended to the steward department for a good job. Contact Union about library, and ways to get library when in New York. Request Union to send two men for payoff.

**ROBIN GOODFELLOW** (Robin), Nov. 11—Chairman, Arvell Bearden; Secretary, Luther Gadson. \$20 in ship's fund. More than this amount was donated to the seaman's library and for the support of an ambulance for Port Elizabeth. Each member to donate to the ship's fund. Few hours disputed OT in each department. Food committee should see company officials and get letter for captain regarding purchase of milk in Africa, if needed.

**OVERSEAS EVA** (Maritime Overseas), Nov. 11—Chairman, John J. Gates; Secretary, Paul L. Whitlow. Steward hospitalized in Malta and has been flown home. Motion made to have food plan man notified about the food on this ship, standardization of menus, cleanliness and service. Motion that boarding patrolman's attention be called to the condition of the

lifeboats where they have been patched. New batteries should be furnished to the men on watch when batteries go out. Suggestion made that a letter be written to headquarters regarding the filthy condition of this ship.

**CITY OF ALMA** (Waterman), Nov. 3—Chairman, Mike Reed; Secretary, E. C. Cox. \$51.10 in ship's fund. No beefs reported by department delegates. A total of \$300 was contributed by all hands for film rental and projector repairs. Discussion on duties of galleymen and 3rd cook relative to icebox, and on messman's and baker's duties.

**A & J MERCURY** (Pacific Seafarers), Oct. 27—Chairman, J. Homen; Secretary, J. Hammersfons. One member in deck department was hurt

chased in foreign ports when available. R. M. Boyd elected new ship's delegate.

**SANTA EMILIA** (Liberty Navigation), Nov. 3—Chairman, Robert Pope; Secretary, George Hair. Everything running smoothly except for disputed OT which will be taken up with patrolman. Seventy cents in ship's fund.

**MANHATTAN** (Hudson Waterways), Oct. 13 — Chairman, J. D. Barnett; Secretary, A. A. Uelle, Jr. Repair list has been submitted for immediate attention. Captain has reassured the crew that there will be sufficient funds available for draw upon arrival in Chittigong. All crewmembers encouraged to contribute to the ship's fund. No beefs reported by department delegates.

**NEVA WEST** (Bloomfield), Oct. 28 —Chairman, Walter R. Geis; Secretary, John W. Kelso. \$18.50 in ship's fund. Some disputed OT in deck department. Ship's delegate asked to request chief engineer to install piping over spare washer to facilitate rinsing clothes. Gangway man requested to watch all the people who come on board. Everyone to keep rooms locked while ship is in port. No major beefs reported. Contact items to be taken up with patrolman on arrival in Mobile. W. Tatum resigned as ship's delegate and a vote of thanks was extended to him for a job well done.

**PENN CHALLENGER** (Penn Tankers), Oct. 26—Chairman, E. C. Caudill. Brother J. Petruszewicz was elected to serve as new ship's delegate. One man missed ship in Wilmington, Calif. \$2.38 in ship's fund. One man in hospital in Guam. Some disputed OT for restriction to ship in deck department as well as disputed OT in engine and steward departments.

**TRUSTCO** (Commodity Transportation), Oct. 27—Chairman, F. L. Swanson. Captain has Bollyars for draws and will try to exchange for American money. Few hours disputed OT in deck department. Request food plan man to board ship. Food is not up to SIU standard in quality and quantity.

**DEL MONTE** (Delta), Oct. 18 —

Chairman, Lee Snodgrass; Secretary, Daniel Robinson. Henry Lopez was elected to serve as ship's delegate. \$10 in ship's fund. Few hours disputed OT in deck department.

**ANJL** (Seafarers Inc.), Oct. 23 — Chairman, A. Yarborough; Secretary, R. Wheeler. Ship's delegate resigned and Ronald Wheeler was elected to serve in his place. Disputed OT in deck and engine departments. Motion made to feed native watchmen after crew has been fed.

**CRANAPOLIS** (Marine Traders), Nov. 26—Chairman, Roy Meffert; Secretary, Edison Walker. No beefs reported by department delegates. Motion made to have ice machine and electric water fountains installed in both messhalls, in lower passageways and in engine room. Vote of thanks given to steward department for a job well done.

**STEEL FABRICATOR** (Isthmian), Nov. 13—Chairman, James M. Masters; Secretary, none. Ship's delegate reported two men in hospital ashore and one man with broken arm on ship will be repatriated to States by company vessel. Some disputed OT in steward department to be taken up with patrolman upon return to the States. Electricians suggest that when men use the outside marine female plugs, covers should be closed when finished as there is danger of getting electrocuted while washing down. It was suggested that the ship's delegate see the patrolman about rupees being issued in Calcutta one day and travelers checks being issued the next day. Some crewmembers took a big loss in rupees on the understanding this would be the only money issued.

**PILOT ROCK** (Columbia), Oct. 27—Chairman, B. D. Clemente; Secretary, Frank Kustor. Ship's delegate reported that the captain is satisfied with the crew. No beefs reported. Messhall and pantry to be kept clean at night. All hands asked to cooperate. Captain to give blanket draw in Aden, and draw at port of entry in US. Vote of thanks to steward department for fine food. Vote of thanks to Captain Morris.

## DIGEST of SIU SHIP MEETINGS

during fire when the electric motor to the steering gear shorted out, leaving the ship without steering power in heavy seas. Crewmembers requested to keep down noise in passageway. Locks in footles to be repaired.

**STEEL ADVOCATE** (Isthmian), Nov. 3—Chairman, R. Hall; Secretary, R. Hernandez. Two men left in hospital in San Francisco. H. G. Peek, Jr. was elected to serve as ship's delegate. Advantages of having a ship's fund cited. Donations will be accepted from crewmembers. No beefs reported.

**MADAKET** (Waterman), Nov. 3 — Chairman, Leon M. Kyser; Secretary, Albert G. Espenada. \$12.50 in ship's fund. Everything running smoothly with no beefs. Food committee to see if fresh canned milk can be discontinued, so fresh milk can be pur-



### Schedule Of SIU Meetings

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

Detroit ..... January 10      New Orleans ..... January 14  
Houston ..... January 13      Mobile ..... January 15

### West Coast SIU Meetings

SIU headquarters has issued the following schedule through June, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
January 20	January 22	January 24
February 17	February 19	February 21
March 16	March 18	March 20
April 20	April 22	April 24
May 18	May 20	May 22
June 15	June 17	June 19

## PERSONALS and NOTICES

**Lonnie M. Ethridge**  
Your wife, Mrs. Jennie Ethridge, requests that you contact her at 305 W. Somerset St., Philadelphia 33, Pa.

**Leonard Carl Walberg**  
You are asked to contact William P. Driscoll, c/o Ten Oaks Trailer Sp. 22, 5735 Los Angeles Ave., Santa Susana, Calif.

**Guy Trasher**  
Get in touch with Steve Szanto at 2024 Marigny St., New Orleans 12, La., as soon as possible.

**Salvatore Barbara**  
Your sister, Frances Curto, of 1816 Holland Ave., Bronx 62, New York, is anxious to hear from you as soon as you have a chance.

**Daniel Francis Dunn**  
The above-named or anyone knowing his whereabouts is asked to contact his stepfather, Ray G. Haynes, Sr., c/o Ray G. Haynes, Jr., 1445A Alokele St., Honolulu 17, Hawaii.

**Income Tax Refunds**  
Checks for the following men are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif.: Joseph A. Alves, L. E. Ecker, V. W. Fox, Eigil E. Hjelm, John Misakian, Elmer J. Moe, Waldo M. Oliver (2), Arthur D. Payton, Jorgen G. Pedersen, William Saltarez, Henry R. Smith (2).

**Pat (Leonard) Murphy**  
Eugenius Woods of 69 NW 20 26th Ave., Miami, Fla., would like to contact you about repaying a loan.

**Anders E. Johansson**  
Get in touch with Phillip B.

Blank, c/o S. W. Rowe, attorney, 175 Main St., White Plains, New York.

**Richard C. Mason**  
Contact your wife, Marie C. Mason, at 304 Chestnut Ave., Trenton, New Jersey.

## SIU HALL DIRECTORY

**SIU Atlantic, Gulf Lakes & Inland Waters District**  
PRESIDENT: Paul Hall  
EXECUTIVE VICE-PRESIDENT: Cal Tanner  
VICE PRESIDENTS: Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews  
SECRETARY-TREASURER: Al Kerr

**HEADQUARTERS REPRESENTATIVES**  
BALTIMORE: Ed Mooney, Fred Stewart, 1210 E. Baltimore St.  
BOSTON: Rex Dickey, Agent, Eastern 7-4900, 276 State St., Richmond 2-0140  
DETROIT: 10225 W. Jefferson Ave., Vinewood 3-4741  
HEADQUARTERS: 675 4th Ave., Bklyn, NY 10003  
HOUSTON: Paul Drozak, Agent, 5804 Canal St., Walnut 8-3207  
JACKSONVILLE: 2608 Pearl St., SE, Jax William Morris, Agent, ELgin 3-0967  
MIAMI: Ben Gonzales, Agent, 744 W. Flagler St., Franklin 7-3564  
MOBILE: Louis Neira, Agent, 1 South Lawrence St., Hemlock 2-1754  
NEW ORLEANS: Buck Stephens, Agent, 630 Jackson Ave., Tel. 529-7546  
NEW YORK: 675 4th Ave., Brooklyn, NY 10003  
NORFOLK: Gordon Spencer, Acting Agent, 115 3rd St., 622-1892  
PHILADELPHIA: Frank Drozak, Agent, 2604 S. 4th St., DEwey 6-3819  
SAN FRANCISCO: Frank Boyne, Agent, 450 Harrison St., DOuglas 2-4401  
SANTORCE PR: E. B. McAuley, West Coast Rep., 1313 Fernandez Juncos, STop 20  
SEATTLE: Keith Terpe, Hq. Rep., Phone 724-2648, 2505 1st Ave.  
TAMPA: Ted Babkowski, Agent, MAIn 3-4334, 312 Harrison St.  
WILMINGTON: Jeff Gillette, Agent, 225-2788, 505 N. Marine Ave.  
George McCartney, Agent, TErminAl 4-2528

# New Zealander Seeking Facts Proves LOG Knows Porpoises

**MOBILE**—A controversy stirred up in this port by a story in the SEAFARERS LOG (Sept. 20, 1963) about a porpoise which acted as an unofficial pilot for many years to ships traveling a dangerous channel near New Zealand, has finally been decided. The decision came after an exchange of

letters between a Mobile resident and a pen-pal in Wellington, New Zealand.

The debate and its resolution was reported in the "Mobile Press." The writer admitted he had some doubts about the story when it first appeared in the LOG and was brought to his attention by

Seafarers in the area.

According to the LOG story, titled "Pelorus Jack"—The Porpoise Pilot, Jack served as a guide for ships through the dangerous French Pass near the D'Urville Islands off New Zealand faithfully, for 40 years, from 1871 to 1912. He would meet each vessel as it ap-

proached the Pass and guide it through deep water until it was safely through.

His services were considered so vital to a safe passage that when a drunken passenger shot and wounded Jack from the deck of a ship one day in 1903, a law was passed to protect him. A statue was later erected in his memory.

As the controversy grew, a Mobile lady wrote to a friend in New Zealand and asked if she knew anything about this unusual story. Finally, last month, back came a letter confirming not only the location of the statue, with the promise of a picture to follow, but also a photostatic copy of the actual law passed in 1904 to protect Jack. The law reads in part:

"1. . . It shall not be lawful for any person to take the fish or mammal of the species commonly known as Risso's dolphin in the waters of Cook Strait or of the bays, sounds and estuaries adjacent thereto.

"2. Any person committing a breach of this regulation shall be liable to a penalty of not less than five pounds nor more than 100 pounds."

## Red Wheat Buy Makes Gems Of Liberty Ships

Anybody who invested all his cash last year in AT&T, Ford Motor and US Steel made a horrible mistake. The real prize of the investment market in 1963, according to an eminent international currency authority, were plain old Liberty ships . . . yes . . . Liberty ships.

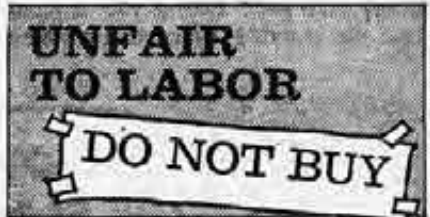
According to Dr. Franz Pick, who is a financial consultant, Liberty ships were the best investments you could make in 1963, better even than stocks or bonds.

The value of Liberty ships rose 80 percent in value in 1963, reports Dr. Pick. Those who bought a Liberty for \$125,000 last January could sell it for \$225,000 in December, he said. He attributed the sudden rise in value to the prospect of shipping American wheat to Russia.

Dr. Pick described the situation as "quite an unexpected trend." He said that it was "the first time in many years that specialties of

the world of culture and collectors no longer led the price rise." His comments were made as part of his annual report on inflation-proof places for money.

For those who may be interested in cornering the market on snuff boxes, Dr. Pick reports that a Louis XV oblong gold and enamel snuff box brought \$39,200 on the world market during 1963. A rise of 25 to 30 percent from the previous year, by the way.



Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

- Eastern Air Lines (Flight Engineers)
- H. I. Siegel "HIS" brand men's clothes (Amalgamated Clothing Workers)
- "Judy Bond" Blouses (Int'l Ladies Garment Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)

## Know Your Rights

**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.

**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.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Max Harrison, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N.Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

**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. 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 reported to headquarters.

**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 headquarters.

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

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

**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

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

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# The Runaway-Flag Menace

## Still A Major Obstacle To A Strong US Fleet

SINCE the end of World War II the floundering condition of the US maritime industry has been marked by the phenomenal growth of runaway-flag shipping operations. Many American shipowners have found they can almost halve operating costs by transferring vessels from the registry of the United States to that of one of the runaway so-called flag-of-convenience registries—Panama, Liberia, and Honduras — otherwise known as the "Panlibhon" fleet.

Panlibhon registry offers the American shipowner the opportunity to ship a non-union, foreign crew at wages roughly one third of what an American crew would be paid. Inadequate control machinery of the Panlibhon governments allow shipowners to make further savings by cutting corners on crew accommodations and safety standards. Other inducements offered to shipowners under runaway registry are:

### Big Attraction

1. The country of registry allows ownership and/or control of its merchant vessels by non-citizens.

2. Access to the registry is easy (generally at the consul's office abroad). Moreover transfer from the registry at the owner's option is not restricted.

3. Taxes on the income from the ship are not levied or are low. Registration fee and annual tonnage tax are normally the only charges made.

4. The country of registry is a small power with no national requirement under any foreseeable circumstances for all the shipping in its registry.

For these and other reasons, the Panlibhon fleet increased from 157 vessels in 1939 to some 1,500 bottoms in 1963, a third of which are American owned and controlled, with most of the rest chartered to giant U. S. companies.

### Liberia At Top

Liberia, which has the largest number of runaway ships in its registry—approximately 900—had none in 1939 and 15 ships in 1949. Also, these vessels for the most part represent newer, faster types, so that the actual tonnage involved in the Panlibhon fleet growth is indeed phenomenal. During the same period, except for the spurt in shipbuilding brought about during the war years, the US-flag fleet had declined steadily till today it is not only small, but composed of old, slow vessels rapidly approaching obsolescence.

### Job Killer

ONE of the most pressing causes for maritime labor's concern over the growth of Panlibhon operations is that in the period 1948 to 1960 alone, over 30,000 jobs for American seamen disappeared. Crews of the Panlibhon fleet are, almost to a man, nationals of countries other than the United States. It is for this reason that the SIU and other maritime unions are so actively fighting the runaway operations.

There have been two spurts in seafaring employment since 1948. The Korean War produced one in 1951, and the Suez incident was responsible for 1957's rise. During these critical periods, temporary expansion capacity was provided by activation of government reserve vessels. Much new government-assisted construction was ordered in response to extremely high cargo rates. The crises passed, and with them, increased demand for seafaring personnel. Appearance on already dormant markets of newly completed construction depressed rates and employment still lower. With the exception of these considerations, runaway operations represent the main cause of seafaring unemployment since 1948.

### No Change

Only twice since 1925 has seafaring employment been less — during 1938 with the Neutrality Act restrictions, and during 1942 when the government construction program had not yet caught up with inroads made by the German U-boat fleet.

Another union complaint is the absence of union conditions and safety standards aboard runaway vessels. A major study of this claim was conducted by the International Labour Organization in 1950. This investigation examined charges of the International Transport Workers Federation that conditions on vessels of Panama (which was then the chief runaway registry) were chaotic due to no uniform legislation or agreement covering conditions of employment, and that many ships transferred to Panama were very old and not up to recognized safety standards. And there is nothing to indicate any change in the basic deficiencies in the period since.

### No Union Conditions

Seamen working aboard runaway ships are denied almost every protection and condition which American seamen enjoy. Among other things, there are no regulations to give effect to the Safety of Life at Sea Convention and the Loadline Convention; there are no regulations concerning crew accommodation, manning requirements, hours of work and overtime in sea transport, food and catering on board ship, certification of ships' cooks or inspection of seafarers' conditions of work; there are no remedies for enabling seamen to recover arrears of wages; there is no provision for the maintenance of seafarers when repatriated. There is not even a slight suggestion of union protection, grievance procedure or welfare, vacation and pension benefits as US seamen know them.

ANOTHER source of conflict with the runaway operators is the profitable use of the runaway flag as a tax dodge. US tax law loopholes make the foreign flag operation virtually tax-free. The savings are so great, that they far outweigh the advantages gained by the use of foreign crews. During a hearing on tax recommendations in 1961 in the House of Representatives, the AFL-CIO Maritime Trades Department pointed out "that the wage costs of these runaway-flag fleets represent a negligible portion of their income, so small that wages do not even enter into the incentive which entices them to seek tax havens."

The MTD statement was backed up by comparing the costs of a typical voyage by a US-flag ship and a foreign operation. The wage saving on a crude oil run from Iran to New York amounted to \$17,920. But the tax saving was a whopping \$92,601. Whereas the wage saving was only 7.5% of the total cost of the operation, the tax dodge amounted to 19.35 percent. Thus, even if runaway ship operators were to match American wages and conditions they would still be way ahead of the game through their tax evasion.

It was to close this tax loophole that the Maritime Trades Department last year called for legislation to provide that runaway-flag

the company does deal in trade with the country whose flag it flies, very little is contributed to the overall economy of that nation. Taxes are negligible in these countries, and wages are so low there is little bolster to the economy.

But, as far as the defense of our nation is concerned, the most important consideration of the runaway problem is the question of who really controls the ships when they are suddenly needed for national defense. Down through history it has been proven that the country with a powerful and smoothly run merchant marine was and is a world leader. The effective sea force of the United States is now split up, sailing under several different national flags, with crewmen aboard representing almost every nation.

THE SIU maintains that the U.S. theory of effective control is a myth. There exist no intergovernmental agreements between the US and the Panlibhon nations concerning either American-owned vessels on their "effective control." Any control arrangements in existence are between the US and the citizen-corporation owners.

Ships under formal contract to this country make up about half the number, but only about 37 percent of the tonnage of American-

ships in 1961 were under no such agreements. This group includes the bulk of the newer and more valuable flag-of-convenience tonnage. Ships in this category were constructed in foreign yards and registered initially directly under flags of convenience. They have never been under the US flag, and the owners are under no contractual obligations to the US government restricting their transfer or sale. It is this group that contains most of the modern super-tankers and bulk ore carriers.

The SIU and other maritime unions have continually voiced strong objections to the use of runaway shipping as a subversion of America's defense position. In spite of continuing support of these operations by the State and Defense Departments as "our fifth arm of national defense," the SIU holds that effective control over a ship can only be exercised by the power which has control of the crew. During times of relative peace, an American corporation may well exercise strict control over movements of its vessels in international commerce. If an armed conflict were to arise, however, it might be anyone's guess where an American-owned super-tanker with Swedish officers and Italian unlicensed personnel might end up.

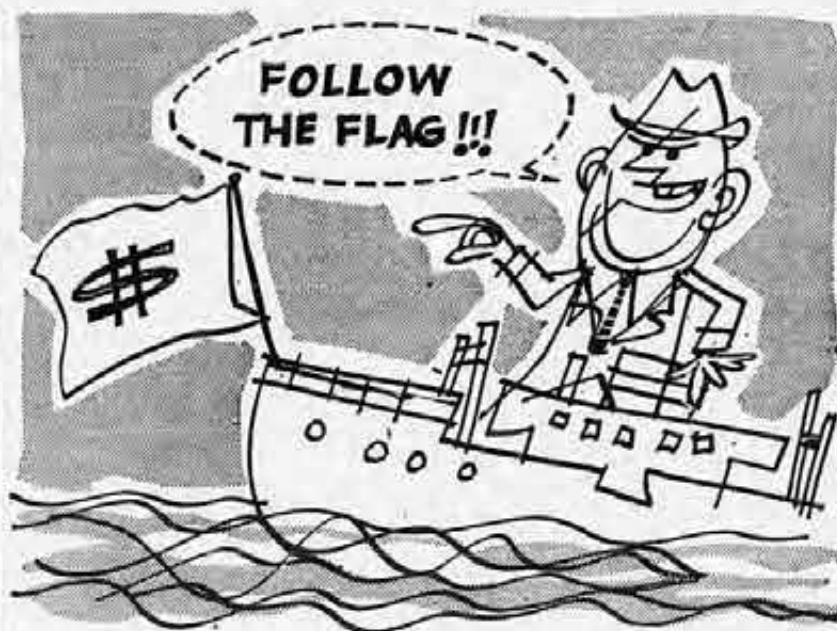
An example of the merely hypothetical nature of effective control was provided in 1960 when an American-owned, Liberian-registered tanker carried a cargo of Russian oil to Cuba. Determining the loyalty of a vessel crewed by foreign nationals, 5,000 miles away from the US seems to be a matter of conjecture, at best.

AS more and more seek the device, known as using the flag of convenience, more and more is our national defense, our economy, and the lives of our own working men submerged to grant a privileged few that big break: a fatter dividend check.

### US Government At Fault

And more and more, the SIU and other groups in the forefront of the fight against the outrage are curtailed in their efforts to alleviate the plight of the American working man by the Federal Government. The SIU, together with the MEBA, won the right in 1961 to board these vessels and try to organize them under the banner of an American union, offering decent working and living conditions. It was a major breakthrough in the fight, but a Supreme Court decision in February of 1962 barred the organizing effort and restricted the Unions' activity to informational picketing. But the fight of the unions continues in every other possible area.

If a lesson is to be learned through the rise and fall of nations in the history of the world, it must be obvious that the breakdown of a strong merchant fleet invariably heralded the downfall of world powers. The United States, in attempting to remain as a leader and showplace of the free world, must take the initiative in curtailing the wholesale sell-out of our great sea power by forcing the runaway operators—the architects of US ruination—back under the flag of the United States.



vessels owned or controlled by US citizens would not be exempt from US taxes if the vessel's income was derived from commerce of the United States.

Such a bill was later introduced in the House of Representatives by Congressman Thomas L. Ashley of Ohio, who said that "the main incentive of foreign registry of an American-owned or controlled vessel was—and continues to be—exemption from income tax . . ."

Furthermore, since the flag of convenience is merely a handy gimmick to escape higher US costs, operators care little to what country they go to obtain such flags. Often the runaway ship is engaged in traffic wholly outside the sphere of the tiny country it supposedly represents, and never even sees that country's ports. The argument that the runaway operations contribute to the economies of these countries, our allies, doesn't stand up especially when it is obvious that, even if

owned, Panlibhon-registered vessels. These are ships that were previously under the US flag or were built in US yards for foreign account, on which there is a written contract between the owner and the Maritime Administration. Such a contract requires the owner to make the ship available to the US upon request in the same way a US-flag vessel would be made available under the requisitioning provisions of the Merchant Marine Act. Close to 174 of the 224 ships under contract are war-built ships, mostly Liberty dry-cargo vessels and T-2 tankers.

### No Assignments

It is clear then, that a considerable number of vessels over which the US has contractual control are quite old, and nearing bloc obsolescence.

The rest of the 456 American-owned vessels which were registered under the Panlibhon regi-



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

# **KNOW YOUR SHIPPING RULES**

**Complete Text  
of the Shipping Rules  
Under the Contract  
between  
Seafarers International Union,  
Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO  
and  
Contracted Employers**

# SHIPPING RULES


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Every seaman shipped through the hiring halls of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, hereinafter called the "Union," shall be shipped pursuant to the following rules:

## 1. Seniority

A. Without prejudice to such other legal conditions and restrictions on employment as are contained in the agreements between the Union and the Employers, seamen shall be shipped out on jobs offered through the hiring halls of the Union in accordance with the class of seniority rating they possess, subject, nevertheless, to the other rules contained herein.

B. Seniority shall be determined in the following manner:

A class A seniority rating, the highest, shall be possessed by all unlicensed personnel who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1951. On and after October 1, 1956, a class A seniority rating shall be possessed by all seamen with ratings above ordinary seaman, wiper, or messman, who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1952, subject, however, to rule 9. On and after September 1, 1958, a class A seniority rating shall also be possessed by all seamen who have shipped regularly with one or more of the companies listed in Appendix A, either (1) up to December 31, 1955, since before January 1, 1953, or (2) up to December 31, 1956, since before January 1, 1954, subject, however, to rule 9. On and after June 15, 1961, a class A seniority rating shall be possessed by all seamen who have shipped regularly with one or more of the companies listed in Appendix A, either, (1) up to December 31, 1957, since before January 1, 1955; or, (2) up to December 31, 1958, since before January 1, 1956; or, (3) up to December 31, 1959, since before January 1, 1957.

A class B seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1957 with one or more of the companies listed in Appendix A, since before January 1, 1958, and who do not have a class A seniority rating, subject, however, to rule 9. On and after September 1, 1958, class C personnel who possess a Certificate of Satisfactory Completion of the Andrew Furuseth Training School course, and who, after obtaining such a certificate of satisfactory completion, have completed 60 days of seafaring with any of the companies set forth in Appendix A, shall be entitled to class B seniority rating.

A class C seniority rating shall be possessed by all seamen who do not have a class A or class B seniority rating, subject, however, to rule 9.

Notwithstanding anything to the contrary herein, no seaman shall be deprived of the seniority to which he would be otherwise entitled by virtue of service with the armed forces of the United States.

C. A seaman will be deemed to have shipped regularly with one or more of the companies listed in Appendix A if he has been employed as an unlicensed seaman no less than ninety days (90) per calendar year on one or more American flag vessels owned or operated by the said companies, subject, however, to rule 3(A). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. Employment with, or election to any office or job in the Union, or any employment taken at the behest of the Union, shall be deemed to be the same as employment with any of the companies listed in Appendix A, and seniority shall accrue accordingly during the period such employment, office, or job is retained.

E. A class A seniority rating shall be the highest, class B, the next highest, and so on, and priority as to jobs shall be granted accordingly, subject, nevertheless, to the rules contained herein.

F. Within each class of seniority, a seaman shall be shipped in accordance with the length of time he has been unemployed, the one unemployed the longest to be shipped the first, subject, nevertheless, to the rules contained herein.

G. It shall be the responsibility of each seaman to furnish proof of seniority and length of the period of his unemployment. Notwithstanding any other provisions herein, the failure to produce adequate proof of seniority or length of unemployment shall be grounds for denial of the job sought. An appropriate seniority rating card duly issued by the Union shall be deemed sufficient proof of seniority, for the purposes of shipping, without prejudice to the right of any seaman to furnish different proof of his seniority in reasonably legible and easily ascertainable form, such as official Coast Guard discharges. Unemployment periods shall be ascertained solely from shipping cards issued by the Union.

H. Seniority rating cards will be issued by the Union only upon written and personal application made and accepted. These will be valid only for the calendar year in which issued. No seniority rating card will be issued after October in each calendar year, unless the

remaining time is not needed to preserve the seniority rating of the applicant, or is mathematically sufficient to enable him to retain his seniority. Each seniority rating card shall be based upon entitlement as of the date applied for.

Shipping cards issued by the Union shall be valid for a period of 90 days from the date of issue subject to the other rules contained herein. If the 90th day falls on a Sunday or a holiday, national or state, or if the hall in which registration has been made is closed on that day for any reason, the card shall be deemed valid until the next succeeding business day on which the hall is open. The period of validity of shipping cards shall be extended by the number of days shipping in a port has been materially affected as a result of a strike affecting the industry generally, or other similar circumstances. Shipping cards shall be issued to all those requesting the same provided the seaman has all the necessary documents and papers required by law and is otherwise eligible.

I. Seniority shall be calculated on the basis of employment without regard to department (deck, engine, or steward), without prejudice, however, to the application of any other rule contained herein. A seaman may not change the department in which he usually ships without permission of the Seafarers Appeals Board, which permission shall be granted only upon proof, deemed satisfactory by the Board, that medical reasons, insufficient to prohibit sailing altogether, warrant the change.

J. Seamen with a class B or class C seniority rating may be shipped on a vessel for one round trip, or sixty (60) days, whichever is longer; in the latter case, the sixty (60) day period may be extended, where necessary to insure practicability insofar as leaving the ship is concerned. This rule shall not be applied so as to cause a vessel to sail short-handed. No transportation shall be due by virtue of the application of this rule. The words "round trip" shall have the usual and customary meaning attributed to it by seamen, whether it be coastwise, intercoastal or foreign. On coastwise voyages, if the schedule of the vessel is such that it is to return to the area of original engagement, a seaman shall not be required to leave the vessel until the vessel reaches the said port or area. On intercoastal and foreign voyages, where the vessel pays off at a port in the continental United States other than in the area of engagement, if the vessel is scheduled to depart from the said port of payoff within ten days after arrival, to return to the port or area of original engagement, a seaman with a seniority rating of less than class A shall not be required to leave the vessel until it arrives in the said port or area of original engagement.

## 2. Shipping Procedure

A. No seaman shall be shipped unless registered for shipping. No seaman shall register for shipping in more than one port of the Union at one time. No shipping card issued in one port shall be honored in another.

B. No seaman may register for another, or use another's shipping card or seniority rating card. All registration must be in person, and seamen must be present, in person, when a job is offered them.

C. In those ports where the Seafarers Welfare Plan maintains a clinic and to the extent that the facilities of such clinic are available to a registrant, no seaman may register for a job without having presented a clinic card prior to registration.

D. No seaman may register for a job so long as he is employed on any vessel.

E. No seaman shall have the right to reject more than two jobs, after throwing in for them, within the period of validity of his shipping card. Rejection of more than two jobs during this period will require re-registration and the taking out of a new shipping card.

F. Every seaman who accepts a job, and who quits or is fired after one day, shall not be permitted to retain the original shipping card on which he received his job, but must re-register to ship. If he quits or is fired within one day, he must report back to the dispatcher on the next succeeding business day or else give up the original shipping card on which he received his job.

G. No seaman shall be allowed to register on more than one list (department), and in not more than one group, as hereinafter set forth. No seaman shall be shipped out on a job off a list (department) other than that on which he is registered, except under emergency circumstances, such as insuring against a vessel sailing short in a department. No seaman shall be shipped out on a job outside the group in which he is registered, except as specifically set forth herein.

The following are the groups within the lists (departments), in which classified seamen may register. Within one list (department), those possessing a higher seniority rating may take priority in the obtaining of jobs over those with lesser seniority rating even when not registered in the same group, subject, however, to the provisions of rule 4 (C).

The following is a breakdown of the list (department) group:

## DECK DEPARTMENT

### Group I—Day Workers

Bosun  
Bosun's Mate  
Carpenter

Deck Maintenance  
Watchman—Day Work  
Storekeeper

### Group II—Rated Watch Standers

Quartermaster  
Able Seaman

Car Deckman  
Watchman—Standing Watches

### Group III

Ordinaries on Watch

## ENGINE DEPARTMENT

### Group I

Chief Electrician  
1st, 2nd, 3rd Ref. Eng'r.  
2nd Electrician  
Unlic. Jr. Eng'r.—Day Work  
Unlic. Jr. Eng'r.—Watch  
Plumber-Machinist

Chief Ref. Eng'r.  
Chief Storekeeper  
Evap. Maintenance Man  
Pumpman, 1 and 2  
Engine Maintenance

### Group II

Deck Engineer  
Engine Utility  
Oiler—Diesel  
Oiler—Steam

Watertender  
Fireman-Watertender  
Fireman

### Group III

Wiper

## STBWARD DEPARTMENT

### Group I (S)—Rated Men

Chief Steward—Passenger  
Steward

2nd Steward—Passenger

### Group I—Rated Men

Chief  
Night Cook and Baker

Chief Cook  
2nd Cook and Baker

### Group II

2nd Cook and 3rd Cook

### Group III

Utility Messmen

Messmen

H. No seaman shall be tendered any job unless he is qualified therefor in accordance with law and can furnish, on demand, the appropriate documents evidencing this qualification.

I. No man shall be shipped while under the influence of alcohol or drugs.

J. All seamen shipped through the Union shall be given two assignment cards. One of these cards shall be given by the seaman to the head of his department aboard ship, the other to his department delegate aboard ship.

K. Subject to the other rules contained herein, a seaman receiving a job shall give up the shipping card on which he was shipped.

L. Nothing contained in these shipping rules shall create any indemnity obligation on behalf of the Union and/or the Seafarers Welfare Plan.

## 3. Hospital Cases

A. Notwithstanding anything to the contrary herein contained, the period of employment required during each year to constitute regular shipping, or for the maintenance of class B or class C seniority without break, shall be reduced, pro rata, in accordance with the proportion of bona fide in- and out-patient time to each calendar year. Example: If a man has been a bona fide in- and out-patient for four (4) months in one calendar year, the yearly employment required for seniority purposes shall be reduced by one-third for that year.

B. A seaman who enters a bona fide hospital as an in-patient and remains there for thirty (30) days or more, shall be entitled, if otherwise qualified, to receive a thirty (30) day back-dated shipping card. If he has been such an in-patient for less than thirty (30) days, he shall be entitled, if otherwise qualified, to a shipping card back-dated to the day he first entered the hospital. This rule shall not apply unless the seaman reports to the dispatcher within forty-eight (48) hours after his discharge, exclusive of Saturdays, Sundays, and holidays, and produces his hospital papers.

## 4. Business Hours and Job Calls

A. All Union halls shall be open from 8:00 AM until 5:PM. On Saturdays, the halls shall be open from 8:00 AM to 12:00 Noon. On Saturday afternoons, Sundays, and holidays, the hours of business shall be determined by the port agent, upon proper notice posted on the bulletin board the day before.

B. Jobs shall be announced during non-holiday week days, including Saturday mornings, on the hour, except for the 8:00 AM and Noon calls. On Saturday afternoons, Sundays, and holidays, or under exceptional circumstances, the job may be called out at any time after it comes in. In no case shall a job be called out unless it is first posted on the shipping board.

C. There shall be a limit of eight (8) job calls in which the priority of class A and class B personnel may be exercised in obtaining a particular job. If the eighth job call does not produce a qualified seaman possessing either a class A or class B seniority rating (in the

These rules include the rules previously printed and distributed, together with amendments thereto, decided upon by the Seafarers Appeals Board, up to and including December 26, 1963.

order prescribed herein), that seaman with a class C seniority rating, otherwise entitled under these rules, shall be selected for the job. This rule shall not be applied so as to cause a vessel to sail short-handed or late.

D. The four major ports are declared to be New York, Baltimore, Mobile and New Orleans. In halls other than those therein located, if three (3) calls for a job do not produce a qualified seaman possessing a class A seniority rating, the job shall be placed in suspense, but only with respect to class A and class B personnel who are registered for shipping, and not with respect to class C personnel. The nearest major port shall be immediately notified, and the suspended job offered there for the next two (2) job calls. A qualified class A seaman in the major port so notified shall have the right to bid for these jobs but only within the said two (2) job calls. In the event these jobs are not so bid for, the major port shall so immediately advise the notifying port. Thereafter that seaman with a class A or B seniority rating, otherwise entitled under these rules and registered in the notifying port, shall be assigned the job. This rule shall not be applied so as to cause a vessel to sail short-handed or late, and shall not be deemed to require any employer to pay transportation by virtue of the transfer of the job call. The provisions of the rule 4 (C) shall be subordinate hereto.

#### 5. Special Preferences

A. Within each class seniority rating, seamen over fifty (50) years of age shall be preferred in obtaining jobs of fire watchmen.

B. A seaman shipped on a regular job, whose ship lays up less than fifteen (15) days after the original employment date, shall have restored to him the shipping card on which he was shipped, provided the card has not expired.

C. If a ship lays up and then calls for a crew within ten (10) days after layup, the same crewmembers shall have preference, providing they are registered on the shipping list. Such preference shall be extended by the number of days of layup resulting from strikes affecting the industry generally, or other similar circumstances.

D. A seaman with a class A seniority rating shall not be required to throw in for a job on the same vessel after first obtaining a job thereon, so long as he has not been discharged for cause or has quit.

E. Class C personnel with a certificate of satisfactory completion from the Andrew Furuseth Training School shall be preferred over other class C personnel.

F. (1) Within each class of seniority, preference for the job of bosun shall be given to those seamen who possess a Certificate of Recertification as bosun from the Deck Department Recertification Program, or in the event there are no such recertified bosuns available, then preference shall be given those bosuns who either have actually sailed as AB for at least 36 months in the deck department, or have actually sailed in any capacity in the deck department for at least 72 months, or, have actually sailed as bosun for 12 months, in all cases with one or more of the companies listed in the aforementioned Appendix A.

(2) Within each class of seniority, preference for the job of chief electrician shall be given those seamen who have actually sailed for at least 36 months in the engine department, including at least 12 months as second electrician, with one or more of the companies listed in the aforementioned Appendix A.

(3) Within each class of seniority, preference shall be given to those stewards and third cooks who possess a Certificate of Recertification in their rating from the Steward Department Recertification Program, or, in the case of a steward, in the event there are no such recertified stewards available, then preference shall be given to those stewards who have actually sailed at least 36 months in the steward department in the rating above that of third cook, or who have actually sailed as steward for at least 12 months, in all cases, with one or more of the companies listed in the aforementioned Appendix A.

(4) Within each class of seniority in the deck department, the engine department and the steward department, preference shall be given to all entry ratings who are endorsed as Lifeboatman in the United States Merchant Marine by the United States Coast Guard. The provisions of this rule may be waived by the Seafarers Appeals Board in those cases where, in its judgment, undue hardship will result, or where other extenuating circumstances warrant such waiver.

G. If an applicant for the Steward Department Recertification Program or the Deck Department Recertification Program for bosuns is employed on a vessel in any capacity when he is called to attend such program, such applicant, after his successful completion of the respective Recertification Program, shall have the right to rejoin his vessel in the same capacity on its first arrival in a port of payoff within the continental limits of the United States.

H. 1. On or after December 26, 1963, the Seafarers Appeals Board shall, in its discretion, and in accordance with its authority under Article 1 ("Employment") Section B of the collective bargaining agreements and relying upon the several factors set forth below, upgrade to class A seniority rating unlicensed personnel possessing

class B seniority rating whom it deems qualified for same.

The factors to be utilized in determining whether an applicant shall be so upgraded are as follows:

- An endorsement from the United States Coast Guard as a Lifeboatman in the United States merchant marine;
  - Possession of a certificate of satisfactory completion of the Andrew Furuseth Training School course;
  - Possession of special aptitudes;
  - Possession of special skills;
  - Employment record;
  - A minimum of 12 months of seetime with any of the companies listed in Appendix A of the collective bargaining agreements.
- Factor (b) may be waived by the Seafarers Appeals Board in those cases where undue hardship will result.

2. The Seafarers Appeals Board shall continue to so upgrade applicants for a period of time not to exceed six months from the date of this action, at which time it shall terminate such upgrading and shall publicize such termination in the hiring halls of the Union and in such other places as will give notice thereof thirty (30) days prior thereto. Thereafter, when it deems necessary, the Seafarers Appeals Board may reinstitute such upgrading program for additional periods of time not to exceed six months duration and shall publicize the termination of same as required by the collective bargaining agreements.

I. The contracting companies recognize that the aforementioned preferences shall obtain notwithstanding any other provision to the contrary contained in these rules.

#### 6. Standby Jobs

Standby jobs shall be shipped in rotation, within each class of seniority rating. No standby shall be permitted to take a regular job on the same vessel unless he returns to the hall and throws in for the regular job. His original shipping card shall be returned to the standby when he reports back to the dispatcher unless it has expired in the interim.

#### 7. Relief

(1) Except for recertification, when an employed seaman wants time off and secures permission to do so, he shall call the hall and secure a relief. No reliefs shall be furnished for less than four (4) hours or more than three (3) days. The one asking for time off shall be responsible for paying the relief at the regular overtime rate. Reliefs shall be shipped in the same manner as a standby.

This rule shall not apply when replacements are not required by the head of the department concerned.

(2) Any employed seaman who has been called to attend the Steward Department Recertification Program or the Deck Department Recertification Program for bosuns may be temporarily replaced by a relief man until his successful completion of the respective Recertification Program. The registration card of any such relief man shall remain valid during such relief assignment unless it expires because of the passage of time.

#### 8. Promotions or Transfers Aboard Ship

No seaman shipped under these rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch the required man from the Union hall.

#### 9. Change in Seniority

A. Unless otherwise specifically entitled thereto by these rules, all those who possess a class B seniority rating shall be entitled to Class A seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their class B seniority without break.

B. All those who possess a class C seniority rating shall be entitled to a class B seniority rating two (2) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their class C seniority rating without break.

C. Shipping with one or more of the companies set forth in Appendix A for at least ninety (90) days each calendar year is necessary to maintain without break a class B or class C seniority rating, subject, however, to rule 3 (A). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. The same provisions as to military service as are contained in rule 1 (B) shall be analogously applicable here.

E. In cases where a seaman's shipping employment has been interrupted because of circumstances beyond his control, thereby preventing the accumulation of sufficient seetime to attain eligibility for a higher seniority rating, the Seafarers Appeals Board may, in its sole discretion, grant him such total or partial seniority credit for the time lost, as, again in its sole discretion, it considers warranted in order to prevent undue hardship.

For purposes of Board procedures, whether a matter presented to the Seafarers Appeals Board is an appeal as a result of a dispute over shipping or seniority rights, or is an appeal for the exercise of the Board's discretion, shall be initially determined by the Chairman, who shall thereupon take such administrative steps as are

appropriate in connection with this determination, subject, however, to overruling by the body hearing the matter. If the Chairman is overruled, the matter shall be deemed to be a dispute appeal, or a discretionary matter, in accordance with the determination of the said body, and it shall thereupon be subject to disposition under the rules corresponding to the type of case it has thus been determined to be.

The applicant shall, at his election, have a right to be heard in person, but only at the place where the Seafarers Appeals Board is meeting to consider the same. The Chairman shall insure that the applicant shall receive fair notice thereof.

#### 10. Discipline

A. The Union, although under no indemnity obligation, will not ship drunks, dope addicts, and others whose presence aboard ship would constitute a menace or nuisance to the safety and health of the crew. Anyone claiming a wrongful refusal to ship may appeal to the Seafarers Appeals Board, which shall be a board of four (4), two (2) to be selected by the Union, and two (2) by that negotiating committee, representing Employers, known and commonly referred to as the Management Negotiating Committee. This Board shall name a Hearing Committee of two (2) to sit in the port where the refusal to ship takes place, if practicable, and, if not, at the nearest available port where it is practicable. This latter Committee shall arrange for a prompt and fair hearing with proper notice, and shall arrive at a decision, unanimously, to be binding and final. If a unanimous decision cannot be reached, an appeal shall be taken to the Seafarers Appeals Board. Where a specific company is involved in the dispute, a representative thereof must be appointed to the Committee by the Board unless waived by the said company.

B. Where a seaman deliberately fails or refuses to join his ship, or is guilty of misconduct or neglect of duty aboard ship, he may lose his shipping card for up to thirty (30) days. For a second offense, he may lose his card up to sixty (60) days. In especially severe cases, or in case of a third offense, he may lose his shipping card permanently. Before a seaman may lose his shipping card under this sub-paragraph B, a complaint shall be filed, by either the Union or an Employer, with the Chairman of the Board, who shall thereupon name a Hearing Committee, which Committee shall arrange for a prompt and fair hearing thereon, with proper notice. The manner of appointment of the Hearing Committee, and the procedures to be followed by it, shall be those specified in the last paragraph of section 9 (E) and section 10 of these rules and, without limiting the effect of any other provision in these rules, hearings may be conducted, and decisions reached, whether or not the seaman is present. Pending the hearing and decision, the seaman may register and ship in accordance with his appropriate seniority and registration status. Appeals from decisions of the Hearing Committee may be taken to the Board, and shall be mailed by the seaman to the Board within fifteen (15) days after written notification of the Committee's decision. The Board shall have the power to extend this time for good cause. Such appeals shall be heard by the Board at the next regular meeting after receipt thereof, provided the appeal has been received in sufficient time for the Board to give five (5) days' notice of the meeting to the seaman of the time and place of the meeting. Pending any appeal or decision thereon by the Board, the decision of the Hearing Committee shall be effective.

C. The Board of four (4) shall be a permanent body, and each member shall have an alternate. The selection of the alternates, and the removal of members or alternates shall be set forth in the agreements signed by the Union and the Employers. Members of the Board may serve on a Hearing Committee, subject to sub-paragraph A. The Board shall act only if there participates at least one Union member and one Employer member, while the collective strength of each group shall be the same, regardless of the actual number in attendance. The decisions of the Board shall be by unanimous vote, and shall be final and binding, except that, in the event of a tie, the Board shall select an impartial fifth member to resolve the particular issue involved, in which case, a majority vote shall then be final and binding. Where no agreement can be reached as to the identity of the fifth member, application therefor shall be made to the American Arbitration Association, and its rules shall then be followed in reaching a decision.

D. All disputes over seniority, and transportation disputes arising out of seniority rule applications, shall be dealt with in the same manner as disputes over shipping rights.

E. It is the obligation of the one aggrieved to initiate action. No particular form is necessary, except that the complaint must be in writing, set out the facts in sufficient detail to properly identify the condition complained of, and be addressed to the Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N. Y.

#### 11. Amendments

These rules, including seniority classifications and requirements, may be amended at any time, in accordance with law, contracts between the Union and the employers, and to the extent permitted by law and contract, as aforesaid, by the Seafarers Appeals Board.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

**Max Harrison, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1630, New York 4, N. Y.**