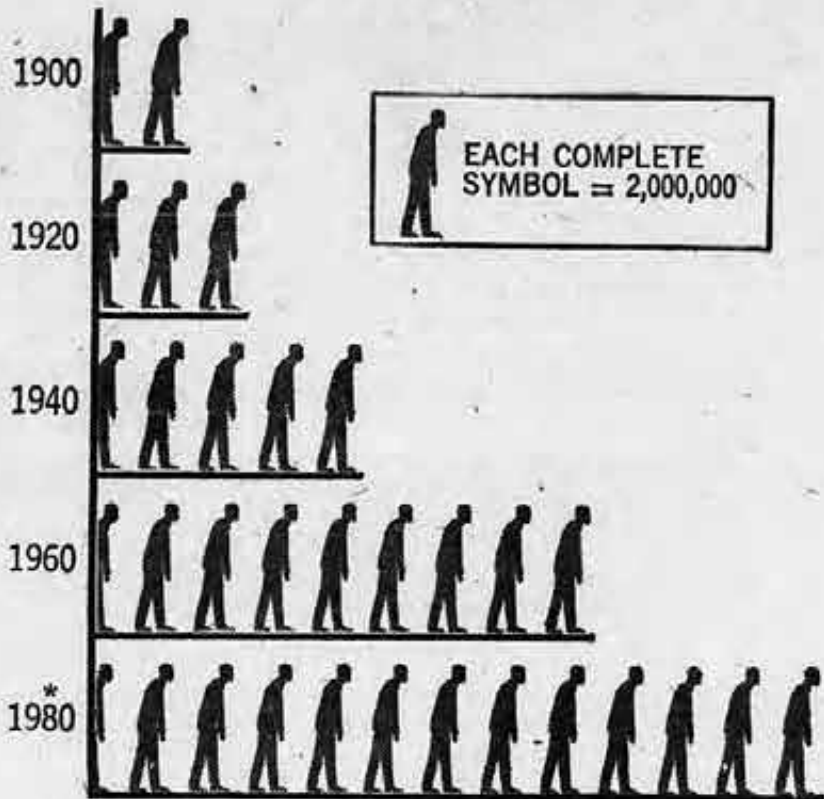


Why Medicare?

THE INCREASE IN OLDER AMERICANS AGE 65 PLUS



*Projected

Source: 1900 through 1960, census of population; 1980, U.S. Bureau of the Census, "Current Population Reports; Estimates," Series P-25, No. 251.

Chart depicting steady increase in number of older Americans since 1900 makes eloquent case for Medicare program financed under the Social Security System and backed by the AFL-CIO. Longer life for US senior citizens has been paralleled by immense rise in hospital and medical expenses, whose high cost is out of reach for many. (See editorial, Page 11.)

SIU, ILA Blast Gov't Handling In Wheat Deal, Fight Waivers

Story On Page 3

13 C-4s Slated For SIU Fleet

Story On Page 2



The Big Question In Wheat Sales To USSR

Who Protects US Shipping ???????

See Centerfold

Lifeboat Marker For SIU.

SIU lifeboatmen's training school greets first graduating class in 1964, which also happens to be class number 100 since the start of the program. Group that just completed training here, after 8-day course at Union headquarters, includes (front, l-r) Farrell Fernandez, Luis Filipetti; middle, William A. Gardner, Eugene Williams, Robert C. Williams, Thomas F. Doran; rear, Irwin Gitlin and Richard T. Smith, flanked by instructors Dan Butts and Arni Bjornsson.

SIU Fleets Get 13 Replacements In C-4 Breakout

WASHINGTON—The Maritime Administration has assigned 18 C-4 type reserve fleet troopships to seven non-subsidized operators in the offshore and domestic trades, under a program that will provide some \$70 million in shipyard conversion work plus completely-modernized US tonnage that will be serviceable for many years.

Four of the companies which successfully bid for the 18 ships are SIU-contracted operators. They are being allocated 13 of the 18 available vessels. The Navy had announced the release of the reserve fleet troop carriers last fall. There are an additional 25 C-4s still in reserve status.

Once Maritime invited bids on the 15,000-deadweight-ton ships, 18 companies applied for a total of 50 ships on a trade-in basis. Waterman alone had sought 12 of the C-4s, and will be getting 6. The company will convert them to jumbo containerships, with movable and fixed cranes.

The other SIU companies which successfully bid for the vessels are Calmar Steamship, which drew five of them; Oceanic Petroleum, which is getting one, and Penntans, also allotted one.

Calmar proposes to use its ships in break-bulk intercoastal service, that will include volume shipments of lumber from the Pacific Northwest to the East Coast. Oceanic and Penntans will convert the C-4s to bulk cargo vessels of about 20,000 tons each.

Matson Navigation, under contract to the SIU Pacific District, was allotted two of the remaining five ships.

The principal characteristics of the unconverted C-4s are an overall length of 522'10", beam of 71'6" and speed of 17 knots. They are World War II-built ships that have been idle for the most part since the end of the Korean War.

A number of SIU companies already operate converted C-4s released previously. Typical of these ships are the Transglobe, the Ocean Evelyn and Sea-Land's containerships Mobile and New Orleans.

Conversion costs on the ships will be well below the cost to build similar new hulls, and will be borne entirely by the operators.

States Put Teeth In Fair Job Laws

The AFL-CIO has announced that six states passed or strengthened laws prohibiting employment discrimination last year. Hawaii, Iowa and Vermont have passed fair employment laws for the first time while Indiana provided for enforcement of its previously voluntary law. Colorado made its ban on job discrimination applicable to apprenticeship programs and the Maine legislature voted to require a nondiscrimination provision in standards for apprenticeship agreements. Both Hawaii and Nebraska barred job discrimination because of age, the Federation reported. Some 25 states and Puerto Rico now have mandatory fair employment laws and 18 jurisdictions bar age discrimination.

The Government will hold mortgages on the vessels.

The names of the ships going to SIU companies are the following: Waterman — Marine Flasher, Marine Cardinal, Marine Shark, Marine Falcon, Marine Jumper, Marine Tiger; Calmar—Gen. G. O. Squier, Gen. Ormar Bundy, Gen. J. R. Brooke, Gen. O. H. Ernest, Gen. T. H. Bliss; Oceanic—Marine Perch; Penntans — Gen. H. L. Scott.

Former CS Tanker Rejoins SIU Fleet

WASHINGTON—A bid by the SIU-contracted Penntans Company to buy the jumboized tanker Gold Stream from the Federal Government has been accepted. Penntans outbid three other companies for the ship, which crewed up at San Pedro, Calif.

The company's high bid was \$2.1 million, against a lien of \$3.4 million the Government holds on

the vessel. The US took over the ship after its original owner, the Red Hills Corporation, defaulted on its mortgage payments.

Now known as the Penn Sailor, the Gold Stream was jumboized from the hulk of the old Cities Service tanker Salem Maritime, which was manned by Seafarers until 1956; when a series of explosions took the lives of 13 SIU men and severely damaged the ship.

Besides the 13 Seafarers known dead or missing, eight other crewmen lost their lives in the explosions and fire at the Cities Service dock in Lake Charles, La., just eight years ago, when the disaster occurred on January 17, 1956. Cities Service later sold the burned-out hull, which Red Hills salvaged and incorporated with another tanker section to build the new Gold Stream.

But the Gold Stream also had its problems, when a fire in one of her boilers again put the ship out of commission last year. She was then laid up and, as a result, Red Hills failed to pay the principal and interest due on the ship's Federally-insured mortgage.

The ship had been laid up for some 11 months at Todd's shipyard in San Pedro until the sale to Penntans.

Penntans obtained a charter for the jumboized ship last week, for a grain haul from the US north Pacific to Piraeus, Greece. The loading is to be completed late this month.

Bloomfield Aid Bid Awaiting Another Look

WASHINGTON — A Maritime Subsidy Board decision deferring action on SIU-contracted Bloomfield Steamship Company's request for a 20-year agreement on an operating differential subsidy will be reviewed by the Secretary of Commerce, the Maritime Administration has announced.

Bloomfield had protested a Subsidy Board decision handed down last month extending Bloomfield's subsidy operation on Trade Route 21 for only one year. Bloomfield had sought a 20-year pact for operations on the US Gulf—United Kingdom/European Continent route. At the time of its decision, the Subsidy Board had stated that the subsidy extension was granted so that the Board could study in greater detail its present subsidy contract with Bloomfield.

The Subsidy Board action was the first time that the board had deferred a decision on renewal of a subsidy contract in order to grant an opportunity for comment and possible public hearing.

Bloomfield has already advised the Maritime Administration that it wishes to withdraw its application for an operating differential subsidy 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.

Snowman For New Orleans



Seafarer Vic Miorana shares the spotlight with snowman during New Orleans' recent big snow, which witnessed a 3.8" fall. Miorana is pictured outside election campaign headquarters for Tom Early, running for state representative from the 6th ward, while Vic was helping in his campaign. COPE candidate Early handily defeated John Mattassa, one of the candidates labor went all-out to beat.

SIU Clinics' New Hours Win Praise

NEW YORK—All ports are reporting enthusiastic response from the membership for the new Saturday morning service for Seafarers at all SIU medical centers on the mainland plus the center at San Juan, Puerto Rico.

The new Saturday service to provide medical examinations for Seafarers to match the hours for regular job calls in the affected ports will be two months old next week, having begun on December 14. Under the new schedule the clinics are open between the hours of 8 AM and 12 noon each Saturday at all seven centers.

The Saturday service is intended for the use of Seafarers only at the present time. Free diagnostic services in the fully-equipped clinics remain available for both SIU men and their families during the regular clinic hours on weekdays, Monday through Friday.

President's Report



By Paul Hall

We have yet to see any evidence of a change in the Government's attitude of neglect and misunderstanding toward the many problems of the US maritime industry.

Almost without exception, the US maritime industry gets the wrong end of the stick from the very Government agencies which should protect American industry and interests. Time after time, these agencies have favored foreign interests over American interests, especially in the maritime industry.

A case in point right now is the shipping of \$90 million worth of wheat to Russia, the first portion of which is being arranged by the Continental Grain Company. We now find ourselves fighting a continuing battle to get even the 50 percent of these shipments originally slated as the absolute minimum to be shipped on US-flag vessels.

This past week, Continental Grain was seeking a waiver for 280,000 tons of wheat to be carried on foreign ships. This would be more than half of the amount originally set as a minimum for shipments on American-flag vessels and would have left us with only 21 percent instead of the 50 percent originally specified as a minimum.

As a consequence of this move by Continental to undermine the rights of the US maritime industry, our organization, along with the International Longshoremen's Association and the Marine Engineers Beneficial Association, advised the Maritime Administration of our position regarding the waiver in the following telegram sent Tuesday night:

"The expressed policy of our Government with respect to the shipment of American wheat to the Soviet Union is that at least 50 percent of the shipments ought to be carried in United States-flag vessels. We have repeatedly been assured by various Government agencies that this shipping requirement would be observed in the interests of the American merchant marine and American maritime workers. Despite these assurances, we are now confronted with the threat that our Government will once again waive the 50 percent requirement by allowing Continental Grain Co. to select foreign-flag shipping over available American tonnage. We vigorously protest the manipulation of shipping requirements in order to produce greater profits for Continental at the expense of our nation and the maritime industry.

"If the government permits this waiver it will deal a devastating blow to American shipping and will defeat the very purpose which gave rise to the requirement in the course of the wheat sales negotiations that American shipping carry at least 50 percent of the shipments. In the event of a waiver, we will be forced to take immediate action in the interests of the industry, the workers involved and the American taxpayer. We will also call upon the Maritime Trades Department of the AFL-CIO to take steps for appropriate action by the American labor movement that would effectively call to the attention of the American public the disastrous effects of our government's actions in repudiating the 50-50 policy with regard to the wheat shipments to the Soviet Union."

Paul Hall, president, Seafarers International Union of North America, AFL-CIO

Thomas W. Gleason, president, International Longshoremen's Association, AFL-CIO

Jesse M. Calhoun, president, Marine Engineers Beneficial Association, AFL-CIO

We were advised the next day that a hearing would be held the following day, which all interested parties were invited to attend. We were at the hearing along with representatives of the ILA. At that hearing we made crystal clear our position that we are strongly dissatisfied with the rough handling, abuse and just plain unfair treatment which the US maritime industry and maritime workers have been getting for years from various agencies of the US Government.

The future of American maritime workers and their interests are deeply involved in this matter and your Union will not, for a minute, relax its vigilance to see that the shipping to which American maritime workers are entitled is not pulled out from under them by other US industries, the US Government or any foreign government.

SEAFARERS LOG

Feb. 7, 1964 Vol. XXVI, No. 3



PAUL HALL, President

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 22, NY. Tel. NYc 4-6480. Second class postage paid at the Post Office in Brooklyn, NY under the Act of Aug. 24, 1912.



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Trio of rank-and-file Seafarers on polls committee in Baltimore during recent day's voting on dues increase takes time out to line up for the cameras. Committeemen (l-r) are George Litchfield, Frank Rakas and George Godwin.

Vote On Dues Hike To End February 18

NEW YORK—Voting by Seafarers in all ports on the proposed dues increase reached the half-way mark this week with voting scheduled to end on February 18. The secret ballot referendum, which began on Monday, January 20, is being conducted in accord with the provisions of the constitution and the report of a six-man rank-and-file committee.

The committee called for the election of a six-man committee on February 24 at headquarters to conduct the tallying and certify the results.

Balloting on the proposed increase is being conducted in ac-

cord with the SIU constitution, which provides for the election of a rank-and-file polls committee each day in all 18 ports where voting is conducted.

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 in Philadelphia, Baltimore, Houston, New Orleans and Mobile which ended on December 11.

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 has been accepted by the membership, subject to a secret ballot referendum. The committee report was adopted at special meetings in all constitutional ports on December 18.

The resolution proposes an increase in dues of \$10 per quarter from the present \$20 to \$30 per quarter, effective January 1, 1964.

Pacific SIU, NMU Sign New Pact

SAN FRANCISCO — The SIU Pacific District and the National Maritime Union announced an agreement last week under which they will suspend organizing rivalry in two major US Government fleets.

Each of the unions agreed to halt organizing activity in one of the two fleets in order to further the chances for the other to obtain exclusive recognition as bargaining representative for the seamen of that fleet.

The units involved are the Pacific Area Command of the Military Sea Transportation Service, which operates US Navy transport and service vessels with civil service crews, and the Portland (Ore.) District of the US Army Corps of Engineers, which operates civilian-manned dredges, tugs and support vessels.

NMU agreed to cease its organizing activity in the MSTs Pacific fleet for the rest of the year and the Pacific District SIU agreed to do the same in the Corps of Engineers Portland District. The agreement was signed for the SIU by Morris Weisberger, SIUNA executive vice-president and secretary-treasurer of the Sailors Union of the Pacific, who directs the SIU's government organizing affiliate, the Military Sea Transport Union.

SIUNA President Paul Hall said that "the agreement boosts the chances for trade union representation victories which are in the best interests of maritime workers."

It is hoped that bargaining elections will be held in both units before the end of the year. Some 1,600 men are involved in the MSTs Pacific fleet and several hundred are involved in the Portland Engineers District.

SIU, ILA Hit Gov't Role In Wheat Deal, 50-50 Waiver Plan

WASHINGTON—Representatives of the SIU and the International Longshoremen's Association yesterday vigorously attacked the handling by the US Maritime Administration and private US grain companies, of wheat sales shipments to the Soviet Union. The unions' blast was made at a hearing called here by Acting Maritime Administrator Robert Giles.

The unions attacked the maritime agency's failure to carry out the intent of Government policy that at least 50 percent of the wheat shipments to Russia be carried on American-flag vessels.

The hearing had been called by the Maritime Administrator following a telegram sent to him late Tuesday night, strongly protesting proposals to waive the 50-50 requirement for American-flag ship participation in the wheat sales, which had been sought by Continental Grain Co. The telegram was sent by SIU President Paul Hall, ILA President Thomas W. Gleason and Jesse M. Calhoun, president of the Marine Engineers Beneficial Association.

The joint message stated that if the proposed waiver is granted, "we will be forced to take immedi-

For special feature on the wheat deal with Russia, see centerfold.

ate action in the interests of the industry, the workers involved and the American taxpayer.

"We will also call upon the Maritime Trades Department of the AFL-CIO to take steps for appropriate action by the American labor movement that would effectively call to the attention of the American public the disastrous effects of our government's action in repudiating the 50-50 policy with regard to the wheat shipments to the Soviet Union."

Within a matter of hours after the union wire was sent, the MA announced that the hearings on the wheat shipment issue would be held on Thursday morning and asked representatives of the grain companies, maritime unions and shipping companies to attend.

At the hearing, Gleason warned that unless 50-50 requirements were observed in the wheat shipments, he was prepared to urge

NEW YORK—Twelve of the US-flag vessels which will carry American wheat to Russia are SIU-manned ships making up the bulk of the 20 US vessels committed to the wheat movement so far. The 20 ships represent 9 companies and account for 343,000 tons of the 500,000 tons of wheat that are supposed to go in US-flag vessels. Among the SIU ships due to load in Atlantic or Gulf ports for delivery to Black Sea ports are the following: Chilore, Columbia, Ocean Ulla, Ocean Anna (ex-Orion Star), Spitfire, York, Transorleans, Transerie, Transhartford, Marine and Venore. In addition, the Niagara will load on the West Coast for the USSR's Pacific coast port of Nakhodka.

his union to "boycott ships regardless of the flag they fly."

In turn, Hall attacked the guidelines and procedures which American shipping has been forced to meet in order to obtain cargoes. Citing the late President Kennedy's announcement that the wheat shipments to Russia were to be "carried in available American ships, supplemented by ships of other countries as required," he pointed out that just the reverse has been the case.

Hall said that the first 200,000

tons of the 1 million-ton sale had been assigned to foreign ships before American vessels were even given an opportunity to bid. Thus, he said, President Kennedy's intent had been reversed to the point where American vessels are simply supplementing foreign bottoms.

An example of the treatment being received by American vessels in the assignment of

(Continued on page 6)

Seafarers Appeals Board Sets Seniority Upgrading Program

NEW YORK—The Seafarers Appeals Board has announced the start of an upgrading program for Seafarers, based on a Union-shipowner survey of manpower needs in all ports and the number of men shipped to fill jobs on SIU-contracted vessels during 1963. The Board's action will be implemented through a training program which will function here in the Port of New York beginning March 1, 1964.

The survey again pointed up the favorable job ratio for the professional Seafarer with class A seniority in the SIU, and showed that there were approximately 3,000 more job placements through SIU hiring halls last year than in 1962.

In 1962 there were 30,447 job placements in all SIU ports, but this figure increased to 33,312 in 1963.

At the same time that job placement figures were rising, the number of available class A seniority men has been shrinking due to a number of factors. The study showed that since the vacation benefit for all Seafarers had doubled to \$800 in October, 1962, men ashore were extending their stays on the beach between jobs and were creating artificial manpower shortages in various ports.

Additional factors, contributing to the shortages of class A men in various ports at different times include the continually-increasing number of men going on pension, all of whom come from within the class A seniority group. There are over 500 oldtime Seafarers now drawing pension benefits. Last year's increase in pensioned members was the largest to date.

In addition, despite the de-

clining nature of the shipping industry, the record shows that the SIU has under contract a net of 12 more ships than a year ago, which represents almost 400 more shipboard jobs available for every SIU man.

As a result of these developments and the need to assure the availability of qualified Seafarers to meet current manning needs, the Seafarers Appeal Board plan will be implemented through a supplementary 30-day seniority upgrading course for class B men with a minimum of 12 months' seetime on SIU-contracted vessels and a lifeboat ticket for a period to meet the needs. The SAB is the joint Union-management panel which governs the shipping rules established under contracts for SIU-manned vessels.

Qualifications for the seniority upgrading are set forth in Section 5H of the shipping rules, based on SAB Action No. 79 adopted on December 26, 1963. The rules were carried in a special LOG supplement on January 10, 1964.

All qualified class B men who wish to apply for a seniority upgrading application or for information should write to: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, New York. The SAB Seniority Upgrading Committee includes Shepard for the Atlantic Area, Lindsey Williams, Gulf Area; Al Tanner, Great Lakes Area; and E. B. McAuley, West Coast Area.

Upgraded To Engineer



Getting the glad hand from SIU Headquarters Rep. Bill Hall (left) is Vincenzo Di Giacomo, a former chief electrician aboard the Alcoa Mariner who recently passed his exam for a 3rd engineers' license. Di Giacomo took advantage of the SIU upgrading program which provides funds for Seafarers interested in obtaining a license.



SEAFARERS ROTARY SHIPPING BOARD



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

January 18 - January 31, 1964

After a period of generally slow shipping, the lag has ended, with a resounding rise everywhere except on the West Coast. Several ports, namely Norfolk, Jacksonville, Mobile, and Houston, more than doubled the number of Seafarers dispatched since the previous period.

Jacksonville, the largest gainer, jumped from 16 to 40 shipped. Total shipping for the latest period was up from 822 to 1,253.

Registration also was up in all departments, with the deck gang logging the largest gain, jumping from 403 to 470. Total registration for this period was 1,235.

Although the West Coast showed a gain last period, the

area was generally down this period, except for a slight rise in Wilmington. San Francisco suffered the biggest dip on the West Coast, dropping from 95 to 31 shipped. The Atlantic Coast shipped the most men in the District.

In the ship activity totals, payoffs almost doubled, while sign-ons and in-transits rose only slightly. The rise in both cases was generally spread evenly among A, B and C men, but B showed a slight gain of two percentage points, whereas Classes A and C each dropped one point.

Class A men dropped to 57 percent of all jobs filled and C men dropped to 10 percent. The only rise was among B men, up this period to 33 percent of all jobs shipped.

Ship Activity

Port	Pay Offs		Sign In		TOTAL
	Ons	Trans.	Ons	Trans.	
Boston	2	0	3	5	8
New York	21	8	16	55	86
Philadelphia	4	1	2	7	11
Baltimore	5	6	14	25	45
Norfolk	3	2	6	11	22
Jacksonville	0	1	7	8	16
Tampa	0	0	3	3	6
Mobile	5	2	4	11	18
New Orleans	5	4	13	22	44
Houston	7	5	30	42	84
Wilmington	2	1	3	6	11
San Francisco	3	3	4	10	17
Seattle	4	4	1	9	17
TOTALS	71	37	107	214	429

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	1	2	3	ALL	1	2	3	ALL	1	2	3
Boston	1	2	1	4	0	1	2	3	1	2	1	4	0	1	0	1	0	0	0	0	4	1	0	5	4	13	5	22	0	3	8	11			
New York	19	35	11	65	0	18	22	38	25	35	6	66	4	31	26	61	0	5	9	14	66	61	14	141	102	108	32	242	7	44	59	110			
Philadelphia	1	8	4	13	0	2	5	7	4	4	0	8	0	1	5	6	0	2	0	2	8	6	2	16	11	14	8	33	0	4	14	18			
Baltimore	3	17	6	26	0	3	8	11	8	16	3	27	0	1	9	10	2	1	1	4	27	10	4	41	35	53	13	101	0	16	21	37			
Norfolk	3	9	1	13	0	3	1	4	4	4	0	8	0	3	6	9	0	1	0	1	8	9	1	18	12	21	2	35	0	4	4	8			
Jacksonville	2	2	1	5	0	2	1	3	4	5	1	10	0	3	2	5	0	0	2	2	10	5	2	17	7	14	3	24	1	12	11	24			
Tampa	4	1	0	5	0	1	0	1	0	1	0	1	0	1	0	1	0	2	1	3	1	1	3	5	8	11	2	21	1	3	4	8			
Mobile	7	8	3	18	0	2	9	11	8	10	3	21	0	0	6	6	0	0	0	0	21	6	0	27	30	33	8	71	0	6	16	22			
New Orleans	24	24	18	66	2	18	21	41	15	27	6	48	8	1	16	25	0	0	0	0	48	25	0	73	86	84	27	197	7	44	74	125			
Houston	13	27	6	46	2	9	8	19	13	31	7	51	2	5	9	16	0	2	2	4	51	16	4	71	48	75	12	135	3	22	21	46			
Wilmington	1	2	1	4	2	2	1	5	1	0	1	2	1	1	1	3	0	0	0	0	2	3	0	5	12	14	3	29	3	6	8	17			
San Francisco	8	13	2	23	2	4	3	9	1	4	2	7	1	2	3	6	0	0	0	0	7	6	0	13	28	37	1	66	3	16	12	31			
Seattle	5	5	2	12	1	3	5	9	6	9	0	15	0	4	3	7	1	3	4	8	15	7	8	30	15	16	6	37	0	7	9	16			
TOTALS	100	153	56	309	9	66	86	161	90	148	30	268	16	54	86	156	3	16	19	38	268	156	38	462	398	493	122	1013	25	187	261	473			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B								
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP								
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	1	1	3	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	1	1	7	2	10	1	8	7	16
New York	10	41	6	57	8	22	13	43	14	56	8	78	6	24	24	54	1	6	5	12	78	54	12	144	42	97	17	156	18	15	50	83					
Philadelphia	1	8	2	11	0	2	4	6	0	5	3	8	1	4	2	7	0	5	0	5	8	7	5	20	1	22	2	25	0	3	10	13					
Baltimore	4	15	3	22	0	9	8	17	6	12	2	20	0	7	11	18	0	2	1	3	20	18	3	41	9	64	9	82	1	25	20	46					
Norfolk	0	6	1	7	0	4	4	8	0	6	0	6	0	3	7	10	0	1	1	2	6	10	2	18	5	14	2	21	1	5	6	12					
Jacksonville	1	3	0	4	1	4	2	7	0	2	4	6	0	4	1	5	1	1	2	4	6	5	4	15	3	9	0	12	3	6	5	14					
Tampa	1	1	0	2	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0	1	2	0	3	1	15	0	16	0	3	1	4					
Mobile	1	8	3	12	0	9	7	16	1	8	4	13	0	2	9	11	0	0	1	1	13	11	1	25	7	28	5	40	0	18	7	25					
New Orleans	9	25	3	37	2	15	16	33	11	28	2	41	0	4	8	12	0	0	0	0	41	12	0	53	21	71	13	105	4	58	73	135					
Houston	15	19	2	36	0	24	14	38	10	21	2	33	3	20	13	36	1	5	3	9	39	36	9	84	20	52	5	77	4	34	29	67					
Wilmington	2	1	1	4	0	7	5	12	1	3	0	4	0	2	0	2	0	1	0	1	4	2	1	7	5	11	3	19	2	6	8	16					
San Francisco	3	17	3	23	1	5	3	9	1	4	2	7	0	3	2	5	0	0	0	0	7	5	0	12	14	48	6	68	1	12	8	21					
Seattle	2	5	0	7	2	2	3	7	1	8	0	9	1	3	3	7	1	7	2	10	9	7	10	26	3	21	1	25	3	8	1	12					
TOTALS	50	150	25	225	14	106	79	199	45	160	27	232	12	78	80	170	4	28	15	47	232	170	47	449	132	459	65	656	38	201	225	464					

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	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Bos.	1	1	1	0	3	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	2	1	4	5	4	14	0	1	4	5		
NY	6	9	10	21	46	2	3	11	16	6	17	7	30	60	4	0	19	23	0	1	10	11	60	23	11	94	47	20	29	88	184	6	7	43	56			
Phil.	3	4	1	1	9	1	1	8	10	1	1	1	5	8	1	0	8	9	0	0	7	7	8	9	7	26	6	7	5	13	31	0	0	10	10			
Bal.	3	3	4	6	16	1	2	16	19	3	1	3	11	18	0	2	11	13	0	0	3	3	18	13	3	34	12	25	13	34	84	2	2	18	22			
Nor.	1	2	0	1	4	0	0	4	4	3	0	1	1	5	1	0	5	6	0	0	0	0	5	6	0	11	2	1	2	4	9	0	2	14	16			
Jac.	2	1	2	0	5	1	0	2	3	2	2	1	1	7	0	0	2	2	0	0	3	3	7	2	3	12	2	4	4	3	13	1	2	5	8			
Tam.	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	1	0	3	4	11	18	0	1	1	2		
Mob.	0	3	1	4	8	0	1	7	8	0	2	2	9	13	0	0	4	4	0	0	0	0	13	4	0	17	6	15	9	24	54	1	2	15	18			
NO.	4	12	6	29	51	2	1	40	43	3	2	2	26	33	1	1	17	19	0	0	1	1	33	19	1	53	24	40	20	80	164	2	0	91	93			
Hou.	12	4	2	7	25	1</																																

Jobs

By Cal Tanner, Executive Vice-President



C-4 Ships Will Upgrade US Fleet

Seafarers will recall reading in the LOG about the Government's plans regarding a group of C-4-type freighters which were built during World War II for Navy transportation, and have been laid up since then. Even though these ships are reaching 20 years of age, they have been well preserved and are practically new ships in many cases.

Recently when the Navy released 18 of these ships to the Maritime Administration for possible commercial use, the non-subsidized companies made bids for over two and one-half times that many ships.

We have been working very actively on this C-4 program, and the successful bidders have now been named. Of the 18 ships sold to private carriers, 13 will go to SIU-contracted companies and two to Pacific District SIU fleets.

All of the vessels are to be completely renovated and upgraded from 14,000 tons to 22,000 tons. They should be a substantial improvement over the outmoded Libertys, Victorys and C-2s.

~ ~ ~

There has been some activity lately in sales of SIU ships, formation of new companies and purchasing of existing companies, with the result that Seafarers have gained the following ships:

Our Lady of Peace—purchased from US Lines by Liberty Navigation.

Spittire—owned by American Bulk Carriers, she was built by taking two T-2 tankers, the former Buffalo and Niagara, and splicing together sections of both to construct a 25,000-ton bulk carrier.

Penn Sailor—formerly the Goldstream, she was purchased by Penn Shipping.

Sacramento—the former Bulk Leader, bought from American Bulk Carriers by Oriental Exporter Steamship Company.

Columbia—a former T-2 tanker converted to a bulk carrier by a new company, Intercoastal Shipping, which is a wholly-owned subsidiary of US Steel.

These five ships are an example of the fast-moving ship sales

transactions in the past few weeks, which we have been watching very carefully in order to preserve SIU job security rights at all times.

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 Kukulundis-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 organizing activity, we did more than just offset any ship losses in 1963—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.

National Right-To-Work Fight Puts Spotlight On Oklahoma

OKLAHOMA CITY, Okla.—Faced with the prospect of a May "right-to-work" referendum, leaders of the Oklahoma AFL-CIO pledged a major fight against the measure which would kill the union shop in the state.

Delegates to the combined labor body's 4th biennial convention here asked for \$5 contributions from every union member in the state to defeat the well-heeled campaign organized by supporters of the "work" law. The convention made it clear that candidates for office who failed to take a clear position on the referendum could expect no support from Oklahoma labor.

William F. Schnitzler, sec-treas. of the AFL-CIO, promised the support of the country's entire movement in his keynote speech to the convention. Most important, he emphasized, was that the Oklahoma union movement must "provide the energy, the leadership, the manpower yes, and the money—essential if the fight is to be won."

Schnitzler's statement of U.S. labor's support repeated an earlier pledge of assistance made by federation Pres. George Meany in November. In announcing labor's backing, Meany branded the "work" drive as "a fraud from start to finish." In Oklahoma and everywhere else, the federation chief stated, "those who put up

the money for 'right-to-work,' and promote it most vigorously, are employers with long records of bitter opposition to trade unionism, including strikebreaking, lock-outs and other union busting tactics."

The national fight against "right-to-work" legislation was given a boost in January when a state judge refused to dismiss a suit against a "work" law in Wyoming. The legal attack in this case is being waged by both labor and management: three locals of the

International Brotherhood of Electrical Workers and two chapters of the National Electrical Contractors Association.

Both groups contend that the Wyoming law goes beyond the scope of state open shop laws which are legal under Sec. 14b of the Taft-Hartley Act. The suit challenges the provision of the law making the job referral system used by the IBEW locals and the contractors illegal, even though there is no discrimination against non-union workers.

Chlorine Gas Leak Drydocks WC Crew

OAKLAND, Calif.—A ton of chlorine gas was released in an accident here recently which threatened the lives of 170 dockworkers and the crewmembers of the West Coast SIU-contracted vessel **President Grant** (American President).

The accident occurred at Pier 4 of the Oakland Naval Supply Center when steel cylinders of the lethal gas were being brought down the dock to be loaded on the Grant. A cleat gave way on one of the dock wagons and one of the cylinders toppled off, releasing the chlorine.

All together, 170 persons were hospitalized and 500 more were sent out of the area as the Navy evacuated part of the base. After being treated at the Naval hospital here, all of the men were released to return to work or to report to private physicians.

The cry of "Gas! Get the hell out of here," created instant bedlam on the pier, according to observers. Although the Grant's skipper yelled for all hands to go ashore, many were unable to leave by the gangway as the cloud of gas hung at its base. They crowded onto the bow until an emergency ladder was hoisted.

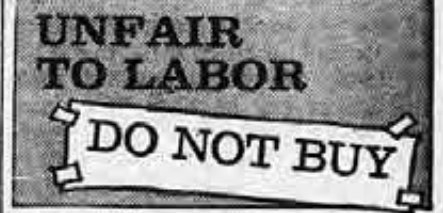
Finally the gas blew across the port waters to coil about other ships and tugs in the port. All roads leading into the depot were blocked off and the Coast Guard warned all vessels not to approach the area.

The all clear was given after the northwest wind shifted directly north and dissipated the gas into San Francisco Bay.

The gas cylinders were originally marked for shipment to Guam, where they were to be used in that island's system of water purification and garbage neutralization.

In its more concentrated form, chlorine gas was used against ground troops during World War I. Shortly after the war, use of the gas as a weapon was banned by the Geneva Conference. The effects of the concentrated form on

humans is an intense burning of the eyes, throat and even into the lungs. In this form, the burning caused by the gas is responsible for an inability to breathe, and is often fatal.



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.)

- Texas-Miller Products, Inc.
- Adam Hats, Ashley, Dorsey Jay, Hampshire Club, Repell-X, Sea Spray Men's Hats (United Hatters)
- ~ ~ ~
- 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)
- ~ ~ ~
- Jamestown Sterling Corp. Southern Furniture Mfg. Co. Slumberland Products Co. Furniture and Bedding (United Furniture Workers)

Your Union Benefits

By Al Kerr, Secretary-Treasurer



Eligibility For Death Benefits

The many benefits which are enjoyed by Seafarers and their families under the various benefit plans such as Welfare, Vacation and Pension, covering practically every conceivable type of benefit, is a most important union function. The payment of the benefits is a big and complicated job and the union pays considerable attention to it, so as to assist the membership in obtaining all of the benefits to which they are entitled as quickly and as simply as is possible. Each week, hundreds of benefit applications are processed and paid to members and their beneficiaries. Most of the membership appear to understand the various plans and the benefits that are available to them.

Occasionally we receive a question from a member concerning a particular benefit, the answer to which would be of interest to the rest of our brothers. Typical of such a question is one that we received this week regarding the death benefit. The brother asked why, although the death benefit is \$4,000, the beneficiary of a deceased friend of his had received a payment of \$500. He wanted this explained.

The answer is this: in order for the beneficiary of a deceased member to receive the \$4,000 death benefit, the deceased member must have maintained eligibility prior to his death by having sailed 90 days in the calendar year, and also have had one day sea time within the previous 6 months aboard ships of

companies that are a party to the Seafarers Welfare Plan. Obviously, this is a very simple requirement for the professional sailor. However, for a man who does not meet this simple eligibility requirement there is a protective feature in the Welfare Plan by which his beneficiary is assured of a \$500 death benefit if the deceased seafarer has at least one day of sea time in the year prior to his death. It is clear from this that our plans

offer the broadest possible protection to our members and their families and this is another reason why the Seafarers benefit plans are exceptional.

As I mentioned previously, questions concerning any of the Union's plans are most welcome, and the Brothers are reminded that if there is any aspect of the benefit plans they do not fully understand we will make every effort to see that they are provided with the proper answers.

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed. However, if there is any delay in an individual case, a letter describing the situation will result in immediate attention to the matter.

Sonar Device Rated Better Than Radar

WASHINGTON — The Department of the Navy has announced a new sonar navigational aid which is said to have several advantages over the present system of radar.

Built for the Navy by Raytheon, the device will allow any craft—surface or submarine—to navigate to within feet of a given target. It sends out sound waves in four directions (fore and aft, port to starboard) and measures the frequency shifts caused by the motion of the ship.

A computer then figures speed and course by comparing differences in frequency of the echoes. Raytheon has named the system the Doppler navigator.

Under the \$400,000 contract, Raytheon is said to be able to produce a fully militarized version for about \$30,000. If the Navy approves, the electronics firm plans to build a commercial model to sell for \$5,000 to \$7,000.

The sonar system is far more accurate than radar, especially at short ranges. And, in hostile waters, it would not produce the tell-tale electro-magnetic radiation that radar gives off. It could be used for more precise positioning for fire control and could pinpoint navigation of landing craft in darkness or fog, according to the Navy.

SIU Welfare, Vacation Plans

Cash Benefits Paid—December, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,123	\$ 64,066.74
Death Benefits	31	77,815.34
Pension-Disability Benefits	516	77,400.00
Maternity Benefits	48	9,471.14
Dependent Benefits	1,089	111,306.95
Optical Benefits	566	7,867.18
Out-Patient Benefits	3,782	30,032.00
Vacation Benefits	1,808	577,734.61

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 15,963 \$955,693.96

5 Oldtimers Retire On Union Pensions

NEW YORK—The first five Seafarers to receive their pension checks for this year were approved this week by the joint panel of SIU-shipowner trustees for the Union's retirement program. The checks will come to the seamen at the rate of \$150 a month for the rest of their lives.

All of the oldtimers except one are retiring on a disability pension. The men retiring because of disability are Joseph N. Raymond, 63; Peter J. Lannon, 66; A. M. Ferrer, 66, and Felemon S. Barlizo, 57. Oldtimer Oliver Thompson, 65, is retiring on a normal pension.

A member of the steward department, Thompson has been sailing with the SIU since the Union began in 1938, when he signed on in New York. His last ship was the Fairland (Sea-Land). Still a resident of New York, Thompson is a native of Georgia.

Raymond, born in the British West Indies, has been a member

Ferrer first joined up with the SIU at the Port of Baltimore in 1944. He had sailed in the steward department through his last voyage on the Kyska (Waterman). A native of Spain, Ferrer now makes his home in Baltimore.

A member of the deck department, Barlizo has been sailing with the SIU since he joined up in 1941 at the Port of New York. Barlizo, who holds a bosun's ticket, was born in Puerto Rico, but now makes his home in New Orleans. His last ship was the Steel Scientist (Isthmian).



Veteran Seafarer Oliver Thompson (left) receives his first SIU pension check for \$150 from Welfare rep, John Dwyer at headquarters. Thompson is retiring on a normal pension after final trip on the Fairland (Sea-Land).



By E. B. McAuley, West Coast Representative

Wheat Shipments Keep Things Busy

Besides the expected shipments to the Russians from this coast, wheat is also making news for another reason. The report in Seattle is that at least three SIU ships—the Elmir, Josefina and Anji—will be loading grain for Pakistan in the next couple of weeks as part of a PL 480 transaction. These old buckets are all Liberties, but they still keep on doing a job.

Portland and the whole Columbia River area is getting jammed up with wheat and grain, so the railroads have had to put an embargo on Portland. There are 1,600 cars with grain in there now, and no place to move the cargoes. The grain movement to the Russians from the Canadian side is also making problems in the scheduling of railcars and deliveries all over the Pacific coast.

A couple of solid oldtimers on the beach in Seattle include Fred Sullins, chief steward, who just paid off the Volusia and as usual did a bang-up job, plus Y. Tallberg, who was bosun on the Anji. Tallberg figures his card is mellow enough now, and is about ready to go.

In San Francisco, Waterman has the Wild Ranger in port after a pretty good payoff, and some of the Far East regulars on the beach are really giving her the eye. Among the boys gilding the beach in 'Frisco are Richard Ulmer, who was in the black gang on the Almena; Robert McDonald, ex-Fairport and Lauri Markannen, ex-Young America, plus Herbert Hutchins, ex-Choctaw, to represent the steward department.

The news out of San Francisco also includes a notice that Isthmian and Matson Lines have ended their 30-year-old joint service between Hawaii and the Atlantic and Gulf ports. Isthmian had been handling Matson cargoes to and from the East and Gulf, but has announced a new agency agreement in Hawaii effective May 1. Matson hasn't yet announced its new program to handle Hawaii cargo originating or destined for the Atlantic and Gulf areas. On April 20, it will discontinue direct common carrier freight service to the East. It now has two C-3 vessels assigned to the service.

Another item of interest here is the agreement announced last week on behalf of the SIUNA's Military Sea Transport Union and the NMU. The agreement involves the organizing of ships in the Pacific Area Command of the Military Sea Transportation Service, which the MSTU has been working on for some time. The pact means that NMU will not contest MSTU organizing in the Pacific Area Command.

In turn, MSTU will cease activity in the fleet of dredges, tugs and support ships operated by the Corps of Army Engineers in the Portland area. New bargaining elections are coming up in both fleets. There are well over 1,500 men involved in the MSTU Pacific Area operation and a couple of hundred in the Engineers' unit.

Wilmington still has the new Penn Sailer in port, with Max Greenwald aboard. Max just went on there this week, while the ship is awaiting cargo. Some of the

other well-known faces in port include Hank Murranka, who was on the San Francisco; Johnnie Hoogie, who just paid off the Orion Comet, and Eddie Caudill, who was on the Penn Challenger. Isaac Sieger, one of the SIU pensioners in this area, also just dropped by the hall to see some of his old friends. He sends his best to all the guys he used to sail with.

Wheat Sales

(Continued from page 3)

cargoes was shown in the case of a 40,000-ton US ship offered at \$18.02 a ton, the accepted rate. The grain company rejected the vessel as being too large, but indicated that if the price was dropped to \$17 the vessel would be acceptable.

Gleason also objected to the use of vessels recently on the Government's Cuban blacklist to carry wheat to Russia. A Continental Grain spokesman denied this at the hearing. Gleason then cited the names of the three ships—the Turkish-flag Demirhan and the Yugoslav-flag Moslavina and Drzic. Continental made no further comment.

The union representatives pointed out that it was only as a result of the pressure applied by the unions and other segments of the industry that US-flag shipping had succeeded in obtaining the portion of the shipments received to date.

Also participating in the hearings for the unions were SIU Vice-Presidents Earl Shepard and Cal Tanner, and ILA Vice-President Anthony Scotto.



By Al Tanner, Vice-President, Great Lakes

Lakes Busy With Fitout Due

We opened our contract with Ann Arbor-Detroit, Toledo & Ironton Railroad on January 15, 1964. In answer to our letter, the company has agreed to meet with us in its Dearborn, Michigan offices on Thursday, February 13. As this company just recently purchased the Ann Arbor Railroad from the Wabash Railroad, this will be the first negotiations meeting with them.

The Mackinac Transportation Company has applied to the ICC for abolishment of its operation. We have been in constant contact with the MEBA which represents the licensed engineers on this vessel; and both the SIU and the MEBA have requested the Railroad Labor Executives Association to request the ICC to disallow the abolishment of this particular operation. We have also requested that the State of Michigan through Attorney General Frank Kelly investigate the abolishment of not only the Mackinac Transportation Company but also the various trunk lines servicing this area to the citizens in Upper Michigan. The State recently conducted an open hearing in Sheboygan which was attended by some 500 people who are vitally involved in the loss of services and jobs if this abolishment is approved by the ICC. With pressure from these various organizations, it is our belief that the ICC will see fit to disallow this abolishment.

As the membership is no doubt aware, for the past two years the railroads have been cutting the rates for carrying new cars from the Detroit area to Buffalo and the Eastern seaboard. The T. J. McCarthy Steamship Company has come to the final conclusion that it can no longer compete with the existing rail rates. The picture looks very dim for this company to operate in the 1964 season, so our members employed in this company's fleet should register for employment in other Great Lakes fleets immediately.

It is too early for the 1964 navigating season which officially begins in March or April, but that didn't bother the SIU-contracted, 350-ft. cement freighter John S. Boardman a bit. With open water reported across the St. Clair River and Lake Huron, the Boardman set out last week from Detroit to Alpena. Originally, the Boardman was scheduled for the Coast Guard ice-breaker Mackinac to clear a path across the St. Clair but the report of open water hastened its departure. The Boardman passed the Mackinac in the Lake and followed its path into the River. It ran into some trouble with ice but was finally freed and made its way to open water in Lake Huron. Because cement is in demand, the Huron-Portland Cement Company has announced a plan to shuttle the Boardman between Detroit and Alpena as long as weather permits.

The Great Lakes District succeeded in gaining recognition from Lakes and Ocean Transportation Company. Originally the operator of this vessel intended taking the ship out of the Lakes area into the Gulf area to carry oil cargoes in the Caribbean. Due to the early closing of the St. Lawrence Seaway, the SS Trina was unable to get to the Gulf.

At present, the Trina is locked in Kingston, Ontario, Canada. The company intends sailing this vessel to the Gulf area with the opening of the St. Lawrence Seaway in Spring of this year. This ship will come under AGLIWD contract and some additional jobs will be available to Seafarers in the Gulf area.

All grievances brought to the attention of headquarters have been settled satisfactorily with the exception of an unloading beef on the SS E. L. Ford of the Gartland Steamship Company. The reason that we were unable to reach a settlement on this was that arrangements had been made to meet with company representatives aboard the vessel in the port of Duluth last fall to inspect the conditions in the cargo hold. Due to unexpected problems at that time, the company was not able to meet with us; and therefore, this issue is still pending. Another meeting will have to be held aboard the vessel at fit-out.

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.



Barlizo Ferrer

of the steward department since he started sailing with the SIU in 1944. He began sailing with the Union out of New York, and was last aboard the Vivian (Intercontinental Transportation). Raymond makes his home in New York City.

Shipping in the engine department, Lannon has been sailing with



Lannon Raymond

the SIU since 1944. A native of Rhode Island, he first joined the Union in New Orleans. After signing off his last ship, the Alamar (Calmar), Lannon settled into his home in Stratford, Conn.

DIGEST OF SIU MEMBERSHIP MEETINGS

HOUSTON, December 9—Chairman, Lindsey Williams; Secretary, Paul Drake; Reading Clerk, Marty Brethoff. Minutes of all previous port meetings accepted. Port Agent's report on shipping, holiday dinners, local elections, tug contract and quarterly financial committee was accepted. President's November report and Secretary Treasurer's November report were accepted. Resolution proposing dues increase was read and carried. Armon Higham elected under new business to quarterly financial committee. Total present: 285.

NEW ORLEANS, December 10—Chairman, Lindsey Williams; Secretary, Bill Moody; Reading Clerk, Buck Stephens. All previous port meeting minutes were accepted. Port Agent's report on shipping and local elections was accepted. Reports of the President and the Secretary Treasurer for November were accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Resolution proposing increase in dues was read and accepted. Tom Garrity elected as member of quarterly financial committee. Motion adopted in new business urging negotiating committee to amend repatriation procedure on Isthmian ships. Discussion in good and welfare regarding new Saturday hours at clinics. Total present: 385.

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The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic

Ships Paying Off Clean

Shipping here in New York for January has been exceptional, with 648 members shipped as compared to 592 A & B members registered. During the last month we had 47 ships pay off in New York, 15 ships signed on, and 57 ships were serviced in transit. Ships paying off have been exceptionally clean and the ships' and department delegates have been doing a bang-up job presenting disputed overtime and reporting repairs which have to be done. All beefs were handled in a satisfactory manner.

Most of you are aware that Local 333, the NMU's tugboat union, went on strike here in New York a few days ago. For your information, with the exception of New York harbor, the tugboat men in all other US ports—Great Lakes, East Coast, Gulf, West Coast—are under contract to the SIU-affiliated Inland Boatmen's Union.

One of the real SIU oldtimers on the beach in New York is Ruby Leader, who says he has no plans of retiring. Danny Albino and John Chiors are also on the beach here in New York. Danny has been on the beach for the past nine months due to his wife being ill, but he is happy to report that she is feeling better now and Danny should be able to ship any day now. John Chiors reached the 20-year-mark as an SIU member recently, and says that if he had to do it all over again he would still become a seaman.

Any of you fellows who have shipped out of New York recently are aware that we have changed the physical set-up somewhat. Registration has been moved to 20th Street, with welfare now being handled on the second deck of the main building. Dues, beefs and special services are now on the third deck.

Baltimore Shipping Good

The Baltimore Port Agent has reported that shipping remains good in that port. Baltimore is the port where the ILA refused to load the British vessel *Tulse Hill* which docked in Baltimore on January 21 to take on a load of American wheat ticketed for shipment back to Britain. The *Tulse Hill* was originally on the government's Cuban blacklist. The SIU supports the longshoremen and their position and was ready with pickets and any support in the event that the longshoremen needed and wanted such support. In any event, the *Tulse Hill* did not load this cargo and the ship is still on the hook in Baltimore.

The SIU Inland Boatmen's Union has been having a beef with the Arundel Corporation in Baltimore. The beef, which has been going on for several months, was recently settled to the Union's satisfaction, and in the process we collected a lot of back pay for the tugmen.

Picketlines are still being maintained in Baltimore by the SIU United Industrial Workers at the Capitol Generator Company. The lines were set up when the company refused to sign a contract with the UIW after a decisive NLRB election victory.

Port Council

Meetings of the Baltimore Port Council have been going very well. The turnout has been very gratifying and we now have 29 affiliates, among them Retail Clerks, who are now in the process of taking a strike vote against the chain stores in Baltimore City and Southern Maryland. Although the vote is not completed it looks as though the Clerks will walk out soon.

Larry Jones has been on the beach in Baltimore since he paid off on the *Short Hills* in October. During his stay ashore, Larry was hospitalized and had an operation on his eye. He's out of the hospital now and says that he's anxious to ship again. Another Seafarer who's on the beach in Baltimore is John Murphy, who last shipped on the *Alcoa Commander*. John said that they had some pretty rough weather off Cape Hatteras which resulted in a lady passenger getting thrown around and bruised; fortunately not seriously. John also had some good things to say about

the steward department on the *Commander*.

One of the pensioners in Baltimore, Joseph Godwin, has been elected to serve on the balloting committee during the voting on the dues increase. George said that he thinks it's important for members to contribute some of their time to the Union and summed up his feelings on the matter by saying: "I wish I could do more for this Union that has done so much for me."

Norfolk Hall

Shipping was also good in Norfolk last month where we shipped 72 men out of a total of 96 who are registered and on the beach. The new Union hall in Norfolk seems to be a big success and hundreds of visitors have inspected the building during the last two months.

Another pensioner who has been elected several times for service on the polls committee is Bill Howell. Since he retired on pension last year, Bill is a regular fixture around the Norfolk SIU hall. Other men who have been seen around the Norfolk hall recently are Andy Noah, who just paid off on the *Zephyrhills* after shipping as steward for eight months, and bosun Andy Anderson, who just signed off the *St. Christopher* in Philadelphia and is now on the beach in Norfolk.

Boston Shipping Slow

Shipping in Boston has been on the slow bell recently. However, this is not uncommon for this time of year, and things should pick up there when the wheat shipments start to come through. Shipping in Philadelphia is reported to be good with the outlook for this month very favorable. Some 28 ships are expected to pass through the port during that period.

Fred Clopten is on the beach in Philadelphia after finishing a six-month-trip carrying ammunition to Europe and the Far East. Also seen around the Philadelphia hall recently was Francis Corcoran, who was reminiscing the other day about his exploits aboard the *Robin Trent* during World War II. Thomas W. Smith, who has been sailing with the SIU since 1947, is also on the beach in Philadelphia. Tom says hello to all his shipmates who sailed with him on the *Chilore*. Tom, incidentally, is the father of four girls and makes his home in Virginia.

And for those Seafarers who are tired of sleet, snow and cold winds, we have the perfect answer. Make it on down to Puerto Rico. The last report we had was that the shipping was good and the weather was great.

38th State Ratifies End Of Poll Tax

HOUSTON, Tex.—Harris County Seafarers who were campaigning among union members to pay their poll taxes, were given an unexpected assist last week by the South Dakota state legislature.

Voting approval for the anti-poll tax amendment, the legislature's action made the state the 38th to ratify, thus making abolition of the poll tax an official part of the nation's constitution. The amendment does away with the poll levy as a condition of voting in federal elections.

The SIU had been engaged in a "Pay Your Poll Tax" campaign during the month of January in cooperation with the Harris County AFL-CIO Council. Union centers throughout the area were officially designated centers where union members, their families and friends could pay their taxes. Payment of the poll tax during January was a prerequisite for voting in Texas before passage of the new amendment.

The anti-poll tax amendment is the 24th to the U.S. Constitution, and was proposed for approval to state legislatures by a two-thirds vote of both houses of Congress. South Dakota's approval as the 38th state to ratify, meant that three quarters of the fifty states had okayed the new addition to the country's fundamental law.

Passage of the new amendment means that no state may restrict the franchise in federal elections by requiring financial payment from otherwise qualified voters. Union leaders fear that some states may follow Virginia's lead and attempt to preserve the poll tax as a requirement for state elections.

The poll tax is used as a qualification for voting in five southern states—Alabama, Arkansas, Mississippi, Virginia and Texas.

A-Powered Light Tried In Baltimore

BALTIMORE — An atomic generator that will operate an unmanned lighthouse beacon and foghorn for ten years has been placed under test operation at the Coast Guard Yard here.

After testing at the yard, the 60-watt generator will be installed in a lighthouse marking the entrance of Baltimore harbor. Later it will be moved to a remote location to be selected where it will eliminate the need for a crew of three or four men now needed to operate a diesel-powered lighthouse.

The SNAP (Systems for Nuclear Auxiliary Power) electrical generator was built by the Martin Company's Nuclear Division at Baltimore under an Atomic Energy Commission program administered by the New York Operations Office to develop highly reliable, long-lived power supplies for use in space and at remote places on earth.

The nuclear generator — about the size of a trash can — will supply a continuous flow of electricity to power a lighthouse for ten years without refueling. The generator is 34½ inches high, 22 inches in diameter and weighs about 4,600 pounds.

Similar SNAP units power several Department of Defense satellites and an automatic weather station 700 miles from the South Pole.



Seafarer Jimmy Hammond gets a receipt from Mrs. Shirley Reyes after paying his poll tax at Houston's SIU Hall. The SIU in Houston cooperated with other local trade unions in conducting a voter registration drive during January. Although the new 24th amendment to the US constitution outlaws the poll tax in federal elections, it is expected that Texas will continue to employ it in state and local contests.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Grain Shipments Important To Gulf

With much of wheat-to-Russia shipments destined to move through Gulf Coast elevators, maritime unions in the area added their weight to demands that Federal agencies closely observe law requiring that 50 percent of such cargoes go to US-flag ships.

In action initiated by Seafarers and Longshoremen, the West Gulf Port Council (whose jurisdiction extends from Lake Charles west to Brownsville) and the Maritime Council of Greater New Orleans and vicinity fired off strongly-worded letters of protest to Federal department and agency chiefs. Both councils are affiliated with the AFL-CIO Maritime Trades Department.

Any doubts as to the importance of the Gulf ports in the grain shipment picture or as to the urgency of the situation were dispelled by these developments:

One New Orleans operator announced that his elevator alone would move 9.3 million bushels of grain for Russia.

Of the first two ships to take on wheat for Russia in the Texas area; one, loaded at Houston, flew the Yugoslav flag, while the other, at Galveston, was Italian.

In Houston, maritime unions sought representation on the Port Commission and Jim Clark of ILA Local 1273 was selected by the MTD to serve on a Harris County AFL-CIO committee to meet with the Mayor and other Houston municipal officials.

In Mobile, work neared completion on conversion of the old molasses storage tanks, a familiar landmark to Seafarers who ship through that port, to facilities for handling various vegetable oils direct from tank cars to ships berthed at the Alabama State Docks.

The beach was building up in Mobile and Orleans as the "home guard" enjoyed the Carnival season with friends and family. The Carnival, now in full swing, will reach its climax and come to a close on Mardi Gras—Tuesday, February 11, the last day of the pre-Lenten season. Beginning with Wednesday, February 12, you can expect to see the shipping cards shower down on dispatchers' counters in these two ports.

On the beach in Mobile, John P. Martin one of the real old-timers in the Gulf, has applied for disability-pension. Brother Martin says he doesn't want to retire, but he has developed defective hearing which makes it difficult to perform his duties. M. J. Oswald, who has been shipping out of Mobile for the last 20 years, got off the *Claiborne* for Mardi Gras. He dropped around to the hall to visit friends and passed the word that he'll keep shipping for the next 20 years, if he is fit for duty that long. Other oldtimers on the beach include James D. Dixon, William E. Reynolds, James P. Lomax and Junior F. Austin.

In Houston, J. B. "Toupee" King paid off a Delta Line ship and passed the word, after registering, that he would be ready to grab the first thing moving after a couple of weeks of rest on the beach. Jerry McCarthy shipped on a regular run to Hula Hula land when he made a job on the Reynolds Aluminum bulk carrier *Walter Rice* which operates from Texas to Seattle and Hawaii. John Jelletto shipped from New York to Houston on the *Lady of Peace* and got right out again on the *Aldina*.

In New Orleans, Chad Galt and Johnny Calamia divided their time between watching the Mardi Gras parades and trying to pick a winner at the Fair Grounds. Leo Crawford and Arnold Crawford drove in from Pearl River to make the job calls together. Their target was any long trip they could make together. Tony Conti is eyeing the shipping list and figures he is in about the right position to make the *Del Sud*. Julius Smythe paid off, registered immediately and is enjoying life at home for a few weeks. Pete Valentine suffered a severe attack of ulcers and was rushed to Touro Infirmary where he is scheduled to undergo surgery. Anthony DiNicola got off the *Del Sud* in time to help elect labor's candidate in the Sixth Ward legislative campaign. He is about ready to ship again. Veteran Steward Emil Herek is sweating out the shipping list after getting a long-awaited "fit for duty."

SINCE the end of World War II and in the face of our world-wide national commitments, the American merchant marine has continued to decline annually and no policies have been adopted to renew our merchant marine strength. From a fleet numbering 2,332 ships in 1946, the US merchant fleet has dropped to 911 ships carrying only 9.5 percent of our total waterborne foreign trade.

The Seafarers International Union has maintained consistently that the principal cause of the dangerous decline of our maritime strength has been the indifference and hostility of the agencies that are charged by law with the responsibility for promoting the US merchant marine. It believes that this lack of concern for the US merchant fleet is nowhere better illustrated than in the manner in which these agencies, principally the Department of Commerce and the United States Maritime Administration, bungled the first phase of the program for shipping surplus products to the Soviet Union and other countries in the Communist bloc.

Even where there seems to be some improvement in the way the Russian program is working out, this only came about after several vigorous protests by the maritime unions and the industry. The mishandling of this program by our maritime agencies already has caused the loss of months, perhaps years of potential employment for American seamen. It has deprived the US-flag steamship industry of a much-needed opportunity to accumulate funds for new construction and future employment for the American maritime worker.

The SIU has also maintained consistently that the public interest and the essential needs of the American-flag steamship industry are subordinated invariably to the interests of our foreign steamship competitors and of runaway-flag shipping. The procedures followed in the shipment of grain to Russia and its European satellites demonstrates again that this view is not only correct, but that ships which participated in the Cuba trade or which are owned by companies that are still trading with Cuba behind our blacklist are being given preference over American-flag vessels.

For example, as of last week, on January 29, of the nine foreign-flag tramps and tankers that the Continental Grain Company had already chartered to carry wheat to Russia there were three ships, the Turkish-flag Demirkan and the Yugoslav-flag Moslavina and Drzic, that participated in the Communist build-up in Cuba in 1962, and one tanker, the British-flag London Craftsman. The tanker is owned by London & Overseas Freighters, Inc., a company which has operated ten tankers under its own name in the Cuba trade for the last two years and that still has ten tankers totaling 160,000 deadweight tons shuttling gasoline and other oil products between Russia and Cuba. Since each of these tankers averages one round trip every two months, the ten ships can move 9.6 million tons of petroleum products into Cuba each year.

The fifth of the nine foreign-flag tramps and tankers chartered by Continental is the SS Northern Eagle which is operated under the runaway-flag of Liberia.

From the viewpoint of the US merchant marine and the American maritime worker, the surplus sales to Russia and the Communist-bloc have been incredibly mismanaged. Over and above the profiteering planned by grain companies like Continental, the program has been whittled down step by step by Government bureaucrats. Whether the wraps have been put on the Maritime Administration from higher-up, whether the MA is short-staffed or its key personnel indifferent or hostile to the independent American-flag portion of the industry—just what the real story is no one knows. But we do know that American merchant seamen and longshoremen have not been properly consulted and our interests have not been protected; and that decisions have been made repeatedly by the Maritime Administration and the Department of Commerce that failed to reflect the legal obligation of these agencies to protect the public welfare and to promote the best interests of the US merchant marine.

The US-flag steamship industry was given to understand last October that two major objectives of the sale of surplus farm goods to the Communist states in Eastern Europe were to provide full employment for American shipping and to reduce the balance of payments deficit by shipping as much of this cargo as possible on American-flag bottoms.

In his press conference of October 9 announcing approval of the proposed sales, President Kennedy said that the surpluses would be "carried in available American ships, supplemented by ships of other countries as required." In his letter to Congress the next day, the late President emphasized further that the sales would "bring added income and employment to American shipping, longshoremen and railroad workers as well as grain-traders and farmers."

PRESIDENT KENNEDY'S stipulation requiring the broad use of American-flag tonnage was further confirmed in Current Export Bulletin No. 881 issued by the Department of Commerce on October 11. The "Bulletin" specified that wheat and wheat flour license applications must certify among other matters that "(6) the commodities will be exported in US-flag ocean carriers unless such carriers are not available; and (7) the commodities will not be loaded for export on a non-US-flag ocean carrier unless prior authorization is received from the US Department of Commerce."

Section 3 of Bulletin No. 881, governing licensing policies for "exportations of other subsidized or price-supported agricultural commodities" states the applications

shall include the "same certifications" set forth with respect to "wheat and wheat flour." These items would include, but would not be limited to, barley, corn, grain sorghums, oats, rye, cotton, vegetable oils and tobacco. In other words, at the beginning, US-flag ships were to carry their share of all of these commodities as long as they were physically available to move the cargo.

The original policy of shipping as much of these farm surpluses as possible on American bottoms was quietly reversed by Federal officials, one step at a time, until the program now reads that American ships can carry no more than 50 percent—not of all the commodities shipped, but only of the wheat and the wheat flour sold to Russia and the Communist bloc; and that American ships can participate only if the owners are willing to accept rates that are at least 20 percent below the ceilings established by the Maritime Administration in 1956-1957.

Other extremely important issues, such as the terms and conditions under which the grain is to be shipped; the shipping dates; conditions at Soviet discharging berths; tonnage dues in Soviet ports—these and other cost matters that determine whether an American-flag ship can actually make the voyage—have been left, for all practical purposes, to the discretion of the grain company, subject to what has turned out to be a half-hearted review by the Maritime Administration and the Commerce Department. The grain companies have used the advantage of their size and access to information as a means to avoid using American ships or to beat down the terms and conditions to the point where, according to many of the owners, they are unable to earn enough to put funds aside to replace or upgrade their tonnage.

The first indication that the Government's policy had been drastically modified appeared in a Department of Commerce announcement on October 18 that the "requirement for shipment in US bottoms when available will be a condition in the granting of export license applications by the Commerce Department for exports of wheat and wheat flour but not for other agricultural items."

The provision limiting American ships to only 50 percent of the wheat and wheat flour was announced by the Commerce Department on November 13 in its Current Export Bulletin No. 883, which in effect rescinded Current Export Bulletin No. 881. The Department, in connection with the release of the new "Bulletin," commented as follows:

"Licensing provisions for exports of wheat and wheat flour include the following:

"As previously announced, at least 50 percent of the wheat and wheat flour will be exported on US-flag vessels. If a US carrier is not available at reasonable rates, exporters must obtain prior authorization from the Maritime Administration to ship less than 50 percent on US carriers. This restriction applies only to wheat and wheat flour."

The Department tried to cloak its reversal of policy by covering its announcement with a reference to the foreign-aid program. The "Bulletin" said, in part:

"... Pursuant to a finding by the Maritime Administration as to the amount of suitable United States-flag carriers not required for hauling PL 480-type cargoes, and which will be available for shipment of commercial transaction commodities to the Subgroup A countries (Note: the Soviet Union and the Communist countries of Eastern Europe), at least 50 percent of the wheat and wheat flour will be exported on United States-flag carriers. . . ."

On the following day, November 14, the Department of Commerce released its rate guidelines for shipments from US Atlantic and Gulf ports to the Black Sea and to Russian ports on the North Sea. The guidelines provided that ships in the 10,000/15,500-ton class would be permitted to charge up to the same rates that were established as ceilings during the Suez crisis of 1956-1957; ships in the 15,600/30,000-ton class would be limited to rates at least 20 percent below the 1956-1957 ceilings; and larger ships would be allowed a maximum rate of 20 percent below the ceiling, but might even receive less, subject to negotiations.

In addition, the Department of Commerce ruled that these rate ceilings would apply to foreign-aid cargo shipments as well as the Russian and Communist shipments. The announcement gave the impression that small ships would be accepted if they were offered at the flat 1956-1957 rates. This later led to confusion over the shipment to Hungary and to economic action by the MTD to protect the jobs of American seamen, when it picketed the SS Poseidon in Albany, New York.

Consequently, instead of being able to carry as much cargo as they could from the more than 6 million tons of all commodities that our private grain dealers are expected to sell to the Communists, American ships have been limited to no more than half of the 4-plus million metric tons of wheat and wheat flour that may move if all the sales materialize. And this applies only if they can carry it at rates at least 20 percent below the 1957 ceiling.

By stipulating that American tonnage must be offered at these rates, most of our fleet of dry cargo tramps and bulk carriers, totaling about 1.6 million tons, has been effectively excluded from the Communist program, leaving only bulk carriers and tankers of 15,600 deadweight tons and larger eligible to participate. At best, this amounts to some 55 ships of about 1.1 million tons. In addition, the Maritime Administration has permitted some vessels in the 15,600/30,000 dwt-ton class to take foreign aid cargoes, further limiting the number of ships that are available for the Communist program.

THE fact that foreign aid (PL 480) cargo is being shipped on the smaller tramps and bulk carriers is not satisfactory from the standpoint of employment because any part of the Communist cargo which moves on foreign-flag vessels can never be recovered. On the other hand, foreign aid cargo shipments might be stretched out over longer periods so that American ships will be able to carry at least 50 percent, or any part of the Russian program lost to American vessels might be added to our share of foreign aid at a later date so that our ships will be guaranteed at least the 50 percent minimum required under law in the foreign aid program.

Underlying the drastic changes made in the grain program between the date of President Kennedy's announcement that the surpluses "would be carried in available American ships," and the issuance of the rate guidelines

A Study Of The Wheat Sale Again Raises The Big Question WHO PROFITS US-FLAG SHIPPERS

on November 14 was one of the most intensive campaigns that has ever been waged against the US-flag merchant marine.

The campaign was carried on by the grain dealers, the Russians and their Communist allies, and our so-called maritime allies in NATO and the free world, with one purpose—to exclude as much American-flag tonnage as possible from the sales. And, by and large, this campaign succeeded.

The attitude of the grain dealers towards the American-flag shipping requirement was reported in the "New York Times" of October 10, the day after President Kennedy announced the sale. The "Times" account reported, "Several grain houses criticized the President's requirement that grain for the Soviet Union must be carried in United States vessels. One trader described this ruling as 'impractical', and another said it was 'unusual'."

Stories began appearing in the press almost immediately that American-flag shipping rates were too high and that the whole deal might fall through if there was insistence on the use of American ships. The unsubsidized American-flag steamship industry, and the US maritime unions, were depicted as the potential threat to the wheat sales. Although the Government has recognized—since 1936, at least, that it cost more to operate ships under the American-flag than under foreign registry, and that no American ships can compete without subsidy—nothing was suggested by high Government sources to help overcome the cost differential and permit American ships to carry a larger share of the surpluses.

Under the PL 480 program the United States pays the difference to American shipowners, including our subsidized lines, between the world rates and the rate for moving the cargo on American ships. It would seem that the same procedure might have been used to guarantee greater use of American vessels for this program. It's interesting to note that US liner vessels which receive operating and construction differential subsidies to make them competitive with foreign bottoms, were able to quote world market rates. It's also instructive to note that the difference between the American and the world market rates for wheat and other subsidized commodities is paid directly by the Government to the farmer or grain dealer so that the grain dealer can sell this surplus at world price.

The subsidy of 57-59c a bushel on export wheat, incidentally, comes to about \$20 a ton, or about three times as much as the difference between American and world freight rates on the Russian business, which is now less than \$6 a ton overall. On shipments from the US Gulf to the Black Sea, for example, the American rate is \$18.00 a ton, and the foreign rate \$11; the differential on shipments from Atlantic and Pacific Coast ports is less.

If the Government had been willing to pay American shipowners the difference between the world rate of \$11 or more per ton and the standard American ceiling rate of \$22.50 a ton, the United States could have moved all the Communist grain in American bottoms and would have earned enough on ocean freight to offset the differential paid to American shipping and to earn dollars from the Communists. But, in this case, as in others, the unsubsidized American-flag independent ship, the relatively small owner whose fleet of one, two, four and six ships make up a substantial portion of our merchant fleet, was victimized by Federal agencies. And along with the type of owner, the American maritime worker was implicitly attacked because he asks for an American living standard.

While American seamen appreciate the importance of the wheat deal to the nation at large, and understand the reluctance of the Russians to pay substantially more than other foreign countries for American farm surpluses they cannot understand why our officials in Washington couldn't devise an arrangement that would have satisfied all of President Kennedy's original requirements and permitted American ships to participate fully in the grain program.

The next set of pressures operating against American

shipping in the grain program was our foreign allies, who went to bat almost immediately after President Kennedy announced the American-flag shipping requirement and demanded that the US scuttle that provision. The co-operation given to foreign steamship companies by their Governments always is in marked contrast with our Government, where the US State Department often seems to be the American agent of the foreign maritime powers and helps cut the throat of American shipping.

By the end of October, according to press accounts, formal and informal protests had come from 11 foreign countries against the use of American ships to carry grain which is subsidized by the American taxpayer. The protesting countries included seven—Italy, Greece, Great Britain, Spain, France, Sweden, and Norway—which are still supplying two-thirds of the free world ships that are

ale To Russia Question—

PROTECTS SHIPPING ???

trading with Cuba, in addition to supplying Communist China, North Viet Nam and North Korea. There is reason to believe that the State Department was the prime mover in reducing American-flag participation in the Communist cargo shipments so that the merchant fleets of other so-called "friendly" powers could earn more dollars at our expense.

The first deal with the Communists began to take shape on November 2, when the Department of Commerce issued Cargill, Inc. an export license covering the sale of 100,000 tons of wheat to Hungary. The sale was announced on November 9. A second license for another 100,000 tons was reported on November 15. The two sales, which reportedly included the cost of shipping, totaled \$14 million.

DURING the last part of October and the first week of November, the US Government concentrated on beating down American-flag steamship rates to satisfy Russian demands. An offer by the owners of the larger ships to carry the grain at lower rates than they were receiving in November was rejected by the Commerce Department and, on November 8, the United States and the Soviet Union agreed on ground rules for the Russian sales.

The central point of the rules was an arbitrary decision by the Commerce Department that ships of 15,600/30,000 tons were to receive no more than 20 percent less than the 1957 rate ceiling, with rates for larger ships to be negotiated. The Commerce Department ruled further that these rates also would apply to PL 480 shipments. An announcement released by the Department of November 14, but retroactive to November 8, spelled out the rates on voyages to Russian ports in the Black Sea and the North Sea, for ships of less than 15,600 tons and for ships in the 15,600/30,000-ton class.

The Government made clear that since these rates were retroactive to November 8, the date on which the first Cargill sale was made, they would apply to the Hungarian shipment as well as to future Russian shipments. Although the industry was somewhat confused at the time of their issuance, it soon became clear that the new rates effectively excluded about 85 American-flag trampships from the Hungarian sale and future Russian sales.

On November 26, the Maritime Administration notified the various steamship trade associations that it had received a request from Cargill for a waiver of the US-flag shipping requirements on a portion of the 200,000 tons it planned to ship to Hungary by December 10. Following two telegrams to the industry soliciting American-flag tonnage available through January 10, the Maritime Administration on December 4 issued a waiver permitting Cargill to ship 41,000 tons of wheat on foreign-flag ships. As a result, of the 200,000 tons to be moved, 50,000 went on American-flag liners at conference rates, and 141,000 tons on foreign ships. No wheat was shipped on an independent American-flag bulk carrier or tanker.

Although it might appear at first glance that the MA had acted effectively to protect US-flag shipping in the Cargill sale, a closer look shows three major points that eliminated US-flag participation: (1) the rate guidelines excluded all but 40 to 55 American-flag bulk carriers and tankers because smaller ships could not meet the low rates required; (2) Cargill announced its requirements less than 30 days before the ships had to be available for loading, in effect giving American-flag ships insufficient notice; and (3), Cargill was not required to make fixtures until after Pakistan had booked the US-flag tonnage that was available in November/December and early January.

Following protests by the unions and the industry, the Maritime Administration issued new waiver rules on December 10. This served as a tacit admission that the old waiver procedures were unsatisfactory.

The upshot of the Hungarian deal was that 41,000 tons of cargo were permanently lost to American ships. Since small ships were declined by Cargill even though they

were offered at the guideline rates for vessels of their size, and since the refusal to employ these ships conflicted with the assurances that had been given by the Department of Labor, the MTD picketed a foreign-flag ship in Albany on December 9 to protest the unwarranted waiver.

The SIU and other unions affiliated with the MTD object in principle to the issuance of waivers. They believe that the program already has been badly trimmed, and that better procedures should be devised so that American-flag ships will be able to carry the full 50 percent of the cargo that is now planned for them. They believe furthermore that since the only parties that have been asked to sacrifice their interests for the grain program are the US-flag shipping industry and the American maritime worker, our Government has a special obligation to make sure that the grain companies comply fully with the spirit of the program and that waivers are not freely granted.

The attitude of the grain dealers towards the waivers was summarized in a "New York Times" story of December 27, the day after the first export license was granted to the Continental Grain Company for the sale of wheat to Russia. The "Times" story said: "Recently, in arranging for the sale of 100,000 tons of wheat to Hungary, the Maritime Administration demonstrated that the 'availability' clause, too, could lead to further compromise. It was found that the careful planning of shipment to coincide with the lack of the desired cargo ships could yield Administration rulings that no American shipping was available at a particular time." (Our emphasis-Ed.).

In all fairness, the unions believe that the Government must make sure that the grain companies comply fully with the spirit of the 50-50 provision and that the Maritime Administration and the Department of Commerce must play an active part in policing the program. They believe that in the early phases of the Cargill case, and in a number of instances involving the Continental Grain Company's sale to Russia, US maritime agencies have not carried out this obligation effectively.

The basic shortcoming has been the failure of these departments to consult fully with the American-flag steamship industry and the maritime unions, and their failure to overcome old prejudices against the independent segment of the industry.

The position of the owners is that the waiver procedure issued by the Government on December 10, as amended on January 7, is basically satisfactory and that if it is properly enforced, it provides adequate safeguards for the US merchant marine. But, only in response to union and industry protests, does the Maritime Administration seem determined to protect American shipping against further discrimination by Continental. While it is still too early to tell how the Continental program finally will work out, a review of the early stages illustrates fully how Continental has attempted to get around using American ships and how the Government has been lax in policing the program.

On January 3, the Department of Agriculture announced that Continental Grain had sold 37 million bushels, or about 1 million metric tons, of wheat to the Soviet Union. This was the first sale to Russia since President Kennedy announced approval of the sales in October. An Agriculture spokesman said the domestic value of the wheat was about \$90 million.

The report said it was expected that the Government would pay an export subsidy of about \$25 million on the wheat. This includes a subsidy of 72½ cents a bushel on 350,000 tons of durum wheat, or about \$1½ million more than normal on durum. Since American shipping costs, figured at a rate of \$17 a ton for 500,000 tons, will come to no more than \$8.5 million, it would seem evident that Continental has received enough money in subsidies to cover the cost of shipping half the grain on American bottoms and can still earn a reasonable profit.

DESPITE these facts, however, Continental has deliberately attempted to exclude American-flag ships. The reason is a very simple one. If Continental can carry all the wheat on foreign ships, it can save \$6 a ton on 500,000 tons, or earn itself a windfall profit of some \$3 million. With an incentive like that, it's no wonder that Continental has tried to circumvent the American-flag shipping requirement.

Continental also has other devices for picking the pockets of the US shipping industry if it is unable to drive American ships from the program. These include burdensome terms and conditions and a so-called address commission of 1¼ percent on freight which Continental was requesting for services it was not performing. That commission alone would have cost US-flag ships more than \$100,000.

Continental's first invitation for American ships obviously was designed to exclude virtually all the tonnage that might be available and to pave the way for a waiver request. Its invitation to the industry, offered through the broker Mack Klosty & Co. on January 8, included the following glaring defects: (1) No ship would be permitted to carry more than 30,000 tons of cargo or to have a draft on arrival of more than 31 feet. This immediately excluded the super-tankers, which would normally carry more than 30,000 tons, and most bulk carriers, which have a draft of 33 feet when fully loaded. (2) No tankers would be accepted if they had carried oil on the previous voyage. Since most of the T-2 tankers had been in the oil trade, as is customary during the winter months, these ships would have been excluded. For good measure, Continental asked for other terms and conditions that would have been so costly to the American owners that they could have made the voyage only at a loss.

Continental also used another device to discriminate

against American ships in favor of foreign tonnage. Although it was chartering foreign ships from the end of January through the end of March, it asked for American ships only from the beginning of February through the middle of March. Following protests by the US-flag steamship industry and the maritime unions, the MA compelled Continental to revise its invitations and to drop the conditions excluding ships which had carried oil on the previous voyage.

Also in response to the demands of the US-flag steamship industry, the Maritime Administration compelled Continental to stop discriminating against American ships on loading dates and to permit US-flag carriers to load from the end of January through the end of March, the same dates given to foreign carriers.

The draft problem was more complex, but this can work out satisfactorily if the Maritime Administration stands firm. Investigations made by the industry show that Odessa has a draft of 33 feet and that the Russians are able to lighten large draft vessels in that port. It also has been learned that Batumi has a draft of 32 feet. The Maritime Administration was informed further that before the Continental sale was made, the Russians were negotiating directly with Hudson Waterways, Inc. to use the 106,000-ton super-tanker SS Manhattan to carry wheat to Russia. The Manhattan has a draft of 54 feet when fully loaded.

Armed with this information, on January 17 the MA released a set of terms and conditions requiring Continental to consider ships drawing more than 32 feet and carrying more than 30,000 tons of cargo. The grain dealer also was required to agree that the lighterage or lightening of vessels at Russian ports would be at the risk and expense of the Russians. While this resolved some of the most important issues, it still left unanswered questions on demurrage and dues and assessments in Russian ports, which could be high enough to exclude US-flag participation in the program.

In its revised invitation of January 17, Continental also insisted on extra insurance for American ships and certain other provisions that continued to discriminate against American tonnage. Again the industry was forced to protest before the Maritime Administration took steps to control Continental.

On January 29, the Russians advised the US-flag steamship industry that tonnage dues for American ships are \$1.36 a net registered ton, or three times the dues paid by ships registered in countries that have trade agreements with the Soviet Union. This comes to between \$10,000 and \$20,000 for ships in the 15,600/30,000 ton-class, and is very close to being prohibitive. We understand that the owners have asked the State Department to request non-discriminatory dues for American ships in Russia, in accordance with the treatment given other countries under the "most favored nation" provision. This should be a good test of the effectiveness and sincerity of our State Department.

But, at the end of January, Continental was still declining US-flag tankers for shipments to Nakhodka, despite provisions in both the Continental tender of January 17 and the Maritime Administration's conditions of the same date requiring the use of tankers for that port. Continental also was still trying to avoid the use of supertankers for shipments to the Black Sea, although the Russians themselves had chartered an Italian super-tanker in September to carry wheat from Canada to Odessa. It is our understanding that this information has been reported to Washington fully.

EVEN if the Continental deal should turn out well a number of serious problems remain. Licenses have been issued to several other grain companies for wheat sales to the Soviet Union and to other Communist countries in Eastern Europe. The MA still will have to see that these companies follow the charter terms worked out with Continental and that the cargo is shipped later, if possible, so that American tonnage is not required at the same time that our ships are carrying wheat for Continental.

In addition, steps should be taken to prohibit the grain dealers from using ships that have participated in the Cuba trade or that are owned by companies which are still trading with Cuba. It is obvious that the foreign owners who have finally agreed to pull out of the Cuba trade have done so only because they hope to carry the Russian grain cargo. It would be a grave injustice for them to get away with such tactics.

The Communist grain program has been mishandled and better administrative procedures are obviously indicated. In addition to the suggestions that were made earlier, the following steps should be taken by the Commerce Department and the Maritime Administration:

(1) Closer communication with the American-flag owners and the maritime unions on the technical details of the proposed charter parties suggested by the grain dealers to eliminate discrimination against American shipping.

(2) Government collection of detailed and up-to-date information on conditions and other cost matters in the Russian ports, and the early dissemination of such information to the American-flag steamship industry.

(3) Establishment of more imaginative provisions to encourage fuller American-flag participation in the program and creation and enforcement of stringent rules limiting the ease of obtaining waivers from the requirement to use American-flag ships.

It is clear that the maritime unions and the industry have co-operated fully in making this program work. It appears that reciprocal co-operation from the Government is required to make the program as successful as the late President Kennedy envisaged.

Precious Florida Real Estate Lies Beneath Ocean Depths

With the land buying boom what it is in Florida, the state may sorely miss what once was the hunk of land off the Florida Keys, about the size of Long Island, NY.

The sunken land, a 1300-square-mile plateau was once a part of the Florida land mass but, according to oceanographers, about one million years ago it just up and sank. It now lies submerged 600 to 1,500 feet below the surface south of the Keys.

The plateau was first discovered almost 100 years ago by an oceanographer, Louis Pourtales. Hence, it was dubbed the Pourtales Terrace. But with the instruments and survey methods of the day being somewhat primitive in rela-

tion to today's, Pourtales was unable to pinpoint the crescent-shaped mass as having been once a chunk of Florida real estate.

The discovery of the mass as a former part of the Florida peninsula was made by a recent Coast and Geodetic Survey conducted by three of its oceanographers. One of the crew, G. Fred Jordan had suggested back in 1954 that the Pourtales Terrace was part of the

mainland, but he has only now been able to say for sure, based on his latest survey findings.

The situation of the Pourtales Terrace is about 50 miles south of Miami and extends parallel to the Florida Keys about 138 miles, from Plantation Key to the Marquesas Keys. It lies in the Straits of Florida about 12 to 15 miles off the Keys.

The Terrace is a maze of hills, valleys and sinkholes. Some hills rise 250 feet above the surface of the Terrace and as much as 700 feet above its valleys. The sinkholes, deep depressions similar in nature to many of Florida's lakes, are among the largest ever discovered. One is a half-mile across and 540 feet deep.

Typical of the rest of the Florida mainland, the sunken plateau is composed largely of limestone.

Labor Fight Helps Trim Bond Costs

WASHINGTON — A vigorous campaign waged by the AFL-CIO to reduce the cost of special "faithful performance of duty" bonds under the Landrum-Griffin Act for union officers was successful, and one of its byproducts was a boon to fraternal organizations.

The reduced rates won by the AFL-CIO's intensive fight were passed on to fraternal organizations by the official rate-setting Surety Association of America. Before the testimony to a House subcommittee, the bonding surcharge was 50 percent. It dropped, because of labor's agitation, to 25 percent.

Then, recent hearings before the subcommittee disclosed that the surety association subsequently made a similar cut in its rate for fraternal groups, which for years had been paying the 50 percent surcharge.

John F. Fitzgerald, secretary of the Surety Association of America, admitted to the Congressmen that he could quote no specific examples of losses to the bonding company in the union field which would not have been covered under the less-costly honesty bonds.

Hitting The Deck



Kenny Singh, who ships in the engine department, hits the deck in a discussion on overtime at the monthly New York membership meeting.



By Fred Stewart & Ed Mooney
Headquarters Representatives

SIU Training Programs Pay Off

The effort the SIU has put into educational and training over the years has paid off in all the shipboard departments. Good training and attention to duty are reflected every day in the seamanship, abilities and behavior displayed by the SIU membership.

The SIU statistical shipboard file is in excellent shape. The membership's working knowledge and understanding of their jobs has not only made their jobs a lot easier over the past years but has made life aboard ship a lot more pleasant and profitable for every fellow crewmember.

An indication of the membership's knowledge and understanding of their jobs is the fact that the statistical average of the repairs reported necessary on all SIU vessels is at an all-time low. This is because the membership is conscious of the importance of prompt repairs and regular maintenance to uphold the general safety and personal protection of crewmembers.

All this is due in large measure to the active programs of the SIU Ship Safety Department and the SIU Food and Sanitation Department, which have helped the membership to a new understanding of the importance of safety, good feeding and sanitation practices aboard ship. Through an active program of films, discussion, regular inspections and actual classes wherever necessary, SIU vessels are among the safest, cleanest and best fed to be found anywhere.

The low accident rate of which SIU crews can be proud is a direct measure of the success of these programs. The importance of using proper working and safety gear is being realized more than ever by SIU crewmembers who need to be reminded less than ever before of the importance of using the proper working gear and necessary personal protective devices when doing a job aboard ship.

These SIU education and training programs are also bringing about a new recognition of good personal habits and attitudes as important factors in general safety and prevention of accidents. It cannot be disputed that SIU crews are better fitted physically, mentally and are more duty-conscious than they have ever been.

SIU crewmembers in all shipboard departments have benefited from the new attitudes and skills brought out through the success of these education and training programs, and it is important that the high standards achieved up until now be maintained in the future. Added up they go a long way toward making life aboard ship both safer and more pleasant for all hands. Put together they spell good food, high morale, smooth cooperation, reduced accidents and injuries, better service and an easier time for all concerned.



By Joseph B. Logue, MD, Medical Director

Accidental Poisoning Big Problem

The US Public Health Service estimates that about a quarter of a million children will be accidentally poisoned this year by ingesting drugs. Very young children love to imitate adults. Imitation is one of the basic learning processes for children. They will gulp down pills as they have seen their parents do and in many cases the results will be disastrous.

Leaving medicines where children can easily get at them is asking for trouble. Many parents are unaware of the killing power of ordinary medicines when taken in overdoses, especially by children. A bottle of only 30 tiny baby aspirins, if eaten, can cause severe poisoning and sometimes death. Flavored baby aspirin is the number one culprit in child poisonings because parents do not realize the danger of leaving them around within reach of youngsters.

Pills left around the house are an obvious danger. Vitamin pills on the kitchen table, sleeping pills in a dresser drawer, aspirin tablets on a bathroom shelf are all easily accessible to children. But even keeping drugs in a medicine cabinet or other high, out of the way places is risky. Parents know that children are into everything and statistics show that youngsters will go to great lengths and overcome difficult obstacles to obtain medicines.

The number of child poisonings became so alarming several years ago that the Public Health Service took direct action to develop a medicine cabinet for home use with a built in latch that would foil the most imaginative and inquisitive children but would be easy for adults to operate. In 1960 the USPHS approached manufacturers to develop such a cabinet for sale commercially. A child-proof medicine cabinet is going on the market this year.

After testing many designs two were finally accepted and are going into production—one with a sliding door and one with a swinging door. On the sliding door model, the knob must be pushed in and at the same time given a full half turn to release the catch. The latch on the swing-type door contains three buttons, two placed an adult's hand span away from each

other and one in the middle, all three of which must be pushed at once to release the door.

Both designs were carefully tested using groups of 15 to 20 children, ages two to six. They watched the tester open the cabinet doors and were promised a reward of candy if they could duplicate the procedure and open the door themselves. It took four careful demonstrations and four tries before even one of the children succeeded in operating the new latches. The sliding door model gave the children the toughest time, for the co-ordination required to depress and turn the knob at the same time is usually beyond a young child's abilities.

The safety cabinet will be sold by 10 manufacturers who produce most of the medicine cabinets sold in the country. The extra cost for the key type latch is expected to be only \$2 or \$3.



By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep.

More On Contract Clarifications

In order to bring Seafarers up to date, the clarifications noted in the LOG on January 24, 1964, as well as the following, have been agreed to by the contracted companies which are represented by the American Maritime Association, and have been signed by the Alcoa Steamship Company effective January 22, 1964.

Article II, Section 30 (c)—

Penalty Cargoes. In order to maintain a competitive position for the companies, it is unanimously agreed that in each case where a company is bidding for Penalty Cargoes, the company shall notify the American Maritime Association and request a waiver of Section 30 (c). The Association shall then so notify the Seafarers International Union which will give earnest consideration to the company's request. Upon agreeing to such waiver, the union shall advise the crew members of the specific vessel that the provisions of Section 30 (c) are waived for that lading and substituted in its place is the following: "When sulphur in the amount of 25 percent or more of the deadweight carrying capacity is carried on a vessel, each member of the unlicensed personnel shall be paid extra compensation of \$10.00 per voyage."

Article II, Section 40—Fresh Provisions (Tanker); Article II, Section 42—Fresh Provisions (Freightship). In light of past discussions and understandings with regard to the supply of milk for crew consumption, it is unanimously agreed that the word "milk" shall be deleted from the second sentence of Section (a) and that the rest of the section shall be amended to read as follows:

(b) (1) Vessels making a foreign voyage shall store canned whole fresh milk at the rate of 1 pint per

man per day for the duration of the voyage.

(2) While a vessel is in continental U.S. ports, fresh milk from local dairies is to be served three times a day. Prior to a vessel departing from any domestic ports going to another domestic port and/or a foreign port, forty (40) gallons of local fresh milk must be placed on board.

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

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

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

(c) If milk is provided for persons other than crewmembers, then additional milk must be supplied for such use.

Article IV, Section 7—Breaking Watches (Freightship). In order to clarify and reaffirm the intention of the first paragraph of Section 7, the Committee unanimously agrees to delete the last sentence of the first paragraph and between the first and second paragraphs to insert two new paragraphs as follows:

"When the vessel arrives in port and is to depart prior to midnight of the following day, sea watches for those men who are to maintain donkey watches shall not be broken.

"When the vessel arrives in port and is scheduled to depart after midnight of the following day, sea watches for those men who are to stand donkey watches shall be broken at midnight on day of arrival."

◆ ◆ ◆

Several members have recently written to the Contract and Constitution Department, and, in the past few weeks, the following members have received contract clarifications letters: John Heacox, Arthur M. Huddell; Vincente A. Lawsin, Orion Clipper; Fletcher W. Johnson, Marine; Carl T. Feary, Penn Vanguard; Wilbur Newson, Elie V.; Nathan H. Eldridge, Ocean Dinny, and Pete Prevas, of the Almena.

The Contract Department also replied to 96 letters from members during the month of January covering various other subjects.

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.

SPAD

**Seafarers
Political Activity
Report**



LEGISLATIVE ROUND-UP. Some of the legislation and issues before the Congress this year point up the importance of the political activities undertaken in the interests of Seafarers and to further their job security. Certainly of primary importance to SIU men are the hearings begun by the House Merchant Marine Subcommittee last week concerning the ocean transportation aspects of the Russian wheat deal.

Those who have appeared before the Subcommittee so far are Acting Maritime Administrator Robert E. Giles, Assistant Secretary of State for Economic Affairs G. Griffith Johnson and Acting Administrator, Foreign Agriculture Service, Department of Agriculture, Clarence R. Eskildsen. Questioning thus far has been mainly concentrated on determining whether or not the recent wheat transaction constituted a commercial or Government-sponsored deal. The Subcommittee has adjourned and will be recalled by the chairman at a later date.

Legislation designed to provide construction differential subsidy aid to vessels in the domestic commerce of the United States, S. 1773 and S. 1774, was introduced by Sen. E. L. (Bob) Bartlett last September. Hearings were begun in November and are adjourned until February 10-11.

S. 2477, a measure introduced by Senator Warren G. Magnuson, would require water carriers, in advertising to prospective customers and to the shipping public, to state plainly the registry of the vessel to be used.

A separate measure would provide that the ban against a foreign-flag affiliation now applying to those receiving operating subsidy be extended in the future to persons receiving the benefits of construction subsidy, cargo preference program and the benefits of construction loan and mortgage insurance, and has been introduced in the Senate. The bill would prohibit extending benefits of construction subsidy, cargo preference law, or the construction loan and ship mortgage insurance program to a person who has extensive foreign-flag operations. The bill is designated S. 2478, and has been referred to the Senate Committee on Commerce.

Rep. Henry S. Reuss of Wisconsin has introduced HR 9796, legislation aimed at changing the financial structure of the St. Lawrence Seaway Corporation. In introducing the legislation, Congressman Reuss told the House that the Seaway Act of 1954 contains an "utterly unreasonable" financial formula of payments to the United States Treasury which places upward pressures on seaway tolls at a time when the seaway is struggling to build up traffic. The bill has been referred for consideration to the House Committee on Public Works.



Two other important pieces of legislation affecting some good friends of the SIU and of interest to all maritime workers have just been introduced in the New York State Legislature. Both bills would accomplish long-term objectives of the International Longshoremen's Association that have been endorsed by the SIU. Introduced by Sen. Thomas Mackell (D-Queens), the first of the measures would abolish the bi-state Waterfront Commission in New York and New Jersey, which was established on a "temporary" basis ten years ago. The second bill would provide for the hiring of dockworkers through jointly-operated longshore hiring halls to be set up by industry and ILA representatives. Both bills have been endorsed by the New York State AFL-CIO.

LABOR ROUND-UP

The leadership role for Michigan's Senate Democrats has been taken over by a trade unionist, Sen. Raymond Dzendel of Detroit. Serving his fifth two-year term in the state legislature, Dzendel is an assistant business representative for Carpenters Local 982 when he isn't busy on legislative matters. He was first elected to the House of Representatives in 1954 and after two terms stepped up to the Senate by winning the 18th district seat vacated by former Gov. John Swainson.



A secret referendum vote by members of the AFL-CIO Photo Engravers and the Lithographers has approved a proposal for merging both unions. A merger convention to adopt a constitution for the new Lithographers and Photo Engravers Union will take place during the week of May 24 in Minneapolis. The merger will produce a new organization with about 60,000 members in the AFL-CIO, since the Lithographers have been unaffiliated for several years. Conventions of both unions voted for the merger in 1962.



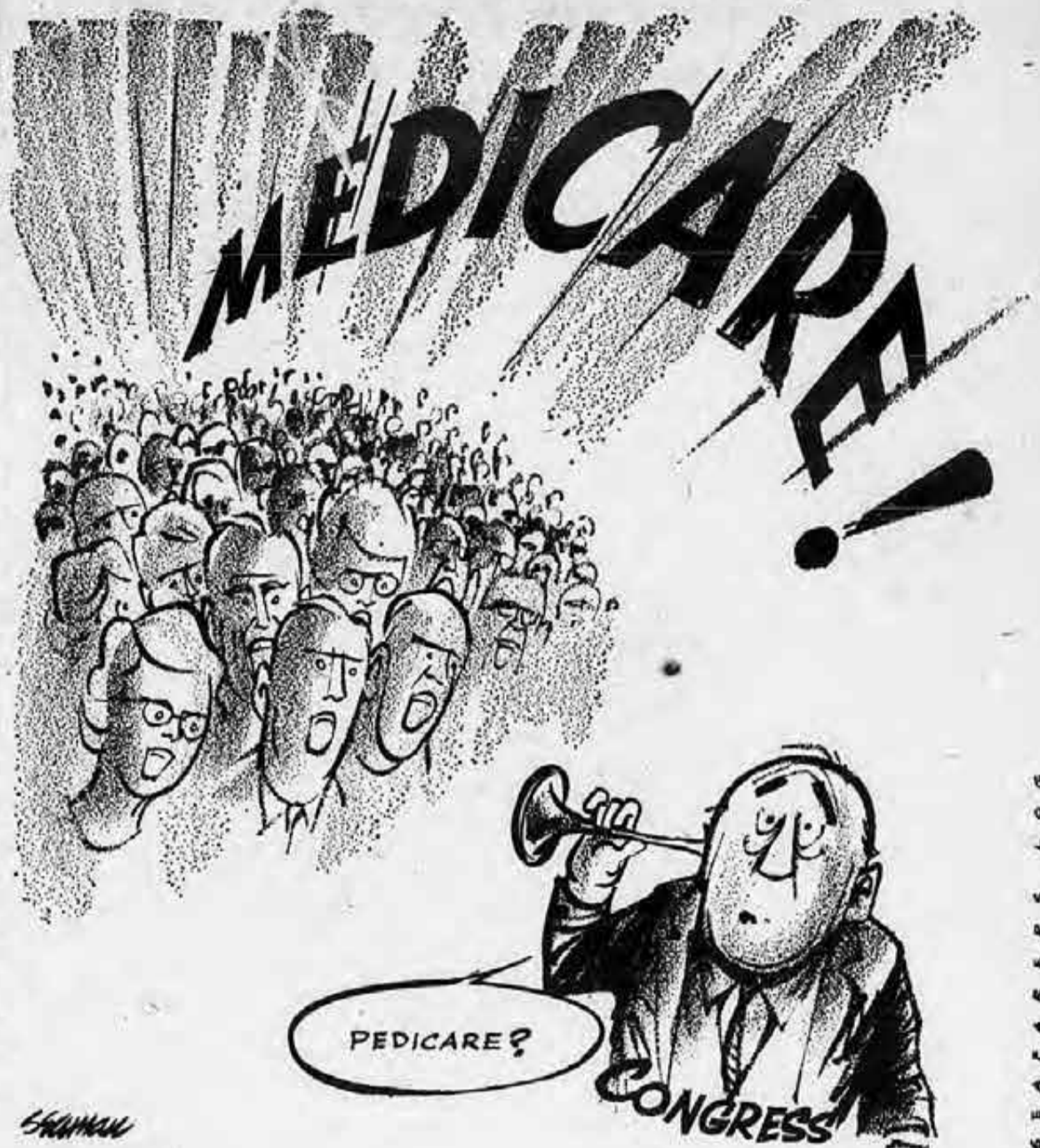
An agreement has been won by the United Steelworkers with the Gas Appliance Supply Corp. of

Lebanon, Ohio, under which strikebreakers will be laid off, 168 union members will be reinstated and management will divide \$50,000 among 60 workers for wages lost in a dispute that began in 1962. The company is Lebanon's largest employer. The new contract ends a long and bitter struggle with the former and present employers which started when the plant was sold and all employees fired. The new owners started hiring non-union workers on a selective basis. The NLRB general counsel had gotten a Federal court order in Cincinnati restraining the firm from closing or threatening to close.



The Airline Pilots Association has commended the Civil Aeronautics Board for seeking to prevent aircraft accidents caused by lightning or fuel explosions and agreed to support any program aimed at solving the problems. The ALPA told the CAB that its pilots, who have logged thousands of hours flying in thunderstorms, stand ready to help the board in its investigations. In its letter, the union called for an intensive research program and recommended procedures based on past ALPA studies of plane accidents.

'The Voice Of The People'



Significant cracks are developing in the wall of opposition to enactment of a program of health care for the aged financed through Social Security.

In fact, one big insurance company and two or three smaller ones have testified recently in favor of the labor-backed King-Anderson plan, commonly known as "Medicare," at hearings before the House Ways and Means Committee. It is also becoming increasingly clear now that the American Medical Association, which has consistently opposed Medicare, does not represent the views of all the members of the medical profession.

The biggest hurdle in the six-year-long struggle to enact a Medicare program still lies ahead, however. In the past Congress has turned a deaf ear to the needs of the nation's aged, tending to mis-hear the word "Medicare" as "creeping socialism." Now that organized medicine and insurance com-

panies are beginning to accept the Social Security approach to hospital care for the aged perhaps this long-overdue and necessary legislation will finally get out of committee and be voted into law.

Bills of the general type of the present Medicare proposal have been before Congress since August, 1957, and have never gotten out of the Ways and Means Committee. In these six years the plight of the nation's low-income aged citizens, which spurred the introduction of such legislation in the first place, has grown steadily more desperate with the constant rise of hospital costs.

Labor's stand on this issue has always been clear—if people need hospitalization such care should not be restricted on the basis of whether they have the means to pay for it. The richest nation in the world today cannot continue to ignore the needs of its older citizens who worked hard to build that wealth.

Navy At Sea

Nobody needs an expert to tell him that the American merchant fleet is approaching mass obsolescence and is unable to serve the nation's needs. No one could possibly deny the fact, although the US Government seems completely unconcerned.

The latest edition of "Jane's Fighting Ships," an authoritative annual of the world's warships, brings another frightening warning, however. It points out that the US Navy is also "in danger of becoming top heavy with the weight of its outdated war-built hulls. . . ." Apparently the US government has not only closed its eyes to the fate of the US merchant fleet, but has become indifferent about the quality of its fighting fleet as well.

" . . . Looking a few years hence," says "Jane's" in its annual edition, "the time will soon come when dozens of aircraft carriers and cruisers and literally hundreds of destroyers, destroyer escorts, submarines, and

fleet minesweepers will have reached the end of their useful lives."

In contrast to the United States, Russia has succeeded in discarding her pre-war and war-built naval vessels and has even been able to supply modernized surface ships and submarines to other nations—Indonesia, Egypt and Cuba. The increase in her merchant tonnage has been even greater.

This decline in the US warship strength is shocking but hardly surprising in view of Washington's apparent contempt for shipping of all kinds.

While both the naval and merchant fleets of its chief competitor are growing steadily in size and power, the US Government seems content to delude itself with the belief that somehow it will all come out right in the end. History teaches us otherwise.

The recent trouble in Panama should prove that such catch-phrases as "effective control" are no substitutes for a strong, modern fleet—both merchant ships and fighting ships.

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:

Barbara Gatto, born October 31, 1963, to Seafarer and Mrs. Michael Gatto, New Orleans, La.

David Paul Murr, born October 8, 1963, to Seafarer and Mrs. Michael G. Murr, New Orleans, La.

Denise Kay Cannon, born October 21, 1963, to Seafarer and Mrs. Earl H. Cannon, Hopewell, Va.

Julia Solis, born September 15, 1963, to Seafarer and Mrs. Estanislado Solis, Texas City, Texas.

Sylvia Maria Eliaz, born November 6, 1963, to Seafarer and Mrs. Donasian Eliaz, Galveston, Texas.

Richard Otis Kidd, born October 26, 1963, to Seafarer and Mrs. Gerald R. Kidd, Baltimore, Md.

Nora Stalworth, born June 20, 1963, to Seafarer and Mrs. Bobby R. Stalworth, Conroe, Texas.

Mark Aleksander Czerwinski, born October 30, 1963, to Seafarer and Mrs. Aleksander Czerwinski, Brooklyn, NY.

Jody Paul Bonvillain, born August 12, 1963, to Seafarer and Mrs. Dudley Bonvillain, Lockport, La.

Kenneth Jones, born April 13, 1963, to Seafarer and Mrs. James C. Jones, Franklinton, La.

Porfirio Velez, Jr., born October 30, 1963, to Seafarer and Mrs. Porfirio Velez, New York, NY.

Lisa Lundy, born August 12, 1963, to Seafarer and Mrs. Thomas Lundy, Wing, Ala.

Daniel Palmer, born September 27, 1963, to Seafarer and Mrs. Charles W. Palmer, Camden, NJ.

Edwin R. Chang, born November 8, 1963, to Seafarer and Mrs. George Chang, Bronx, NY.

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):

Adrian A. Fiedler, 49: While aboard the SS Elena Lisa, Brother Fiedler died of a heart rupture on July 29, 1963. He had shipped in the steward department since joining the SIU in 1951. Surviving is a brother, Herbert Fiedler, of Cuba City, Wis. Burial was at Cuba City.



Anthony J. Hickey, 40: Heart disease took the life of Brother Hickey while he was in the USPHS hospital in Boston on June 17, 1963. A member of the SIU since 1949, he had sailed in the deck department. He is survived by a brother, Charles Hickey, of Holden, Mass. Burial was in St. John's Cemetery, Worcester, Mass.



Warren E. Straw, 52: On September 15, 1963, Brother Straw died of asphyxiation in his home at Slidell, La. Shipping in the deck department, he had first signed with SIU in 1951. He is survived by a brother, Philip Straw, of Upper Montclair, NJ. Burial was at the Oaklawn Cemetery, Pa.



Leopoldo Colon, 49: An accidental skull fracture was the cause of death to Brother Colon on November 3, 1963 in New York. He held ratings both in the engine and steward department at the time of his death, and is survived by his wife, Mrs. Genevieve Colon, of Brooklyn, NY. Burial was in the Rio Piedras Cemetery, San Juan, Puerto Rico.



Earl F. Boatwright, 44: Heart trouble was the cause of the death of Brother Boatwright, stricken on the Seatrain Savannah on September 8, 1963. He had sailed in the engine department with the SIU since 1958. Survivors include his sister, Mrs. Juanita B. Strickland, of Jesup, Georgia. Burial was in the Altamaha Cemetery, Jesup.



Gibbs T. Liverman, 62: Brother Liverman died of heart failure in the Baltimore USPHS Hospital on November 17, 1963. Shipping in the engine department, he had sailed with the SIU since the Union's beginning in 1938. He is survived by a friend, Janie B. Hill, of Washington, DC. Burial was in the George Washington Memorial Park Cemetery, Prince George County, Maryland.



ALCOA COMMANDER (Alcoa), Dec. 14—Chairman, H. Hoggs; Secretary, Bowman. Brother Van Rios was elected to serve as new ship's delegate. Request food plan representative and port steward to be aboard in Newark. Porthole screens to be exchanged. Request \$1.00 per man for TV.

HASTINGS (Waterman), Dec. 8—Chairman, James Kelllogg; Secretary, John Wells. Ship's delegate reported everything running smoothly. \$8.98 in ship's fund. One man in deck department hospitalized at Inchon. Discussion on the heating in aft forecast. Vote of thanks to the steward department for job well done.

STEEL TRAVELER (Isthmian), Sept. 28—Chairman, Harry K. Kaufman; Secretary, R. Morgan. \$44.41 in ship's fund. Everything running okay. Discussion on messhall being soured in the near future. One man paid off, leaving a lot of personal debts. Question raised on speakers missing from messhall.

DIGEST of SIU SHIP MEETINGS

TADDEI VICTORY (Consolidated Mariners), Dec. 18—Chairman, Joe Miller; Secretary, William Swartout. Ship's delegate reported that the agent said he wired for money for draws, but received no reply. Brother Lowman was elected as ship's delegate. Crew backs steward 100% in regard to stores.

JEFFERSON CITY VICTORY (Victory Carriers), Oct. 8—Chairman, William Nestor; Secretary, Al Prontek. No beefs reported by department delegates. Joe Ross elected ship's delegate. Exhaust system not functioning properly. Vote of thanks to steward department for a job well done.

NIAGARA (Oriental Trading), Nov. 17—Chairman, William Baker; Secretary, C. R. West. Ship's delegate reported contacting chief mate about painting rooms and messhalls. Work started on general repairs. Some deck department OT pending until clarification is received from headquarters. Letter to be sent to headquarters in reference to pension plan. Discussion on condition of lifeboat aft.

ALCOA ROAMER (Alcoa), Dec. 12—Chairman, E. Kelly; Secretary, J. E. Hannon. Ship's delegate reported that one man missed ship in New Orleans and one man fired in Puerto Rico. No beefs reported. Crew told that anyone who wishes to donate to fund for Claude Lomers can do so. Captain contributed wristwatch to raffle and proceeds submitted to fund. Vote of thanks to steward department for Thanksgiving dinner. Discussion about fixing pump on washing machine. Crew requested to keep noise down in passageways.

ERNA ELIZABETH (Albatross), Dec. 31—Chairman, none; Secretary, Samuel Doyle. Some disputed OT in deck and engine departments. Suggestion to negotiating committee that port time shall commence one-half hour after ship anchors. Motion made that all SIU members be privileged to retire after 15 years of seetime, with no age limit. A vote of thanks was given to the steward and his department for wonderful Christmas and New Year's dinners.

LOS ANGELES (Sea-Land), Dec. 23—Chairman, John Wade; Secretary, Jose M. Castro. Discussion about contacting patrolman in regard to transportation to and from nearest public transport. Some disputed OT in deck department. Motion made to have Union officials study retirement plan on the basis of 20-year membership and 10-year seetime. Check with patrolman re taking welding cable from engine room to bow.

DUVAL (Savannah), Dec. 15—Chairman, Pat Walsh; Secretary, R. Shels. Ship's delegate reported that disputed OT of watchstanders in Madras will be taken up with patrolman. Deck department requests clarification on some items in the agreement. Vote of thanks to steward department for a job well done.

WACOSTA (Waterman), Dec. 15—Chairman, Ramon Ferrera; Secretary, G. S. Gaspac. Motion made to have patrolman contact headquarters concerning crew's living quarters. Chief steward thanked deck and engine departments for keeping messhall and pantry clean during the night. Vote of thanks to entire steward department.

LUCILE BLOOMFIELD (Bloomfield), Nov. 19—Chairman, Pete Scroggins; Secretary, W. D. Purdy. \$17.62 in ship's fund. Pete Scroggins was elected to serve as ship's delegate. No beefs were reported.

YAKA (Waterman), Dec. 27—Chairman, L. Ferguson; Secretary, W. Pedersen. \$19 in ship's fund. Crew members were requested to turn in all linen at payoff. Repair lists turned in. Minor repairs will be taken care of at sea. Vote of thanks to the steward department for nice holiday dinners.

IBERVILLE (Waterman), Dec. 14—Chairman, H. Carmichael; Secretary, none. Ship's delegate reported everything running smoothly. \$18.31 in ship's fund. Vote of thanks to steward department for excellent job in preparation and serving of Thanksgiving dinner. Vote of thanks extended to crew for its cooperation in keeping messhall and pantry clean.

DEL MUNDO (Delta), Dec. 22—Chairman, E. Anderson; Secretary, H. R. Melman. Some disputed OT in deck department. Motion made for increase in wages and OT for reduction in seetime for retirement, regardless of age, and for an increase in pension benefits. Vote of thanks extended to steward department.

PENN VANGUARD (Penn Shipping), Dec. 15—Chairman, Carl T. Feary; Secretary, Charles J. Mitchell. Carl T. Feary was elected ship's delegate. Deck department meeting will be held regarding watches in port. Crew requested not to throw trash out of portholes. Everyone asked to cooperate by closing doors quietly when members are asleep.

WARRIOR (Waterman), Dec. 1—Chairman, Robert Rudolph; Secretary, M. B. Elliott. Ship's delegate reported a smooth trip so far. Motion made that any member who has been in the Union for 20 years in good standing should be eligible for retirement. O. J. Harden was elected ship's delegate. Vote of thanks to steward department and crew messman for fine service and food.

TRANSHATTERAS (Hudson Waterways), Dec. 22—Chairman, Ken Hayes; Secretary, H. Moody. Deck department requests action be taken on the repair list. Some disputed OT in each department. Motion made to change welfare to straight pension after 12 years seetime or 20 years SIU. Motion made to open SIU branch—Portland, Oregon, and to have LOG publish any information regarding SIU hall in Yokohama. Vote of thanks to officers and crew who attempted to save the life of deceased brother.

STEEL ADMIRAL (Isthmian), Dec. 27—Chairman, N. Richie; Secretary, R. L. Huddleston. \$5.80 in ship's fund. No beefs reported. R. L. Huddleston resigned as ship's delegate. B. Speagle was elected to replace him. Captain's method of putting out draws was explained to the crew, and a report was given on completion of items on last repair list.

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 SAVANNAH, GEORGIA
Richard Freeman Frank Nelson
James Mitchell Glen Adams
J. M. Watkins Edward Bates
L. C. Middlebrook

USPHS HOSPITAL DETROIT, MICHIGAN
A. Airapseter Arne Lahti
John Bakley Clarence Lenhart
Alf Bensman Fernand Lemay
Sheldon Boulanger Archie McCormick
Charles Brooks Robert McDonald
Steven Cornell Donald Murray
Steve Forline Ario Wayne Otto
Daniel Hull Donald Perry
Raymond Kennedy Duane Pouliot
A. G. Kenny Bernard Rosquist
George Koehler John Tautwood
Richard Kujawa George Petros

USPHS HOSPITAL STATEN ISLAND, NEW YORK
John Aha Carl Kendall
Raul Aguilar Leo King
Evaristo Aldehondo William King
Samuel Bailey Sulo Lepisto
William Barnett Paul Liotta
John Barry Jose Miralls
Juan Bonefont William Morris
Victor Bonet John Naole
Robert Brennan Francis Neves
Anson Brower Joseph Obreja
Paul Butwell George O'Tourke
Arthur Collett Uno Pautson
Well Denny Andrew Polasky
William Farrell Jacque Rion
Charles Fertal Mohammed Said
Max Fingerhut James Sealy
Konrad Frovag Charles Shaw
Marino Gordis James Smith
John Golsell Lester Sturevant
Thomas Gray Francis Tokarchuk
Werner Grunwald George Trapezas
Burt Hanback Carlos Troncoso
Edwin Harriman Floyd Van Curler
Milburn Hatley Sol Vecchine
James Hodges Frank Villacorte
Walter Karlak Ernest Vitou
Joseph Kearns Henry Watson

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
James Alexander Wade Harrell
Richard Barnes Ned Keith Hinson
Edgar Barton George Hudson
Jon Beverage Walter Johnson
Bryon Broadus Foster Juneau
William Bunn Duska Korolla
Wilbert Burke E. Koundourakis
George Burleson Louis Lee
John Chatraw James Lila
James Childress George Liebera
Mallory Coffey Claude Lomers
Gerald Coll James Marshall
H. L. Cox J. W. McCaslin
Steve Crawford Mont McNabb
Joseph Cuellex Joseph McPhee
Morris Danzey Frazier McQuagge
Thomas Davis Carl Messer
Sidney Day Edward Nelson
Salvatore Detrio Evangelos Nonis
Jose Serra Dews Kenyon Parks
James Donahue John Picou
Harry Eunnell Harold Robinson
George Esteve Horace Sikes, Jr.
Ezadore Fisher Carl Smith
George Flint Finis Strickland
Eugene Gallaspy Michael Toth
Jesse Green Ruffin Thomas
Sanford Gregory Raymond Vaughan
Mark Hairelson Hubert Wilson
Seifert Hamilton William Woolsey

USPHS HOSPITAL BRIGHTON, MASS.
John Gala Charles Robinson
Robert King

USPHS HOSPITAL FORT WORTH, TEXAS
Gerald Algernon Thomas Leahy
Colon Boutwell George McKnew
Benjamin Deibler Samuel Mills
Abe Gordon Willie A. Young
Charles Hooper

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
Daniel Gorman Thomas Isakson
Alberto Gutierrez William Kenny

WEST ROXBURY, MASS.
Raymond Arsenault
MONTGOMERY, ALABAMA
Herman Hickman

USPHS HOSPITAL MEMPHIS, TENNESSEE
James McGee
PINE CREST HAVEN COVINGTON, LOUISIANA
Frank Martin

VA HOSPITAL BROOKLYN, NEW YORK
Arthur Nelson
US SOLDIERS' HOME WASHINGTON, DC
Wm. H. Thomson

USPHS HOSPITAL BALTIMORE, MARYLAND
John Abraham Francis O'Loughlin
Evil Ardoin S. Orkwizewski
Louis Baxter Vance Reid
Jose DaCosta Bryon Ricketts
Hector Durate John Schoch
Louis Pirle Earl Smith
Friedof Fondila Myron Smith
James Fort David Sorenson
Gorman Glaze Joseph Williams
James Helgott Harry Willoughby
Charles Hemmis Nicholas Wuchina
James Keavney David Rudolph
Gettis Lightfoot A. Skalamera
George Marcotte Martin Wittig
Salvatore Messina John Yendral
Harry Muches

USPHS HOSPITAL SEATTLE, WASHINGTON
Harley A. Anderson Robert Nielsen
Bernard Burke Earl Poe
George Champlin Richard Shaffner
Robert Gannon William Stephens
Richard Harnden

USPHS HOSPITAL NORFOLK, VIRGINIA
Jerry Allen J. B. Harris
John Buck, Jr. William Mason
William Dowdy Harry Overton, Jr.
Joseph Foak J. W. Short
Bernard Geerman

USPHS HOSPITAL GALVESTON, TEXAS
Charles Carroll Harry Kenyon
Algernon Coe John Lager
Mayo Brasseaux James Mallard
Raymond Brown Charles Martin
William Bruce James Mathews
K. M. Bymaster Fredrick Neely
Woodrow Balch Gustavo Osuna
V. A. Court, Jr. Roy Peebles
Cecil Gates Wallace Robin
Monroe Gaddy Charlie Roberts
George Howard Raymond Stanley
Eric Hoffman Richard Toler
Roy Justice

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Kirk Anderson Carl McCranie
Charlie Gedra John Paerels
Claude Hollings John Ratliff
George Lynch Phillip Rogers
Gordon Marbury Julius Swykert

Family Turn-Out



When Seafarer Pete Mena came to the New York hall to pick up a vacation check for \$300, he brought part of his family with him from their home in Jersey City. Mrs. Mena and young Paul, one of their five children, came along to help Mena carry the loot home. He sails on deck.

Seafarer Sees Increase Due

To the Editor:
The resolution to increase dues was long overdue as all of us have been amazed at the Union's ability to operate within the framework of our present low dues while the cost of everything about us has skyrocketed out of proportion.

It must be about 12 years since we have had a dues in-

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.

crease. We are all aware that during this time the services within the Union for the benefit of the membership have quadrupled, giving the Seafarer members the finest services within any Union, whether maritime or shoreside, while our dues have remained lower than any of them.

But this has only been a fraction of the increased cost assumed by our Union over the years. I had thought that the Landrum-Griffin Bill, with its stringent requirements that necessitated the duplication of all office copies of union business and thereby the need for an additional office staff would have compelled a dues increase, yet this too was absorbed by the Union without any cost to the membership. It has been a remarkable performance.

With this increase a Seafarer is not spending any additional cash; he is investing it. It's an investment to strengthen the Union's position and thereby bring additional benefits to the membership.

I would like to suggest that some monies be set aside in a fund that can be used to protect and further our interests in Washington, to be used to combat the power lobbying of the various groups that would pass legislation harmful to the interests of the US merchant marine and pose a threat to the job security of our membership.

The best things around these parts is still the ride on the Staten Island Ferry and membership in the Seafarers International Union. The analogy refers only to the fact that both are delightful, and so very very inexpensive.

Art Lomas

Urges Go-Slow On Pension Plan

To the Editor:
All the letters and articles I've seen in the LOG have gotten me 100 per cent confused on the pension issue, and I'm still waiting for somebody to unscramble the situation.

It seems to me that the question of a pension, like other questions of benefits for SIU members, can best be handled by our Union representatives. They have produced some of the finest benefits anywhere in the labor movement for members of the SIU, and I think we can count on more of the same in any revised pension set-up.

As far as I'm concerned, the pension set-up we have now is a fair one. You can't have a program where everybody qualifies right away. It would make the whole idea meaningless.

Charles Beeman

Welfare Service Draws Thankyou

To the Editor:
This is in appreciation of the efforts put forth in the Welfare Department by Brother John Dwyer. I was hospitalized in Staten Island for 34 days and had plenty of occasion to observe the efficient manner in which he conducts his duties.

I know from personal observation, on more than one occasion, he has gone beyond the call of normal duties to be of assistance to the inpatients as well as the out-patients.

I personally thank him for the many considerations he has shown to me, and I feel that many, many others join me in these sentiments.

David S. Blackwell

'SIU Pension Is The Best'

To the Editor:
In any discussion on pensions, I think the brothers should remember that our Pension Plan, like our Vacation and Welfare Plans, has no equal in the maritime industry. I've taken the time to look over all the various plans of the other maritime unions as well as our own and the fact is that the SIU plan is the most liberal one around.

It seems to me that in commenting and making suggestions about pension plans, there are some brothers who haven't taken the time to compare our plan with the other maritime union plans. If they did, they would see why our plan is the best.

W. Thorn

From the Ships at Sea



Recife, Brazil was the locale for the Christmas Day doings on the Omnium Freighter (Suwannee), where (standing, l-r) Seafarers W. Lanier, M. Phelps, C. Adams, S. Holden, G. Davis, A. Hoover and A. Feliciano (seated) joined with local youngsters in marking the yuletide feast. Feliciano, who's the 3rd cook, sent in the snapshot of the galley force.

New Year's festivities were enjoyed by oldtimers from two Waterman ships in Casablanca, as crewmen from the Warrior and City of Alma got together for some year-end cheer. Otis Harden, delegate on the Warrior, reports that the passing of the old year was marked in fine style at the local seamen's club.

Harden, engine delegate William Padgett, cook M. B. Elliott and several other merry-makers enjoyed an evening of champagne complete with the traditional holiday paper hats and balloons as they rung in 1964.

On the Alma, a beef-free trip was topped off when the skipper thanked the crew for a job well done. Ship's delegate Roy Guild reported that the captain was impressed by the crew's conduct in



Joy



Silcox

foreign ports as well as the good overall appearance of the ship. The crew, in turn, accepted the report with a vote of thanks.

Peter Goodzuk, delegate on the Fairport (Waterman), has expressed thanks to the captain and chief mate for their cooperation in making the voyage as pleasant as possible. At a recent meeting, chaired by Steve Thayer, the crew also issued a vote of thanks to the steward department for fine chow.

The crew of the Omnium

Freighter (Suwannee) observed Christmas in Recife, Brazil, where it enjoyed a traditional holiday feast put on in true SIU style. Milton Phelps, delegate, thanked the captain for making Christmas cheer available to his men. Chief cook Charles Adams was singled out for special praise.

W. Layton, sailing on the Steel Vendor (Isthmian), offers some advice on cashing travelers' checks in foreign ports. He feels that the idea of getting travelers' checks for draws is outmoded, but while they're still being issued, all Seafarers heading for Pusan, Korea, should be especially careful. There's a lot of overcharging going on in local spots that cash the checks, and a number of places are refusing to take them.

Writing in from the Council Grove (Cities Services) at Lake Charles, oldtimer Charlie M. Silcox expressed deepest appreciation to Capt. Hanna and his shipmates on the Grove for bearing with him when he recently suffered the loss of his wife. Silcox said he was at a loss for words that would properly extend his feelings for the crew's extreme kindness.

Deck delegate Fred J. Smith has asked that something be done about the stores situation on the Jian (Pacific Seafarers), which went into Algeria with a cargo of CARE supplies. The stores were checked in New Orleans before they left,



Trimming down turkey leg, chief cook Thomas Conaway on the Steel Vendor (Isthmian) shows what's left of big bird after crew went to work on it during holiday feast.

but they still missed a number of things. Mayonnaise seems to be one of the missing items—and isn't available in Algeria, according to the steward.

Jesse R. Joy, who was on the Jian, warns Seafarers to steer clear of the Travelers Hotel on St. Charles Street, New Orleans, due to a run-in he had there that caused the loss of part of his payoff.

BIENVILLE (Sea-Land), Dec. 8 — Chairman, Ralph W. Tiddell; Secretary, R. Lipari. One man missed ship in Houston. Ship's delegate to contact patrolman regarding beef with chief mate. Crew requested to cooperate in keeping messhall pantry clean.

SUMMIT (Sea-Land), Jan. 4 — Chairman, F. DiCarlo; Secretary, A. Romero. Patrolman to be contacted about dirty drinking water. Ship expected to lay up. Vote of thanks extended to steward department for good holiday meals.

DEL ALBA (Delta), Nov. 17 — Chairman, O. N. Manifold; Secretary, L. A. Mitchell. O. H. Manifold was elected new ship's delegate. \$19 in ship's fund. Disputed OT in all departments. Motion made to have all monies, less all deductions, advanced upon request by unlicensed personnel at five-day intervals before arrival in any port. Draws shall be put out no later than 3:15 PM when practical, and Saturday, Sunday and holidays shall be included in five-day period. Motion was submitted that headquarters negotiate with all companies in reference to feeding, watering, general cleaning and medical ministrations when ves-

sels are carrying animals in the absence of a fulltime livestock tender. Vote of thanks extended to steward department.

OVERSEAS EVA (Maritime Overseas), Sept. 2 — Chairman, R. Hodges; Secretary, P. L. Whitlow. Crew requested to keep passageway doors on the main deck locked and closed while ship is in foreign ports. Better care should be taken of ship's linen. No beefs reported by department delegates.

August 3 — Chairman, Anthony Barnea; Secretary, David Blumio. Crewmembers requested to be properly attired when in messhall. Some disputed OT in deck and engine departments. Request more slopchest items be carried in the future.

BEAUREGARD (Sea-Land), Dec. 23 — Chairman, W. S. Sharp; Secretary, P. Jokulich. Discussion held on safety measures to be taken in Houston on the gangway installation. T. M. Jones

resigned as ship's delegate, with a vote of thanks. Brother Hopkins elected to serve in his place. Vote of thanks extended to steward department.

MONTPELIER VICTORY (Victory Carriers), Dec. 28 — Chairman, none; Secretary, George Stropick. Ship's

DIGEST of SIU SHIP MEETINGS

delegate reported no beefs, and two men in hospital. Vote of thanks to steward department for a job well done.

STEEL TRAVELER (Isthmian), Dec. 14 — Chairman, Pat Marinelli; Secretary, James Peterson. Motion made that any SIU man be allowed to vote

on any important business whether he is on a ship or ashore, and that there be no limit on time period.

SEATRAN LOUISIANA (Seatrains), Dec. 15 — Chairman, James M. Glenn, Jr.; Secretary, Herbert C. Justice. Joe Block completed tour as ship's delegate. Noral W. Jorgensen was elected. Crew extends a "bon voyage" to relieving skipper, Mario A. Zanelli. Twenty-five crewmembers donated to ship's fund in order to pay off cost of TV, \$467 now in ship's fund. Thirty cases of coke on hand. Few hours disputed OT in deck department. One member walked off ship half hour prior to departure in Texas City on Nov. 29.

ST. CHRISTOPHER (Destiny Carriers), Dec. 20 — Chairman, Alfred Anderson; Secretary, Gustav V. Thobe. Steward declared that the slopchest will be open for cigarettes the last time tomorrow. No beefs reported.

ALCOA COMMANDER (Alcoa), Dec. 24 — Chairman, D. Fisher; Secretary, N. Kaminski. Discussion on laundry room. Discussion on searching of handbags and suitcases at gangway.

Discussion on dues increase, lifeboat school and other facilities. Captain made inspection and cited unmade bunks and unclean laundry room. No one to miss ship from port to port.

TADDEI VILLAGE (Consolidated Mariner), Nov. 20 — Chairman, Joe Miller; Secretary, John Kennedy. Crew requested to throw firecrackers over the side and not in passageway. Glasses should be returned to pantry after use. No beefs reported by department delegates. No ship's fund. Motion made to build a jury toilet and to put a water cooler on deck for longshoremen.

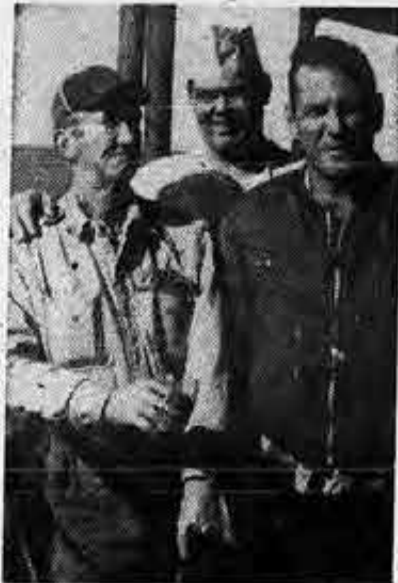
VENORE (Venore Transportation), Dec. 8 — Chairman, J. Michael; Secretary, Pat Murphy. Discussion on slopchest prices. Discussion regarding ship's payoff. No shore leave in Augusta. Vote of thanks to the entire steward department for good chow served.

STEEL MAKER (Isthmian), Dec. 14 — Chairman, M. Keefer; Secretary, Fred Tampol. \$35 in ship's fund. W. D. Bushong was elected to serve as ship's delegate. Engine department told it is to get coffee directly from the chief steward.

Scenes Of Seafarers—Sun And Salts



Hudson, Hoskins In Spotlight



Coffeetime on the tanker Fort Hoskins (Cities Service) provides time for a get-together by some of the deck gang. The congregation (l-r) includes Bill and Mike Maestas, Haggerty, James Parker, Bill Allen, Busby and Bob O'Rourke.

Scene (above, left) on the Hudson (Victory Transport) at Vancouver, Wash., last week shows deck delegate H. Davis (standing) going over trip to India with SIU Patrolman Harvey Mesford. In background is Food Plan rep. H. Higginbotham. Center, during run to Calcutta, are W. Coggins, T. Aldridge and J. Douglas.

Seagoing Man Tops 'Man With A Tan'

A certain airline uses a gimmick in its advertisements that shows a couple of young Northerners sporting the kind of suntan that a person would really have to work hard at developing during this time of year.

It figures everyone loves "the man with the Florida tan" who, the reader is led to believe, got the tan by flying South aboard one of the airline's planes.

Gets Paid For It

Well, Seafarer Lonnie B. Dooley figures there is more than one way to get a Florida tan, and his way is better: He gets paid for it.



Dooley

Dooley ships on Sea-Land's trailer-ship Fairland that runs regularly into the Gulf.

The whole idea of the airline ad started him thinking, and he came up with a bit of repartee which might pass between him and a New Jersey acquaintance who hasn't got the chance to go South so often.

Appropriately enough, Dooley has entitled his dialogue "The Man With the Florida Tan."

Curtain rises upon a street in Newark, New Jersey:

Acquaintance: Why, hello there, haven't seen you in a long time. My, look at that tan, where have you been?

Our Hero: I've been to Florida. In fact, I've just returned.

Acquaintance: Oh my, how wonderful.

Our Hero: Why yes, I go every winter.

Acquaintance: Yes, and where did you stay?

Our Hero: I stayed at the Fairland, and it was jolly good.

Acquaintance: Really? Was it very expensive?

Our Hero: Well no. In fact, they paid me.

Acquaintance: Oh yes? How come?

Our Hero: I was an entertainer.

Acquaintance: Really!

Our Hero: Yes, I entertained 6,000 horses and watched a shaft go 'round and round.

LOG-A-RHYTHM:

Yearning

By Henri Perelkow

I yearn to lend my hands
To change this crumbling world,
Where ruthless gods
Reap the fruit of my work
Into golden baskets
Devouring my life and soul.

Through the web of tinsel,
I walk amid poverty.
Bare shadows cling to breath,
While lifting fists
To build a world anew,
How I yearn to lend my hands.

ANTON BRUUN (Alpine), Dec. 8— Chairman, Jack Dolan; Secretary, Paul R. Willis. \$20 in ship's fund. \$1 from each crewmember requested at payoff. Some disputed OT in deck department to be taken up with patrolman. Ship's delegate to request clarification on mailing of vacation checks.

DEL NORTE (Delta), Nov. 24 — Chairman, Andrew A. McCloskey; Secretary, Bill Kaiser. \$154.59 in ship's fund and \$337 in movie fund. No beefs reported by department. Motion made that draws be put out aboard ship in accordance with the SIU agreement. Motion that the port agent inquire about treatment, extent of illness and operation of deceased Brother Alvin Whitney. One man was hospitalized in Buenos Aires and one in Santos, Brazil. Vote of thanks extended to all who helped in taking care of Brother Whitney before he died.

FLORIDA STATE (Everglades), Nov. 20 — Chairman, Antonio Gonzalez; Secretary, Roy Elford. Charles Henning was elected to serve as new ship's delegate. Vote of thanks to outgoing ship's delegate, Curtis Decote, for a job well done. Vote of thanks to steward department for good all-around job. No beefs reported.

JOHN C. (Atlantic Carriers), Dec. 8 — Chairman, A. Bryant; Secretary, L. L. Reborn. Ship's delegate reported one man hospitalized in Karachi. Ship due to go into shipyard at the end of voyage. Some disputed OT in deck department. Bosun refused to attend a deck department meeting because the department had no bookmen. Motion made that this matter be called to attention of Union officials. Suggestion made that the ship's delegate see the company about getting a steam water urn plus a cabinet in messroom. It was also suggested that the ship be stored for at least 30 days over and above estimated time of voyage.

HERCULES VICTORY (Marine Managers), Nov. 14— Chairman, John S. Hauser; Secretary, L. Schmidt. \$8.50 in ship's fund. L. Schmidt was elected to serve as ship's delegate. All hands asked to take it easy on the water due to shortage. All-hands given a vote of thanks for a job well done.

STEEL ROVER (Isthmian), Nov. 3— Chairman, W. Hand; Secretary, H. Warren. \$29 in ship's fund. H. Warren was elected to serve as ship's delegate. No beefs reported by department delegates.

PENMAR (Catmar), Nov. 30— Chairman, James Sheets; Secretary, Walter Walsh. \$24.10 in ship's fund. Ship's delegate extended a vote of thanks to the entire crew for its cooperation. No beefs reported. Vote of thanks extended to the steward de-

partment for Thanksgiving dinner. Motion that the Union work out some definite sort of retirement program. Discussion on having the company place non-skid runner in front of the galley range for safety purposes.

Oct. 15 — Chairman, Richard J. Brown; Secretary, Walter J. Walsh. No beefs reported by department delegates. Richard J. Brown was elected to serve as ship's delegate. Contributions accepted from crew towards the purchase of a new ship's TV aerial.

COUNCIL GROVE (Cities Service), Dec. 5— Chairman, A. Manuel; Secretary, G. Swift. \$3.85 in ship's fund. Crew's request for TV set was turned

DIGEST of SIU SHIP MEETINGS

down by the company. Motion to have negotiating committee meet with shipowners in regards to having shore gang load all but daily stores on coastwise tankers. Vote of thanks extended to chief steward and entire steward department for a bountiful Thanksgiving dinner.

OVERSEAS REBECCA (Maritime Overseas), Dec. 4— Chairman, Paul J. Franco; Secretary, John McElroy. Union representative requested to board ship in New York. Vote of thanks given to crew messman Luis Cruz for being one of the best.

ALICE BROWN (Bloomfield), Nov. 10— Chairman, R. Thomas; Secretary, O. Ferrara. One man left in Rotterdam. Some delayed sailing disputed due to restriction to ship for four days in Antwerp. Need some type of can opener in crew pantry.

DEL VALLE (Delta), Nov. 17 — Chairman, C. L. Reames; Secretary, V. E. Monte. No beefs reported by department delegates. Brother Reames re-elected to serve as ship's delegate. Motion was made that the ship should be fumigated to get rid of rats and roaches. It was suggested that a new washer be requested.

ELDORADO (Penn Shipping), Dec. 3 — Chairman, Jay Savage; Secretary, Fred Travis. Ship's delegate reported one man hospitalized at Bombay. \$20 in ship's fund. No beefs reported by department delegates.

ALCOA RUNNER (Alcoa), Nov. 31 — Chairman, William Wallace; Secretary, James M. Barnett. Department

delegates reported no beefs except a couple of hours disputed OT in deck department. Motion to ask headquarters what progress has been made toward a retirement plan. Vote of thanks extended to steward department for its efforts, especially for the Thanksgiving Day meals.

PENN EXPORTER (Penn Shipping), Nov. 19— Chairman, D. L. McConway; Secretary, Z. A. Markris. One man taken off ship in Alexandria due to illness. Motion made to have ship fumigated. Tank for drinking water should be inspected by the Health Department.

SUMMIT (Sea-Land), Dec. 4— Chairman, A. Romero; Secretary, F. DiCarlo. Ship's delegate reported that ship will not lay up this trip. All repairs have been taken care of. Contact patrolman about getting bigger bunks and mattresses for crew. No beefs reported by department delegates.

ALCOA RANGER (Alcoa), Dec. 9 — Chairman, H. W. Miller; Secretary, A. G. Nell. Ship's delegate to see patrolman for a clarification on delayed sailing. Discussion about stevedores in passageways.

DEL SUD (Delta), Dec. 8— Chairman, Robert Callahan; Secretary, Vincent Fitzgerald. Ship's delegate reported no beefs. \$416.31 in ship's fund and movie fund. Crew requested to keep all portholes closed in Houston until ship is cleared. Vote of thanks to galley force for splendid Thanksgiving dinner. Vote of thanks to chief electrician for repairing movie machine.

SENECA (Marine Carriers), Dec. 29 — Chairman, Billy B. Price; Secretary, Ralph R. Maldonado. No beefs reported. Draw in American money will be put out in all ports including bunkering ports. John Karpinsky elected ship's delegate. All crewmembers asked to take good care of washing machine. Deck department and black gang to take care of laundry room. Steward department to take care of recreation room. Vote of thanks extended to the steward and entire department for wonderful Christmas dinner and everyday menus.

OVERSEAS EVA (Maritime Overseas), Nov. 11 — Chairman, John J. Gates; Secretary, Paul L. Whitlow. Steward who was hospitalized in Malta has been flown home. Motion made that the food plan representative be consulted about the food. Boarding patrolman's attention should be called to the condition of the lifeboats. Motion that new batteries should be put aboard and furnished to the men on watch. It was also suggested that a letter be written to headquarters regarding the filthy condition of this ship.



