



## In Canada

### **Will Tomorrow Bring The Goosestep?**

If doubt existed in anyone's mind on the dangers of government trusteeship in unions, it must have been erased last week when the Canadian government trustees imposed censorship over the publications of the five Canadian maritime unions under their jurisdiction.

On December 4, the Canadian government trustees issued a decree to the effect that henceforth no union publication of any kind could be issued or distributed without the trustees' stamp of approval.

The SIU stated, at the outset, that the trusteeship was not only inimical to the concept of democracy, but that it came about because anti-union elements in Canada utilized a purely contractual dispute between the SIU of Canada and Upper Lakes Shipping Ltd., as an excuse to pass punitive anti-union legislation unparalleled in the history of the trade union movement.

Besides its gag on free speech, the censorship decree provides further evidence of the real motives behind the creation of this trusteeship. (Story on Page 2.)

## ***Injunction Halts MTD Picketing Of Foreign Ship In Wheat Deal***

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## **Senate Action Expands Hole In Jones Act**

Story on Page 3

## **Seafarers Get New Service In SIU Clinics**

Story on Page 3

# Canada Gov't Trustees Invoke News Censorship

MONTREAL—Rigid rules imposing full censorship over all informational literature "published by a maritime union or some other person, body, or institution on its behalf" were issued here last week by the three-man board of government trustees controlling the affairs of all maritime unions in Canada, including the Seafarers International Union of Canada and four other organizations.

The regulations require trustee approval before publication or distribution of all maritime union publications.

According to news reports in Toronto, the one-man censorship will be handled by Clayton Sinclair, whose name appears on a circular containing the censorship order. Sinclair reportedly is a newsman with the "Montreal Gazette" who is now working for the trustees.

The constitutionality of the government trusteeship placed on Canadian maritime unions has been challenged in legal action begun by the SIU of Canada last month. The trusteeship was established under legislation passed by Parliament in October.

The censorship order covering the maritime unions was dated December 4, apparently following publication of the November 30 issue of the "Canadian Sailor," which is the official organ of the SIU of Canada. The November issue dealt with the Canadian trusteeship situation in detail.

It related the SIU position with respect to the trusteeship, as stated in the legal action instituted by the union, and the reaction of labor in general to the Canadian

government takeover of unions.

The censorship ordered by the trustees is all-inclusive, covering "all further publications of any kind, whether newspapers, magazines, bulletins, circulars or otherwise."

It bears out the contention by

the SIU that the whole purpose behind the trusteeship legislation was to destroy the SIU of Canada. While the censorship order conveniently muffles the SIU, it does not affect non-maritime unions which are outside the trustees' jurisdiction and apparently are free to continue their attacks against the SIU without opposition.

The Canadian trusteeship arose

out of a contractual dispute between the SIU of Canada and Upper Lakes Shipping Ltd., which in 1962 arbitrarily broke its contract with the SIU and signed a "sweetheart" agreement with the Canadian Maritime Union established by the Canadian Labor Congress. Some 300 Canadian Seafarers were then locked out of their jobs and replaced with crews recruited through the CMU.

The censorship order is one of many developments in the systematic harassment by the Canadian government of the SIU of Canada, in what AFL-CIO President George Meany has called "the destruction of free trade unionism in the Canadian maritime industry."

In other moves, the government has seized union records and property here, and in Toronto and Thorold, and Royal Canadian Mounted Police have also seized personal records and belongings in raids upon SIU officials' homes. The government has also taken over operation of the vacation payments plan for Canadian Seafarers and has frozen all union assets.

It has indicted Hal C. Banks, president of the SIU of Canada, and two other SIU men, on an old 1957 charge not connected with the present dispute, and is reportedly planning a criminal prosecution of SIU officials and members, under a law going all the way back to Victorian times, for peacefully protesting the trusteeship law in a demonstration before Parliament.

In a separate development, the trustees have forbidden the SIU of Canada "under any circumstances" to picket the vessel Canuck Trader, without the trustees' permission.

The Canuck Trader is a vessel formerly manned by the SIU of Canada, which sailed for Japan some time ago, allegedly to be scrapped. But as soon as the SIU crew was off the ship and flown home, she took on a Japanese crew and sailed for Hong Kong. There she shipped a Chinese crew, sailed to Nassau, raised the Bahaman ensign and re-entered the Canadian trade under contract to the Canadian government.

Under the contract, the runaway ship was designated as one of the vessels to haul strategic defense material to Canada's defense bases in the Arctic. The SIU set up informational picketlines when the ship arrived in Canada during the summer of 1962, in efforts to make the Canadian public aware of what was being done with its tax money.

An attempt to picket the vessel when she reached here again last month was frustrated by restrictions on picketing ordered by the trustees on November 14. As a result, the SIU was unable to picket the vessel and she recently sailed home to China.

## Text Of Censorship Rules

The following is the text of the specific censorship rules imposed by the government trustees on all maritime unions in Canada:

(1.) All further publications of any kind, whether newspapers, magazines, bulletins, circulars or otherwise, and whether published by a maritime union or some other person, body, or institution on its behalf, will require trustee approval before publication or distribution. You are to bear in mind that distribution includes the delivery of such publications to members or other persons or making them available to members or other persons by placing them in union halls or other places where they may be picked up by such members or other persons.

(2.) Publication, whether newspapers, magazines, bulletins, circulars, or otherwise, that contain defamatory references to other trade union leaders or members, particularly officers and members of the maritime unions under trusteeship, cannot be approved.

(3.) All publications must show date of issue, or in the case of publications by other persons, bodies or institutions, date of receipt.

## Anti-Strike Bill Put Off To '64

WASHINGTON—Three days of hearings before the Senate Subcommittee on Merchant Marine and Fisheries ended last week, as the lawmakers decided to put off further public sessions until late January on a proposal for compulsory arbitration in maritime labor disputes. The bill was introduced two months ago by Sen. Frank J. Lausche (D-Ohio).

At the time the hearings were put off a week ago last Friday, December 6, SIU Vice-President Robert A. Matthews was one of several labor opponents to the measure whose testimony was scheduled but not given.

The Subcommittee had expected that three days of hearings would be adequate to explore the many issues involved in the controversial arbitration proposal.

### Binding Decision

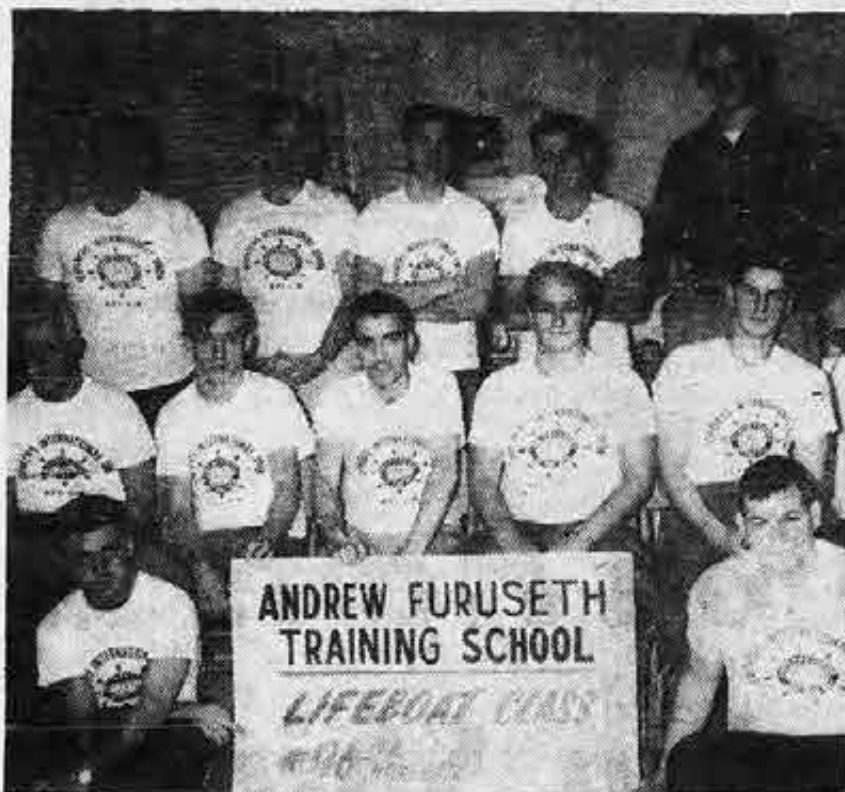
Sen. Lausche's proposal (S. 2222) would send an unsettled shipping dispute to an arbitrator or maritime disputes board for a final and binding decision. The bill provides that such an arbitration decision would not be subject to review or reexamination by any agency during the term of the contract or contracts under which it was rendered.

Hearings before the Subcommit-

tee to date have only covered testimony by management representatives and witnesses for the Marine Engineers Beneficial Association including President Jesse M. Calhoun, who testified on the circumstances involving the America and other recent shipping disputes.

As expected, the management witnesses backed the proposal. They took a position similar to that expressed on the Bonner bill (HR 1897), which the House Merchant Marine and Fisheries Committee tabled several weeks ago. The hearings put off last week in the Senate Subcommittee were recessed due to the imminence of other hearings that are still on the Subcommittee's schedule and the expected early recess of the Congress for the holidays.

## Graduation For SIU Lifeboatmen



Class No. 96 in the training program for SIU lifeboatmen takes its turn before the camera at headquarters. The graduates (front, l-r) are Ronald Egan, Walter O. Wilson; middle, Louis W. Murelli, John Myers, Robert Bruno, Jim Gardner, Edward Strusinski; rear, George Garcia, John Pitt, Jr., Mike Maguire and Bruce Frickey, with instructor Arni Bjornsson.

## SPAD—On The Job For Seafarers

With each passing day, the volume of legislative and political activity affecting Seafarers and their families increases. This is true not only in Washington, but also in every one of the 50 states and the hundreds of municipalities in which Seafarers and their families live and work.

The continuing programs and activities necessary to meet the problems posed by this increasingly complex volume of activity are sustained by the voluntary contributions made by Seafarers to SPAD—the Seafarers Political Activity Donation.

Other sections of the trade union movement are engaged in similar activities. The AFL-CIO has programs of legislative and political activity concerned with the problems affecting workers generally, which it implements on the national, state and local levels.

Various AFL-CIO unions also

have their own programs.

SPAD is concerned with educational, political and legislative efforts to win the passage of legislation that would be beneficial to Seafarers and their families as well as to workers generally.

In the political area, SPAD is concerned with supporting candidates who have a favorable voting record and defeating those opposed to labor gains and objectives—regardless of the candidate's political affiliations.

Typical of the type of battle which the Union must wage nationally is the battle against the efforts currently being made to

impose compulsory arbitration on labor-management disputes in maritime, and against other legislation which would restrict the rights of unions and their members to bargain freely or strike in pursuit of their objectives.

It is increasingly evident that the activities in the political and legislative spheres are as important to the welfare and well-being of Seafarers and other workers as activities in their immediate economic area. The voluntary contributions to SPAD help Seafarers to assure that their interests in these important political and legislative areas will be safeguarded.

## Trinidad SIU Marks Death, Kennedy Loss

The death of President John F. Kennedy has deeply affected many people the world over, and practically everyone has felt his loss as a personal shock.

One of the first expressions of condolence to the SIU membership on the loss of the President came from George Munroe, secretary general of the Seamen's and Waterfront Workers' Trade Union, in Port-of-Spain, Trinidad. His letter, sent to SIUNA President Paul Hall, follows:

"Please accept my sincere and deepest sympathy on the sad occasion of the untimely death of your beloved and respected John F. Kennedy, late President of the United States of America. He was truly a leader with stalwart qualities.

"I share with you, the entire membership of our International, and the American people as a whole, the dismay and sorrow over this shocking and atrocious event which has caused a regrettable loss to the American nation and the whole world.

"He was truly a great man. May his soul rest in peace.

"Please have my condolences expressed to the membership of the SIUNA."

This is only one of many letters which have been received and are still coming in from a world shocked by the events of last month.

## SEAFARERS LOG

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German motorship Poseidon is pictured at grain dock in Albany, NY, last Monday, shortly after a state court injunction was issued barring picketing of the vessel. MTD had protested use of the German ship rather than available US-flag vessels to move American grain to Hungary. The ship left Albany early Tuesday, after loading 9,000 tons of grain.

# Court Order Blocks MTD Pickets; SIU Hits 50-50 Sellout

ALBANY, New York—Picketing by the AFL-CIO Maritime Trades Department of a West German ship loading American wheat for Hungary was halted by a state court injunction here on Monday, December 9, but has apparently produced a tightening of Government procedures for the grain movement to Communist bloc nations. The court order barred the protest demonstration less than three hours after it went up early Monday.

The vessel, the motorship Poseidon, was then able to load and sail early Tuesday morning for Trieste. A hearing on the temporary ban is scheduled for next week.

Meanwhile, waiver policies of

the Federal Government have enabled foreign ships to grab up 91,000 tons of the first 100,000 tons of grain being shipped to Hungary. At least half of the grain movement was to be reserved for American-flag ships.

MTD pickets hit the Poseidon when she docked here about 7 AM on Monday. All loading was halted as grain trimmers, members of the International Longshoremen's Association, observed the picketlines. The pickets carried signs protesting use of the foreign ship while American vessels were available.

Among the American ships passed up was one that was ordered into the Gulf to load grain for Hungary at New Orleans. On arrival, the company was advised that the cargo was here in Albany instead. Similar procedures made it possible to ship only 9,000 tons of the 100,000-ton order on US-flag vessels.

However, SIU officials meeting with Under Secretary of Com-

merce Franklin D. Roosevelt, Jr., later this week, were assured that a revised procedure had been developed to tighten up the Government's export licensing to protect US shipping.

Although details of the proposed wheat sale direct to the Soviet Union are still not completed, Soviet satellites are purchasing a volume of grain on their own. An export license for a sale to East Germany was reportedly issued December 10, and additional sales are pending.

SIUNA President Paul Hall sent an urgent protest to Robert E. Giles, acting maritime administrator, on November 27, based on reports that Cargill, Inc., a major grain exporter, was seeking special waivers allowing it to use foreign ships for almost all of the grain going to Hungary.

Hall wired Giles that the bids of two US-flag shipping companies had reportedly been refused by Cargill "even though their bids are within the rates prescribed by the Maritime Administration . . ."

Cargill received the waivers anyway, on the ground that it wanted to use larger vessels than the American ships available. Since the cargo rate structure favors larger vessels and the grain exporters were given the right to make shipping arrangements, this meant an added profit margin for the US grain concern.

In granting the waivers, the Government approved this procedure, and allowed the company to bypass American ships almost completely.

## SIU Sparks Puerto Rico Job Confab

SAN JUAN—A two-day conference on Automation, Education and Collective Bargaining was held here last week, co-sponsored by the American Foundation on Automation & Employment and the Latin-American Institute of Labor-Management Relations headed by Keith Terpe, president of the SIU of Puerto Rico.

Many representatives of labor, management and Government addressed the conference on December 5-6, including SIUNA President Paul Hall.

Among other speakers at the conference, which was held here at the Ponce de Leon Hotel, were Puerto Rico's Governor Luis Munoz Marin; Donna Felisa Rincon de Gautier, Mayor of San Juan; New York's Mayor Robert F. Wagner; Harry Van Arsdale, president of the New York City Central Labor Council AFL-CIO; Anthony Scotto, vice-president of the International Longshoremen's Association, and Juan Perez Roa, president of the Union de Trabajadores de Muelles and an ILA vice-president.

### Expanded Service Starts This Week

## SIU CLINICS ADD SATURDAY HOURS

The SIU network of free medical centers has again expanded its service to Seafarers. The clinics in all ports will be open on Saturday mornings from now on, to service Seafarers who find Saturdays more convenient for seeing to their medical needs. The extended hours apply to all six mainland clinics as well as the center in San Juan, Puerto Rico.

Arrangements are being made to have all SIU clinics open to service Seafarers' needs between the hours of 8 AM and noon each Saturday, beginning tomorrow, December 14.

The new Saturday service is intended for the use of Seafarers only at the present time. Free diagnostic services in the fully-equipped clinics remain available to SIU men and their families during the regular clinic hours on weekdays, Monday through Friday. There is no change in the usual procedures for these examinations.

Due to the increase in the hours during which the clinics will be open, Seafarers who normally come in to register or ship on Saturday will have the advantage of being able to get a clinic exam

between job calls. The shipping rules under the agreement between the Union and its contracted operators provide for regular job calls on Saturday in addition to those on weekdays.

The SIU's system of clinics has passed many milestones since the opening of the Pete Larsen Memorial Clinic in Brooklyn, one block from SIU headquarters. First to be opened by a seamen's union, the headquarters clinic was originally dedicated in April, 1957.

Additional medical centers opened in New Orleans and Mobile several months after the Brooklyn clinic, followed later by expansion of the service to Baltimore, Houston, San Juan and Philadelphia. The Philadelphia clinic shares the facilities of the International Ladies Garment Workers Union.

The chief function of the clinics is to provide health protection for Seafarers and their families by detecting illness or disease in the early stages of development, while they may still respond to treatment.

Though at first limited to Seafarers, the service was expanded within a year to include wives and

dependent children. Later, services were extended to dependent parents of Seafarers as well. SIU Pacific District affiliates are currently working out final arrangements for a similar program on the West Coast.

## Senate OKs Lumber Bill To Aid Foreign Shipping

WASHINGTON—The Senate passed a bill late last week which extended for two more years the waiver of the Jones Act allowing lumber shippers to transport their product to Puerto Rico on foreign-flag vessels. The waiver of the 1920 law was first enacted in 1962 on a one-year trial basis.

Last year's amendment to the Jones Act originally expired on October 23, 1963. Full Senate action on the measure (S.2100) followed approval of a pending bill by the Senate Commerce Committee. The bill still has to pass the House of Representatives.

Under the 1920 Jones Act, participation on runs between US

ports, including trade to and from Puerto Rico, is restricted to American-flag ships manned by American seamen and built in the US.

The sponsor of the 1962 amendment was Sen. Maurine Neuberger (D-Ore.), acting on behalf of US Pacific Northwest lumber shippers who complained about Canadian lumber traffic. Sen. Neuberger's bill was adopted without a hearing late in last year's Congressional session.

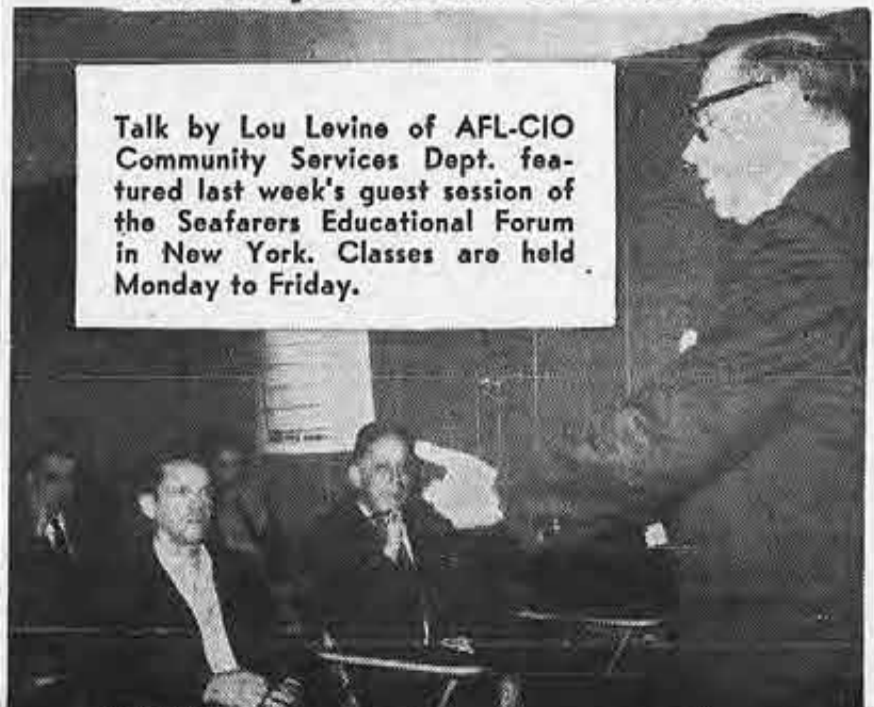
### Cut By Committee

The present bill was introduced by Sen. Warren G. Magnuson (D-Wash.). It had called for a permanent exemption that would allow lumber shipments in the domestic trade to move on foreign ships without restriction. However, in approving the measure for Senate action, the Commerce Committee limited the exemption to a two-year period.

This was the time limit urged by the US Commerce Department and also backed by the American Merchant Marine Institute.

At hearings here in September on the Magnuson bill, a spokesman for the American Maritime Association called the benefit gained by the lumber men from the original waiver law "microscopic." The 5.6 million board feet of lumber shipped to the Caribbean from the Northwest amounted to less than half of one-percent (0.46%) of total US lumber production. The SIU opposed the bill.

### Guest Speaker At SIU Forum



Talk by Lou Levine of AFL-CIO Community Services Dept. featured last week's guest session of the Seafarers Educational Forum in New York. Classes are held Monday to Friday.

## SIU Cable Ship Loads For Pacific

BALTIMORE—The SIU-manned cable-laying ship Long Lines is slated to leave here in the last week of December, bound for the Pacific with a full 2,000 miles of cable aboard.

The Long Lines is currently here taking on the armorless cable and repeaters it will use to lay a link between Hawaii and Guam. It recently completed laying a new 3,000-mile, \$47 million trans-Atlantic cable between Tuckerton, NJ, and Cornwall, England.

The armorless cable, manufactured at the Western Electric Company's Point Breeze plant here, can carry 128 two-way conversations simultaneously.

The \$19 million German-built vessel is owned by Transoceanic Cable Ship Company, a subsidiary of the American Telephone & Telegraph Company. Isthmian Lines operates the ship for AT&T.

Construction of the vessel, largest of its kind in the world, was completed in Hamburg last spring.



# SEAFARERS ROTARY SHIPPING BOARD



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

November 23 - December 6, 1963

SIU shipping was marked by a solid increase this period, as the dispatch total for all ports climbed to 1,642 jobs shipped. This figure is the highest for shipping since the end of July and is almost 600 jobs higher than the total of 1,070 reported just one month ago.

The shipping boost was scored with only a small rise in the registration totals for the past two weeks, up to 1,408 men registered, from 1,353. The big turnover helped reduce the number of men registered on the beach at the end of the period to 3,487.

All but three SIU ports showed more jobs shipped this period than the last time. The only exceptions coast to coast were Baltimore, Jacksonville and Tampa. New Orleans, Houston and the West Coast ports generally listed the biggest gains. New York was only slightly

busier than in the previous two weeks. Slow for many weeks, Mobile held its own by staying over the 100-job mark for the second period in a row.

The ship activity chart (see right) shows several more ships in port during the past two weeks in both the sign-on and in-transit columns. According to the reports, many of the sign-ons seem to have involved almost entirely new crews. This is the usual situation at this time of year, due to the job turnover in advance of the year-end holidays.

One result of the shipping rise, since class A job takers were at a premium in some ports, was that the "A" seniority men split the total number of jobs available right down the middle with "B" and "C" men. Class A filled 50 percent of all the jobs, class B 35 percent and class C the remainder.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	6	1	4	11
New York	10	1	11	22
Philadelphia	6	2	8	17
Baltimore	4	1	16	21
Norfolk	2	2	4	8
Jacksonville	0	0	8	8
Tampa	1	0	9	10
Mobile	6	5	5	16
New Orleans	13	11	19	43
Houston	5	8	28	41
Wilmington	1	2	2	5
San Francisco	2	2	8	12
Seattle	5	4	1	10
<b>TOTALS</b>	<b>61</b>	<b>40</b>	<b>123</b>	<b>224</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	10	1	13	0	1	3	4	2	4	0	6	0	1	2	3	0	0	0	0	6	3	0	9	4	11	4	19	0	2	4	6
New York	30	32	5	67	7	18	18	43	15	45	7	67	2	19	15	36	0	8	6	14	67	36	14	117	100	115	31	246	6	37	50	93
Philadelphia	8	6	1	15	0	1	3	4	5	13	6	24	0	2	6	8	2	1	3	6	24	8	6	38	12	16	3	31	0	0	0	0
Baltimore	6	25	3	34	0	5	13	18	9	16	2	27	4	7	11	22	1	0	0	1	27	22	1	50	39	74	8	121	0	13	52	65
Norfolk	3	3	0	6	0	2	1	3	0	3	0	3	0	0	0	0	0	0	2	2	3	0	2	5	19	22	2	43	0	3	11	14
Jacksonville	3	3	1	7	0	3	4	7	1	3	0	4	0	4	1	5	1	2	4	7	4	5	7	16	9	13	3	25	1	5	14	20
Tampa	0	3	0	3	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	1	0	2	1	3	3	8	2	13	1	0	4	5
Mobile	8	14	7	29	10	3	7	20	5	19	2	26	1	3	6	10	1	1	1	3	26	10	3	39	33	28	6	65	0	2	16	18
New Orleans	35	51	9	95	5	20	35	60	20	48	4	72	4	21	33	58	0	18	0	18	72	58	18	148	79	76	16	171	2	31	81	114
Houston	15	26	10	51	1	21	12	34	14	29	11	54	2	21	23	46	1	30	6	37	54	46	37	137	47	56	19	122	1	27	24	52
Wilmington	2	3	1	6	0	1	0	1	5	7	3	15	0	4	4	8	0	1	0	1	15	8	1	24	9	14	2	25	0	5	6	11
San Francisco	8	16	4	28	2	9	5	16	8	19	5	32	0	4	6	10	0	0	1	1	32	10	1	43	25	30	4	59	5	22	18	45
Seattle	6	3	4	13	1	1	2	4	6	13	2	21	1	5	4	10	0	0	0	0	21	10	0	31	16	14	6	36	1	14	8	23
<b>TOTALS</b>	<b>126</b>	<b>195</b>	<b>46</b>	<b>367</b>	<b>26</b>	<b>85</b>	<b>103</b>	<b>214</b>	<b>90</b>	<b>219</b>	<b>42</b>	<b>351</b>	<b>15</b>	<b>91</b>	<b>112</b>	<b>218</b>	<b>7</b>	<b>61</b>	<b>23</b>	<b>91</b>	<b>351</b>	<b>218</b>	<b>91</b>	<b>660</b>	<b>395</b>	<b>475</b>	<b>106</b>	<b>976</b>	<b>17</b>	<b>161</b>	<b>288</b>	<b>466</b>

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	3	0	4	1	3	2	6	0	3	0	3	0	1	1	2	1	0	0	1	3	2	1	6	0	5	0	5	1	4	5	10
New York	13	41	3	57	9	19	18	46	15	39	6	60	4	14	11	29	4	7	3	14	60	29	14	103	49	86	10	145	18	46	51	115
Philadelphia	0	13	2	15	1	2	5	8	2	7	4	13	0	5	4	9	0	6	2	8	13	9	8	30	2	25	2	29	3	6	3	12
Baltimore	6	11	2	19	2	6	6	14	1	8	2	11	2	10	1	13	1	1	1	3	11	13	3	27	12	65	9	86	2	42	26	70
Norfolk	0	3	0	3	0	3	1	4	0	9	2	11	0	5	1	6	0	1	0	1	11	6	1	18	3	14	3	20	0	7	4	11
Jacksonville	0	3	0	3	1	0	0	1	1	3	0	4	0	3	2	5	0	2	1	3	4	5	3	12	0	8	0	8	2	2	5	9
Tampa	0	5	0	5	1	1	2	4	0	0	0	0	0	0	0	0	0	1	2	3	0	0	3	3	0	10	0	10	0	3	2	5
Mobile	2	15	0	17	0	9	6	15	3	13	1	17	3	10	9	22	1	3	3	7	17	22	7	46	5	18	3	26	0	13	5	18
New Orleans	7	31	3	41	3	29	30	62	9	43	2	54	8	30	24	62	2	12	0	14	54	62	14	130	28	63	11	102	3	40	67	110
Houston	8	28	2	38	4	24	16	44	7	27	3	37	2	29	16	47	0	7	6	13	37	47	13	97	17	47	4	68	4	29	35	68
Wilmington	4	6	1	11	1	5	1	7	3	8	3	14	1	3	2	6	0	3	2	5	14	6	5	25	5	14	3	22	2	12	7	21
San Francisco	2	15	2	19	2	3	7	12	3	15	5	23	1	2	3	6	1	0	0	1	23	6	1	30	8	30	3	41	3	8	12	23
Seattle	0	11	1	12	0	1	4	5	2	14	2	18	2	1	7	10	1	2	2	5	18	10	5	33	5	25	4	34	1	6	5	12
<b>TOTALS</b>	<b>43</b>	<b>185</b>	<b>16</b>	<b>244</b>	<b>25</b>	<b>105</b>	<b>98</b>	<b>228</b>	<b>46</b>	<b>189</b>	<b>30</b>	<b>265</b>	<b>23</b>	<b>113</b>	<b>81</b>	<b>217</b>	<b>11</b>	<b>45</b>	<b>22</b>	<b>78</b>	<b>265</b>	<b>217</b>	<b>78</b>	<b>560</b>	<b>134</b>	<b>410</b>	<b>52</b>	<b>596</b>	<b>39</b>	<b>218</b>	<b>227</b>	<b>484</b>

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-5	1	2	3	ALL	1	2	3	ALL	1-5	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-5	1	2	3	ALL	1	2	3	ALL
Bos	0	1	0	1	2	1	0	1	2	1	0	1	2	1	0	2	3	0	0	2	2	3	2	7	1	1	1	1	4	0	0	4	4		
NY	6	13	7	23	49	2	2	23	27	5	12	8	24	49	2	0	9	11	1	1	11	13	49	11	13	73	25	54	24	81	184	8	7	37	52
Phil	0	0	2	4	6	1	1	1	3	0	4	3	2	9	1	4	0	5	0	0	5	5	19	5	3	0	10	18	8	3	4	15			
Bal	5	8	1	5	19	0	1	9	10	2	1	1	9	13	1	0	9	10	0	0	1	13	10	1	24	18	16	13	30	77	4	3	35	42	
Nor	1	1	2	2	6	1	2	1	4	0	0	0	1	1	0	0	4	4	0	0	3	3	1	4	3	8	1	9	4	4	18	1	2	9	12
Jac	1	1	1	0	3	1	3	0	4	0	3	0	0	3	1	0	0	1	0	1	5	6	3	1	6	10	1	3	1	1	6	2	3	8	
Tam	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	9	13	0	1	2	2
Mob	2	4	2	3	11	1	0	12	13	1	5	0	7	13	1	0	7	8	0	0	8	8	13	8	29	5	15	8	19	47	1	0	15	16	
NO	3	10	8	19	40	3	0	36	39	5	11	7	21	44	3	3	53	59	2	1	5	8	44	59	8	111	21	29	17	64	131	3	1	76	80
Hou	4	14	5	14	37	1	1	20	22	3	7	4	12	26	6	2	18	26	1	0	11	12	26	26	12	64	12	24	11	24	71	2	1	23	26
Wil	1	2	0	0	3	0	0	1	1	1	2	3	2	8	0	0	3	3	1	0	5	6	8	3	17	6	2	2	4	14	0	0	4	4	
SF	3	4	3	9	19	0	1	4	5	1	5	2	8	16	0	0	7	7	0	0	5	5	16	7	5	78	10	14	9	24	57	1	2	10	13
Sea	3	8	4	6	21	0	0	5	5	2	6	1	8	17	2	2	6	10																	

# YULE FETES COMING UP

With the Thanksgiving celebrations over, Seafarers and their families can look forward to another traditional SIU Christmas.

This means holiday meals for those ashore in all ports, special \$25 cash bonuses for hospitalized men and pensioned oldtimers and the usual deluxe spread in holiday dinners aboard the ships at sea.

A vast array of tempting victuals has been stocked long in advance by SIU stewards for vessels that will be away from home ports on December 25, in order to have on hand the finest in holiday meal trimmings.

On shore, planning for the holiday festivities has been going forward under a full head of steam to provide Christmas dinners with all the fixings for Seafarers and their families in all SIU ports.

The Thanksgiving dinners arranged in all ports on November 28 hosted an estimated 4,000 Seafarers and guests for the holiday. Complete figures on the number of dinners served are not yet available.

Maintaining a traditional practice, trustees of the SIU Welfare Plan have approved the payment to all SIU men in any authorized Stateside hospital for one or more days during the period from December 23 to December 25 of a special \$25 Christmas bonus payment plus a carton of cigarettes (or cigars if they prefer), besides the normal hospital benefit they may be receiving.

For hospitalized men, this involves all those with at least one day of employment during the immediately preceding 12-month period.

SIU pensioners on the pension roster as of December 1 will also receive the extra \$25 payment in addition to their regular benefits of \$150 monthly.



Thanksgiving dinners in all ports featured moments like these in Houston (top) and New York. At top, Seafarer Herman Palmer and his family pause for a photo during festive holiday meal. Above, Seafarer Jerry Graf, his wife Constance, daughter Mary Ann, 7, and mother-in-law, Mrs. Vickie Dalton, are pictured at headquarters. Mary Ann is polishing off a turkey leg.

## SIU CONTRACT DEPARTMENT



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

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

Recently, headquarters received a letter from Brother John W. Butler, delegate on the SS Penn Trader, who posed the following contractual question:

**QUESTION:** "The BR, or the department member concerned is entitled to overtime for putting linen in the linen locker after it has been placed at the door. Now, is he not also entitled to overtime for unbagging it and placing it on the shelves which, according to Article V, Section 10, is 'placing them in their respective places'?"

**ANSWER:** Yes, he is entitled to overtime.

**REFERENCE:** Standard Freightship Agreement, Article V, Section 10, **HANDLING STORES:** "Members of the steward department shall not be required to carry any stores or linens to or from the dock. When these items are delivered at the storeroom, meat or chill box doors, the steward department shall place them in their respective places and overtime shall be paid to all men required to handle the linens or stores..."

A letter from Brother Roque P. Ramos on the SS Alcoa Ranger requested information in reference to day work for passenger utilitymen. He posed the following question:

**QUESTION:** "The SS Alcoa Ranger arrived in Mobile Friday, November 8. The passengers leave the vessel on the same day. Then came Saturday, the 9th, Sunday, the 10th, and Monday, the 11th which was a holiday. The vessel was on foreign articles and was to pay off on Tuesday, November 12.

The company disputed the weekend overtime as contained in Section 27 (b), which states that the passenger utility who is on day work shall be allowed to work weekend and holiday overtime except when the vessel is sailing between the Continental US ports. But this ship did not sail between United States ports before this payoff."

**ANSWER:** The company is correct in this case.

### SIU Referendum Ballot Slated

Approval of the resolution concerning the proposed change in membership dues is the first step in a procedure which provides for a secret, referendum ballot of the membership "to commence no earlier than January 2, 1964." A six-man constitutional amendment committee of SIU members is scheduled to be elected at a headquarters meeting today, December 13, to make recommendations with regard to voting procedures and otherwise carrying out the purpose of the resolution. The committee's findings will then be acted upon in all ports.

**REFERENCE:** Standard Freightship Agreement, Article V, Section 27 (c), last sentence, which reads as follows: "... Passenger utilitymen who are on day work when no passengers are aboard shall be allowed to work weekend and holiday overtime except when the vessel is sailing between continental United States ports."

**EXPLANATION:** The intent of this section of the contract is that whenever a vessel is in a continental US port, the passenger utilitymen shall not be required to work unless, of course, requested to do so by the steward.

As you know, our contracts are due to be renegotiated in the coming year. At this time I would like to suggest to those members who are on the beach and also to the members and delegates on all SIU-contracted ships that if they have any requests or questions in reference to working rules, repairs, living quarters, etc., they should forward them to the Contract Department so that the proper study can be made.

This will put us in a position to present them to the shipowners' negotiating committee when negotiations do begin.

# Port Meetings Okay Secret Ballot Vote On Dues Increase

**NEW YORK**—Seafarers at regular meetings in all ports have overwhelmingly voted support of a resolution proposing an increase in SIU membership dues. The proposal was ratified at the December meetings in all constitutional ports, and now is to be submitted to a constitutional amendment committee of six rank-and-file members to be elected at the headquarters port in accordance with the constitution. The committee will study the proposed amendment and prepare a report embodying its recommendations, including voting procedures for a secret referendum ballot by the SIU membership. The committee's report will then be submitted to the membership for its action.

Under the terms of the resolution, the referendum balloting cannot begin before January 2, 1964. The proposal was originally submitted and adopted at the headquarters meeting here on December 2, and then carried at subsequent meetings in Philadelphia, Baltimore, Houston, New Orleans

and Mobile. The Mobile meeting was the final one this week.

In proposing an increase of \$10 per quarter from the present \$20 to \$30 per quarter, effective January 1, 1964, the resolution notes among other things, the increased cost of Union operations and services to provide the maximum job security and protection for SIU members.

It cites the fact that the problems of pursuing membership objectives "grow ever more complex each day because of the state of the industry and the complexities of present-day union operations in every area." The proposal carries the names of 80 Seafarers who added their names as signers of the resolution at headquarters.

A special membership meeting is to be held here at 10 AM today, to elect the six-man constitutional amendment committee.

## Resolution On Dues Increase

"WHEREAS, the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, has traditionally maintained a position of leadership in the maritime industry in the establishment of benefits, services and security for its membership and

"WHEREAS, the SIU has consistently maintained an effective organizing program that has resulted in the maximum job security protection for its members, and effective Union operation, with the best job to member ratio of any Union in maritime and

"WHEREAS, the Union is continually striving to develop new programs and activities to maintain its members' job security and

"WHEREAS, in order to achieve these objectives, the Union has been most active in organizing and has maintained a program in order to safeguard the membership's interest and security, and has pursued its objectives before legislative bodies and agencies throughout the Government and

"WHEREAS, these problems grow ever more complex each day because of the state of the industry and the complexities of present-day union operations in every area and

"WHEREAS, every member recognizes that it is essential to the well-being of the Union and the entire membership to maintain and expand the Union's services and activities in every area affecting our job security and

"WHEREAS, the cost of all materials and services, legal and otherwise, has been steadily mounting in the industry and

"WHEREAS, the members of all other maritime unions have recognized and dealt with these problems of rising costs by providing increased income for Union operations and

"WHEREAS, it now becomes imperative that we do likewise in the interest of maintaining job security and full protection for the membership of this Union and continued effective Union functioning, NOW THEREFORE BE IT

**RESOLVED** that the dues of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, be increased by ten dollars (\$10.00) per quarter from the present twenty dollars (\$20.00) to thirty dollars (\$30.00) per quarter effective January 1, 1964 and BE IT FURTHER

**RESOLVED** that if the membership approves this Resolution, it shall be submitted to the membership for a secret, referendum ballot in accordance with the provisions of the constitution, AND BE IT FINALLY

**RESOLVED** that if the membership approves this resolution, the secret vote shall commence no earlier than January 2, 1964.

Submitted by: Al Kerr, Book K-7

The following members in good standing also signed the resolution:

Lionel Abramson, Daniel M. Alvino, Otto Babb, Lionel Barnes, Louis Basta, B.C. Bautista, J. Bazarra, Ernest C. Bell, V.L. Beverly, H. Bonitto, G.H. Bryan, G.T. Busciglio, Daniel Butts, R. Carey, A. Carmoega, Herman Christensen, S. Clurman, Francis Coiro, Antonio Cospito, Rafael E. Cuevas, Michael A. Culucci.

C.R. Dammeyer, Daniel Dean, Louis G. Dennis, Joseph Di-George, V. Douglas, N.W. Dubois, Pedro Erazo, Max Fingerhut, George B. Forrest, Paul J. Franco, John Francutt, Ramon Galarza, Vincent T. Garvey, Daniel Gemeiner, Dewey Gillikin, J.W. Givens, Marino Gordils, J.M. Granado, Howard Guinier, William Hall, F.P. Hartshorn, Joseph S. Hilton, Merrill F. Hummel, Luigi Iovino, R. Lara, J. Lynch, Carlo Mansi, Robert Matthews, Robert McCulloch, H.N. Milton, Edward X. Mooney, Joseph M. Nelson, James Oehlenslager, P. Padro, A.J. Palino, Louis Pinilla, John Poluchovich, Wade B. Prichett, C. Ramos, J.N. Raymond, F.R. Ryder, Patrick Santoro, Earl Shepard, C. Slanina, John F. Smith, Juan M. Soto, M. Spalluto, Freddie Stewart, James W. Sumpter, Angel Suarez, Julius J. Swykert, Frank Teti, Marion R. Tila, Modesto Velez, Ramon Vila, A.R. Volkerts, Richard J. Weir, H.H. Williams, C.A. Yow.

# Agricultural Dept. 'Union' Rapped As 'Company Rig'

WASHINGTON—The Agriculture Department, which has been getting further and further into the realm of private enterprise in the ferry and marketing service business, has reached a new peak, of sorts.

It has been named in the first "unfair labor practice" charge of its kind brought against the United States Government.

The American Federation of Government Employees, an AFL-CIO union, has, in effect, accused the Agriculture Department of running a company union.

AFGE has filed a formal complaint with Agriculture Secretary Orville L. Freeman, demanding the withdrawal of recognition to another group, the Organization of Professional Employees of the Department of Agriculture. The AFGE accuses OPEDA of being "sponsored, controlled and assisted by the agency management."

In 1962, the AFGE won exclusive bargaining rights for the Agriculture Department's 1,500 meat inspectors, following an organizing drive among these employees. The union has about 120,000 members nationally.

The Agriculture Department also gave formal recognition to OPEDA, an association of professional employees and workers. The president of OPEDA, Gordon Fox, has a managerial role at the Department as associate deputy chief in charge of administration—"the second man"—at the Forest Service.

Fox was listed along with eight other OPEDA members in the AFGE complaint, which described them as "directors of divisions and assistants to administrators." The complaint continued that the professional group was "organized by and habitually has drawn its officers and leaders from supervisory personnel and top adminis-

trative officials . . . In fact, its present officers include many executives in policy-setting positions."

AFGE urged immediate withdrawal of the recognition as "the only fair and equitable manner of disposing of this unfair labor practice."

Meanwhile, the Department has taken delivery on the second of two new ferries ordered to provide service for passengers between Orient Point on Long Island, NY, and its Animal Disease Laboratory on Plum Island.

The Department's new ferry, the Plum Isle, was built at Warren, Rhode Island and cost \$80,000.

## What Cold Weather?



Folks up north don't need any reminder about the cold weather, but, for the record, here's the latest in deck gang haberdashery aboard the supertanker Orion Planet (Colonial), at the southern end of the Persian Gulf-Far East shuttle. The sun-drenched group here (l-r) includes J. Soto, bosun; W. Sauder, J. Porter, ABs; J. Fisher, DM; S. Pataras, AB. All but Porter favor shorts for the heat.

# RR Unions Nix Job Slash

WASHINGTON—Four railroad unions filed suit last week against a Government arbitration board's decision in the railroad work rules dispute which would eliminate 90 percent of the firemen's jobs in freight and yard service on some 200 railroads.

The four rail unions also challenged the arbitration ruling on the size of train crews. The panel provided for local negotiations on the subject, managed by the National Mediation Board, with binding decisions to be made by a neutral third party in case agreement was not reached between rail labor and management.

The suits were filed by the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, Brotherhood of Railroad Trainmen, and the Switchmen's Union of North America.

The Federal arbitration panel, whose ruling they are challenging, was created under special legislation adopted by Congress on August 28. It marks the first time that a ruling based on compulsory arbitration has been handed down in peacetime.

### Four-Year Dispute

Negotiations are continuing separately between the rail unions and management on the issues remaining in the four-year-old work rules dispute, which are procedures and pay structure. Pay for railroad operating employees is computed on a formula involving the number of hours worked and the number of miles traveled.

The arbitration board decision, which the rail unions are challenging in Federal District Court here, contends that 90 percent of the approximately 40,000 diesel locomotive firemen's jobs in freight and yard service are unnecessary and could eventually be eliminated.

However, the arbitration board drew a sharp distinction between the jobs it considers subject to elimination and the men who occupy the jobs. It decided that most of the 40,000 men involved must be retained until they quit, die, retire, are dismissed for cause, or are offered a comparable railroad job. In the long run, however, the jobs would be wiped out.

Unless it is set aside by the courts, the arbitration board ruling will become effective on January 25 and will continue in effect for two years unless some other agreement is reached.

Meanwhile, the strike ban voted by Congress on the "secondary" issues in the dispute—pay rates, seniority and other work rules—expires on February 24. No agreement has yet been reached on these issues.

The present rail dispute began back in 1959, when the railroads made it known that they wanted sweeping changes in work rules

allowing them to eliminate thousands of jobs. They then opened a national publicity campaign to enlist public support of the job-cutting demands.

# SIU Vessel Home With New 'First'

NEW ORLEANS — The SIU-manned Del Oro (Delta) became the first American-flag vessel to use the new Mississippi River-Gulf Outlet inbound to this port when it docked at the Galvez Street wharf last week.

The 8,800-ton vessel arrived with a cargo of West African coffee and rubber to be discharged before loading cargo for an outbound trip to West Africa.

The Del Oro is the second Delta Line ship to take "firsts" honors on "MR-GO." The channel was inaugurated last July by the Del Sud, a Delta Line passenger ship on her way to the Caribbean and the East Coast of South America. Special ceremonies were held to mark the start of commercial transport through the new Gulf waterway and give the Del Sud a proper sendoff.

The 76-mile inland waterway is a shortcut to the sea, completely bypassing the Mississippi. It cuts 40 miles and several hours' steaming from the normal run to the Gulf.

The tidewater channel begins at the New Orleans Industrial Canal, follows the route of the Intra-coastal Waterway for a few miles and then cuts through miles of newly-dredged marshland to reach open water at Breton Sound in the Gulf of Mexico. The channel is still only partially completed.

## SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

## Arm Exercises May Cause Injury

There has recently been considerable emphasis on isometric exercise, as a means of maintaining fitness and increasing strength for those who have a minimum of time for exercise. These systems have become so popular that the United States Navy has advocated their use.

Investigations of effects of these exercises on isometric strength have led to some contradictory results, according to a recent article in the "Navy News Letter." The investigators reported that some subjects regressed in strength as a result of their practice.

They also observed an association between complaints of arm pain and regression of isometric strength scores. The purpose of the study was to determine the incidence of injury and changes in muscular strength resulting from a program of twice-daily maximal isometric exercises for the elbow flexor muscles.

The investigators, according to W. R. Pierson, Ph. D., and P. J. Rasch, Ph. D., writing in the "Journal of American Physical Therapy Association," used students at the University of California for testing isometric strength of the forearm flexor muscles by means of a short bar attached to a strain gauge. The subjects exerted a maximum pull against the bar twice a day, five days a week for two weeks. The exercises resulted in severe arm and forearm pains in 11 out of 15 students.

These pains were described as resembling "shinsplints" in the ulnar part of the forearm by ten subjects, and as a "sharp" pain in the muscles of the posterior region of the elbow by one. The injury was noticed immediately following the maximum recorded exertion. Those not injured showed an increase in the mean isometric strength as a result of the exercises. The injured did not show any increase in isometric strength.

Careful investigation revealed that in the majority of the injured subjects, the injury was of the flexor carpi ulnaris (one of the main flexor group of muscles of the wrist). This is apparently due to stress created in the wrist flexors as the powerful elbow flexors sought to produce a concentric contraction of the forearms. The strain resulted in physical damage to some of the weaker fibers of the flexor carpi ulnaris.

As a result of these findings, caution should be used in performing the maximal biometric flexion exercises now being practiced by many in all walks of life, including men aboard ships at sea.

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

## Shorthanded?

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

## SIU SOCIAL SECURITY BULLETIN BOARD

### SIU Welfare, Vacation Plans

Cash Benefits Paid — September 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	5,627	\$ 61,623.84
Death Benefits	19	55,438.23
Pension-Disability Benefits	481	72,150.00
Maternity Benefits	33	6,600.00
Dependent Benefits	347	46,356.31
Optical Benefits	411	5,528.92
Out-Patient Benefits	4,075	32,600.00
Vacation Benefits	1,298	446,649.74
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...</b>	<b>12,291</b>	<b>\$726,947.04</b>

## SIU Clinic Exams—All Ports

September, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	100	43	50	193
Houston	115	9	9	133
Mobile	53	4	21	78
New Orleans	250	14	26	290
New York	424	39	22	485
Philadelphia	92	60	21	173
<b>TOTAL</b>	<b>1,034</b>	<b>169</b>	<b>149</b>	<b>1,352</b>

## SIU Blood Bank Inventory

September, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	5	0	0	5
New York	143	21½	18	146½
Philadelphia	31	0	0	31
Baltimore	60	0	0	60
Norfolk	17	0	0	17
Jacksonville	24	0	2	22
Tampa	4	0	0	4
Mobile	16	3	0	19
New Orleans	52½	4	0	56½
Houston	7½	0	3	4½
Wilmington	3	0	0	3
San Francisco	5	1	0	6
Seattle	15	0	0	15
<b>Totals</b>	<b>383</b>	<b>29½</b>	<b>23</b>	<b>389½</b>

# The INQUIRING SEAFARER

**QUESTION:** If you had the chance to do it all over again, would you go to sea for a living?

**Joseph Sweeney:** Yes, I like to ship. I haven't worked ashore very much, but when I did, I didn't like it. Here you work when you want to. I like the idea of being able to take a vacation when I want and for as long as I want. It's nice not to have to work all the time for a few weeks off.



**Michael Lubas:** Yes, although I would do it a little differently. I've been shipping since 1952 with the SIU, and I wish that I had studied a little more and gotten a higher rating. But I do think shipping is a better life. The only jobs I held ashore were as a dishwasher and things like that.



**Anthony Scaturro:** I'm sure I would. The sea gets into your blood, and it becomes a way of life with you. I've never worked on the beach and I don't think I ever would. I have it figured so that I can take about a three-and-a-half month vacation every year. Where could you get that kind of a deal on the beach?



**Martin Lynch:** I've been shipping since 1943, and before that I worked ashore. I've never worked ashore since my first job at sea, and I never will. As a seaman, you can afford to take longer vacations, and you can take them when you want. I think the life at sea is better all around.



**Carmelo Martinez:** I can't stay away from shipping. Since I started 30 years ago it's gotten into my blood. I think it is a great life, and I wouldn't trade it. I'd do it over and over; I'd always go to sea. Besides, I've worked ashore, and I know the difference. I just want to continue shipping out.



**Wesley Milton:** I quit shipping for ten years so I can judge both lives. I would rather ship. The main thing is the travel. I think it is a great opportunity for a man to broaden his perspectives. The Union benefits are good, too. I wish I had never stopped shipping. I would be that much further ahead.



# New Pensioners Top 100 This Year

**NEW YORK**—The number of SIU oldtimers retired on \$150 monthly pensions in 1963 has grown to 103, topping the 100-mark in a single year for the first time since the Union's retirement program went into effect. The addition of five more names to the current roster of pensioners produced the record figure.

Last year's total reached the previous high of 83 for the number of Seafarers retired on pension benefits within a single year. The program began in 1952. At the time, benefits were \$15 per week based on disability only.

In several steps that began that same year, benefits were boosted to the current amount of \$150 per month, and the retirement program was expanded to include a "normal pension" at age 65 or older. The seetime requirements are different for the two types of pensions.

All five of the latest additions to the pension list are now receiving a disability pension because they are no longer able to sail at their chosen profession. The newcomers to the list are: **William Jordan**, 67; **George Pilaras**, 48; **Ernest G. Anderson**, 69; **Thomas M. Barracliff**, 68, and **Samuel A. Bayne**, 68.



Jordan



Pilaras



Anderson



Barracliff



Bayne

Shipping in the deck department, **Jordan** has been sailing with the SIU for 17 years since he joined up at New Orleans in 1946. A native of New York City, he will make his home in Brooklyn during retirement. His last ship was the *Santore (Marven)*.

**Pilaras**, who sailed in the steward department as a baker, is a native of Greece. He started sailing with the SIU in 1945 out of New York. **Pilaras** has his home in Baltimore. His last ship was the *Emilia (Bull)*.

A native of Sweden, **Anderson** has sailed with the SIU since 1947 in the deck department and has US seetime back to 1922. He retires

with a rating of bosun and last signed off the *Del Valle (Delta)*. **Anderson's** home port is New Orleans, where he lives with his wife, **Gladys**.

**Barracliff's** last ship was the

**Westchester (Southern States)**, ending 22 years of steady sailing with the SIU. He shipped in the engine department, after joining the Union in Norfolk. **Barracliff** makes his home in Philadelphia, where a sister, **Mrs. M. Dodelin**, is listed as next of kin.

**Bayne**, a native of British Guiana, has been shipping with the SIU since the Union's beginnings in 1938. A member of the steward department, **Bayne** last shipped on the *Orlon Hunter (Colonial Tanker)*. He will live with his wife, **Celestine**, in Roxbury, Mass., ending a seagoing career on US ships dating back to 1921.

# Senate Hearings Starting On Domestic Shipping Aid

**WASHINGTON**—Hearings were scheduled to begin late this week on two legislative proposals that could lead to Government aid for the US domestic shipping fleet. The hearings were originally set for November 25-26 before the Senate Merchant Marine and Fisheries Subcommittee, but were postponed due to the death of President Kennedy.

Sponsored by Sen. E. L. (Bob) Bartlett (D-Alaska), they would provide US subsidy aid for new construction either here or abroad for the domestic trades.

One of the bills (S. 1773) calls for a direct subsidy on construction of new vessels for domestic operations. Under the terms of this proposal, construction subsidy

would be provided in a range from 33 1/2 to 55 percent. In the case of reconstruction or conversion, the subsidy could go as high as 60 percent.

The second proposed measure (S. 1774), would allow construction in foreign yards, if common carriers in the domestic trades are denied direct subsidy or if no action is taken by the Secretary of Commerce on such applications within six months.

Both bills would extend the construction subsidy to vessels to be operated on the Great Lakes, and in the coastwise and the inter-coastal trades. Under present laws, ships in the domestic trades must be built in the US and manned by American seamen.

An added provision of S. 1774 is that for a period of three years after date of the enactment of the bill, vessels constructed in US yards since September 3, 1939, may be rebuilt foreign without losing coastwise privileges. This provision, however, would require the owner of a foreign rebuilt vessel to commit himself to expend in the United States an amount equal to that spent in a foreign yard, with work in the US yards to begin not later than five years after date of redelivery of the vessel rebuilt in a foreign yard.

# Expanded US Subsidy Asked By Waterman

**WASHINGTON**—SIU-contracted **Waterman Steamship** has filed an application for subsidy with the Maritime Administration covering outbound service on Trade Route 12 from the US Atlantic Coast to the Far East.

**Waterman** already has an application in for subsidy covering inbound service on Trade Route 12. The inbound service would be part of its Trade Route 22, US Gulf-Far East service. The company has requested, however, that the two applications not be consolidated.

In its application for the outbound subsidy, **Waterman** points out that no additional vessels will be needed to sustain 18 to 30 subsidized sailings per year outbound on TR 12.

In addition to applications for subsidy on TR 12, inbound, and 22, US Gulf-Far East, **Waterman** also has applications pending before the MA at the present time for subsidy on TRs 5-7-8-9, US North Atlantic-United Kingdom & Continent; No. 21, US Gulf-United Kingdom & Continent; No. 29, US Pacific-Far East; and No. 32, US Great Lakes-Western Europe.

A recent exchange of correspondence between **Waterman** and US shipping officials has raised hopes that the operating-differential subsidy the company has been seeking since 1957 on TR 22 may be contracted with the MA within the next few months.

# SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



## Senate Study Boosts 'Medicare' Case

A study of the Kerr-Mills Act's first three years of operations has produced a strongly critical report from a Senate subcommittee. It charges that the present Medical Assistance for the Aged program is "at best an ineffective and piecemeal approach to the health problems of the nation's 18 million older citizens."

The subcommittee on Health of the Elderly cited seven "major defects" in Kerr-Mills operations, ranging from lack of wide participation to high administrative costs. It declared that its findings "confirm the conclusions of earlier studies that the MAA program did not, and could not by itself, constitute an effective national solution to the pressing health problems of older citizens."

Subcommittee Chairman **Pat McNamara** commented that the report "confirms my long standing belief that only through the universal approach of a Social Security-financed program, can the basic health needs of our senior citizens be effectively met." The American Medical Association and other opponents of social security financing have insisted that Kerr-Mills, supplemented by private insurance, fully meets the needs of the aged.

The subcommittee report concluding that, on the contrary, Kerr-Mills has been an ineffective substitute, was signed by all eight Democratic members. Republican mem-

bers dissented sharply, charging that the report represented "a premature judgment based on inadequate evidence." The report drew the praise of the National Council of Senior Citizens for its "honesty and thoroughness."

### The chief findings of the Senate subcommittee were:

- After three years, Kerr-Mills "is still not a national program" and is not likely to become one. Only 28 states and four other jurisdictions have the program in operation.
- Stringent eligibility tests and "lien-type" recovery provisions have severely limited participation. Last July only 148,000 persons—1 percent of all Americans over 65—received MAA benefits.
- Benefits vary widely from state to state and with few exceptions are "nominal, nonexistent or inadequate."
- Administrative costs remain too high, exceeding 25 percent of benefits in four states and ranging up to 59 percent of benefits in Tennessee.
- Distribution of Federal funds has been "grossly disproportionate," with a few wealthy states getting "the lion's share." Five states having 32 percent of the aged received 88 percent of the Federal

MAA grants through last December.

• Congressional intent has been "frustrated" by some states which have transferred nearly 100,000 elderly persons already on other welfare programs to the Kerr-Mills program to reap the advantage of higher Federal grants without increasing caseloads.

• The "welfare" aspects of Kerr-Mills, including cumbersome eligibility investigations, have discouraged many aged persons in need of aid from seeking it.

The conclusions continue to bear out the campaign for a health insurance program for the elderly financed on a "pay as you go" basis through the existing Social Security System that has been operating nationally since 1935.

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



## Funeral Costs In Price Index

**WASHINGTON**—The high cost of dying will be tabulated by the Federal Government in its Consumer Price Index covering changes in average figures for the US cost of living. The Bureau of Labor Statistics said the average cost of burial at which they would arrive is aimed at reflecting costs of a specified type of funeral most often used by the "wage earner and clerical population" on whose tastes the price index is based. This covers, the Bureau said, about 60 million Americans. "There's a lot of interest in this," a spokesman for the Bureau said. He declared that "average" funeral costs would be added to food, rent, clothing and other selected items to make up the index starting in January.

# 'Drift Theory' May Explain It Next Time You Land On Reef

Ever since the first ship took to the sea, there have been occasions when vessels have unaccountably piled onto a reef, despite up-to-date charts and navigational equipment of all types. At such times the only explanation often sounds something like this: "We don't know what happened; the reef must have drifted in front of us."

While the Coast Guard understandably takes a dim view of such explanations, according to a noted geophysicist this sequence of events is not as impossible as it may seem.

Dr. J. T. Wilson proposed a theory of "continental drift" to explain this phenomenon at a recent meeting of the International Union of Geodesy & Geophysics. He breathed new life into an old theory that the Earth's continents were all one big land mass which has been drifting apart for billions of years and may still be on the move.

Dr. Wilson suggested that acceptance of this theory might explain many puzzles about the Earth, its past, present and future. He noted that if you could shove the continents together like pieces in a jig-saw puzzle, they'd fit pretty neatly together. Topographically and geologically the continents look as if they had once been joined.

Similar mineral deposits have been found on different continents but at points which would fit together nicely if they were shoved together. He said this theory might produce better answers to many questions about mountain building, volcanic activity, formation of ores and other puzzles.

Some other advances in geophysics were also brought out at the Berkeley meeting. Dr. Doak Cox, a professor of geology, told the group of the first steps being taken this year to establish a network of mid-ocean pressure gauges to warn of tidal wave movements across the Pacific.

Tidal waves are caused by earthquake activity on the bed of the ocean. In mid-ocean, they develop from low, extremely-broad waves sometimes running 100 miles from crest to crest and only a foot high. They move at speeds of up to 500 miles an hour.

The volume of water is so great, however, that it piles up when it reaches shallow water, as near a coast, forming an immense wave sometimes 60 feet high which smashes into the land and has been known to completely destroy whole towns. As recently as 1960, 60 people were killed when such a wave struck Hilo, Hawaii. The same wave killed 130 people when it struck Japan.

Waves of this size are powerful enough to pick up vessels in a harbor and throw them far inland.

## DIGEST OF SIU MEMBERSHIP MEETINGS

**NEW ORLEANS, October 15**—Chairman, Lindsey Williams; Secretary, Buck Stephens; Reading Clerk, Bill Moody. Accepted minutes of previous port meetings. Port Agent reported on shipping, ILA sugar workers beef, Louisiana AFL-CIO convention and local and state elections. Report accepted. Reports of the President and Secretary-Treasurer for September were accepted. Quarterly financial committee's report was accepted. Meeting excuses referred to dispatcher. Auditor's reports presented and carried. Total present: 380.

**MOBILE, October 16**—Chairman, Lindsey Williams; Secretary, Louis Neiraj; Reading Clerk, Robert Jordan. Minutes of previous meeting accepted. Port Agent's report on shipping outlook, new jobs and blood bank was accepted. President's report and Secretary-Treasurer's report for September were accepted. Quarterly financial committee's report accepted. Auditor's reports presented and carried. Total present: 147.

leaving them high and dry as the water recedes.

The new warning system will employ a pressure detection device known as a vibratron adapted for oceanic use and capable of meas-

uring minute changes in water pressure. Such units would be hooked up to unused and abandoned undersea communication cables which still criss-cross the ocean floor.

## Labor Visitors From Peru



Delegation of trade union visitors from Peru looks over display of some of the awards won by the SEAFARERS LOG, during a tour of SIU headquarters facilities. The group was here on a US-sponsored tour and included representatives of maritime and dock workers unions. Pictured (l-r) are Isidoro Chamache, Ricardo Diones, Manuel Matos, Santiago Vega, Jose Pineda, Faustino Rosario, Carlos Guevara of the US State Dept. and Elias Costillo.

## SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



### Self-Service Bars; 'Non-Fat' Eggs

A new twist in self-service facilities dreamed up by a Swiss company for use in European hotels is not likely to make any drastic changes in shipboard life or feeding for a long, long while, but it may produce some innovations someday in the work of stewards aboard passenger vessels.

The idea, to be tried soon at hotels in Western Europe, is a self-service bar, to be installed in every room.

Under the plan, several German beverage companies will jointly buy and retain ownership of small refrigerated units or "bars." The firms will then lease or rent the equipment to hotels offering the service.

Each unit installed in a hotel guestroom will be stocked with an assortment of 19 bottles, according to reports, including, naturally, the brands of the beverage companies who are backing the plan. The only additional beverages to be allowed are wine and beer.

Keeping track of consumption and necessary accounting are to be accomplished by marking the bottles to keep track of changes. Hotels providing the service will be charged a nominal fee, reportedly as little as a nickel a day per unit.

From the hotel operators' point of view, the scheme offers several advantages over the normal system of room service, the most important advantage being that the new service requires no additional hotel staff. Tests have shown that guests having such facilities at their fingertips may consume over twice as much as they would if they had to ring for room service each time they wanted to order.

It is also hoped that the individual refrigerated bars will provide a novel "extra service" for promotional purposes.

Some officials have said they will limit their operations to first-class hotels, which must agree to install their units in at least 15 percent of available guestrooms.

The last few months have been a sort of "silly season" for new food ideas, with the pressure of stiff competition forcing food companies to push harder and harder for new gimmicks. One of the latest is a poly-unsaturated egg, for weight-watchers. Chief stewards may want to keep the new egg in mind in case the next sign-on brings a few overweight hands on board.

Said to look like any other egg, and taste like any other egg, the poly-unsaturated egg contains equal parts of saturated and poly-unsaturated fats. A normal egg contains two to four times as much saturated fats as unsaturated. Saturated fats are suspected of raising the cholesterol level in blood, and have therefore been taboo for many serious weight-watchers.

To produce the low fat eggs, hens are fed a special diet which changes the fat content but not the flavor of the egg. The cost is slightly higher than that of normal eggs.

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

## SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



### Electrical Safety Aboard Ship

Electrical safety aboard an all-metal vessel is a big job. Prevention of accidents due to faulty electrical connections falls into three basic categories—prevention of shock, fire prevention, and preventing the danger of panic among the crew or passengers should the lights go out suddenly below deck or on deck at night.

Shock due to improper grounding of either permanent or portable machinery is probably the most difficult electrical hazard to prevent aboard ship and therefore requires the most careful attention.

In a steel-hulled vessel, every man is walking on or touching "ground" wherever he goes. Hands and other parts of the body are nearly always within reach of power cables or electrical equipment containing lethal voltages. For this reason, the cable armor, enclosures of lighting fixtures and other electrical equipment should all be grounded to the hull of the vessel, so a seaman's body will not be the quickest escape route for "loose" electricity.

The best way to prevent such accidents is to have all machinery or tools connected directly to ground (the vessel's steel hull is the best ground) through a third conductor in the supply cable. This requires ground-type plugs and receptacles—and they should always be used.

Unfortunately, this precaution is not always followed. A typical

death was reported not long ago when a shoreside worker's body was in contact with a metal hull while his hands held a "hot" electric sander. A jury-rig extension cord had been used which did not contain a grounding conductor to ground the tool housing.

On larger machinery, disconnect-switches which open all supply conductors are necessary, in order to service equipment without exposure to shock.

Fires aboard ship are sometimes caused by faulty electrical wiring or equipment. A point to keep in mind is that even the normal sparking of contacts or motor commutators can ignite explosive vapors. Electrical apparatus should never be used in an area where the

presence of explosive vapors is suspected.

Much of electrical safety is just plain common sense. Care must always be taken to prevent fusing circuits; not to place electrical equipment in spaces where flammable vapors or gases may normally accumulate; using equipment with less than minimal electrical clearances; overheating, particularly of lighting fixtures near combustibles.

On any occasion of electrical difficulty aboard ship, the loss of power which may suddenly plunge the vessel into darkness must be anticipated and dealt with. Problems are much more likely if there is no emergency lighting system to take over when normal power fails. Panic almost certainly results in needless death or injuries, and many examples of panic induced by darkness can be cited.

However, in the Andrea Doria disaster a few years back, the emergency lights kept burning even while the ship was over at a 45° list and sinking. It's anybody's guess how many of the 1,700 survivors would have been killed had the lights failed completely. The emergency lighting system aboard every ship should be checked regularly and kept in good working order at all times.

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

## Rumors Hint Sea-Land On Alaska Route

**SAN FRANCISCO**—Despite denials by the company, indications are mounting on this coast that SIU-contracted Sea-Land Service may enter the Alaskan service by extending its intercoastal operation from Oakland to the Alaska railbelt.

Rumors have been persisting that Sea-Land is negotiating to buy Alaska Freight Lines and, if successful, would assign its idle C-2s to the service. The run would be between Oakland, Seattle and Alaska. Sea-Land now has a towed barge operating with trailers between Oakland and Portland.

Sea-Land has denied the rumored purchase, reported several times in the "Pacific Shipper," a trade publication. A spokesman declared that the company is "interested in many new markets, and analyzing these markets is a constant program in order that we might make the proper decisions . . . Our interest in Alaska at the present time is no more than our interest in several other areas."

It has been reported that Sea-Land assisted Alaska Freight Lines recently in paying off a \$300,000 claim by a stevedoring concern against AFL. Sea-Land is said to have put up \$150,000, in return for which the company received an option for the purchase of AFL's vessels and operating rights, effective March 1.

The SIU company has been operating regularly-scheduled intercoastal service with specialized jumbo containerhips since September, 1962, when the first of four such ships was brought out. Previously, the company had maintained an interim service with modified C-2s.

## MTD Backs New Latin Sea School

**WASHINGTON**—Plans for a maritime training center in Guayaquil, Ecuador, are being strongly supported by the AFL-CIO Maritime Trades Department.

The project received MTD endorsement after William C. Doherty, Jr., social projects director of the AFL-CIO American Institute for Free Labor Development, requested MTD aid in getting the school set up and operating effectively. The school is being undertaken by the AIFLD as a regional training center for training Latin-American seamen.

AIFLD was founded by the AFL-CIO in 1960 to assist the "Alliance for Progress" program by strengthening democratic trade unions and as a means of combating Communism.

The MTD is assigning three representatives to assist in developing the school as part of a program to raise the standards of maritime workers throughout Latin America.





Keeping a watchful eye on the engineroom gauges (l-r) are J. S. Skidmore, 3rd engineer; Paul Cavan, oiler, and J. Gilbert. After loading in Baltimore, the *Topa Topa* (Waterman) headed for Greece.



On deck, Charlie Burns, AB, bears down on cargo line. Ship was loading general cargo.

# SS TOPA TOPA AT BALTIMORE



Lunchtime must have been a hit. Steward Emiliano Ducusin shows what's left of the roast beef.



Ship's delegate Tom Tucker (left) and SIU patrolman Paul Gonsorchik used noon break as an opportunity to discuss ship's business.



A group of chowhounds takes time out from lunch for a picture in messhall. Shown (l-r) are Peter Piascik, Joe Savoy, Tom Tucker, Carl Pierce and, in the foreground, D. B. Fitzpatrick.



Close-up shows Seafarer H. Schmidt, dayman, getting his roast beef cut up and ready for action after a busy morning's work.



Get-together after lunch, in foc'sle of bosun D. B. Fitzpatrick (left), produces a few good laughs as Pete Piascik unfolds a tale. *Topa Topa* itinerary includes Piraeus, Greece; Karachi, Pakistan, and Bombay.

## Private Eye Agency Still Growing Today

NEW YORK—"The eye that never sleeps" will be staring down wrong-doers at the 1964-65 World's Fair here.

Pinkerton's National Detective Agency, reported to be the world's oldest—about 100

years—and largest private eye, security and protection organization, will staff the Fair with over 3,000 hand-picked employees. They will do everything from taking tickets to protecting VIPs.

For the job, Pinkerton's will pocket a cool \$25 million, the largest security contract in history.

Pinkerton's was founded back in

the days of the Civil War to run a spy ring behind Confederate lines by Allen Pinkerton, a six-shooter-packing roughly of the old school. Since those days, the company has had a checkered history ranging from sordid forays into rough-house strikebreaking to training foreign agents for eyeball operations abroad.

It is generally acknowledged to have had a key role in breaking up strikes and in stirring up labor unrest during railroad and industrial strikes of the late 19th century. Events in the Homestead strike of 1892 at the Homestead (Pa.) plant of the Carnegie Steel Company led to a major industrial flare-up when Pinkerton detectives were employed by the company as strikebreakers.

Today, the company uses an array of modern electronic gear to sleuth industrial plants, investigate for insurance companies and — still — train agents for other nations.

The newest boss of the 13,000-member organization is Edward Bednarz, an ex-Naval investigator and skipper who saw service in the Pacific during World War II. Although Robert A. Pinkerton, Allan's grandson, is the president, Bednarz runs the show as general manager. He had joined Pinkerton's shortly after the war as a racetrack security agent.

He came to the main office here in 1955 and soon was head of security. Eight years later, Bednarz takes over operating control of a company which is expected to do \$43 million worth of business this year.

**UNFAIR  
TO LABOR**

**DO NOT BUY**

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

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

Eastern Air Lines  
(Flight Engineers)

↓ ↓ ↓  
H. I. Siegel

"HIS" brand men's clothes  
(Amalgamated Clothing Workers)

↓ ↓ ↓  
"Judy Bond" Blouses

(Int'l Ladies Garment Workers)

↓ ↓ ↓  
Sears, Roebuck Company

Retail stores & products  
(Retail Clerks)

↓ ↓ ↓  
Stitzel-Weller Distilleries

"Old Fitzgerald," "Old Elk"  
Cabin Still, "W. L. Weller"

Bourbon whiskeys  
(Distillery Workers)

↓ ↓ ↓  
J. R. Simplot Potato Co.

Frozen potato products  
(Grain Millers)

↓ ↓ ↓  
Kingsport Press

"World Book," "Childcraft"  
(Printing Pressmen)

(Typographers, Bookbinders)  
(Machinists, Stereotypers)

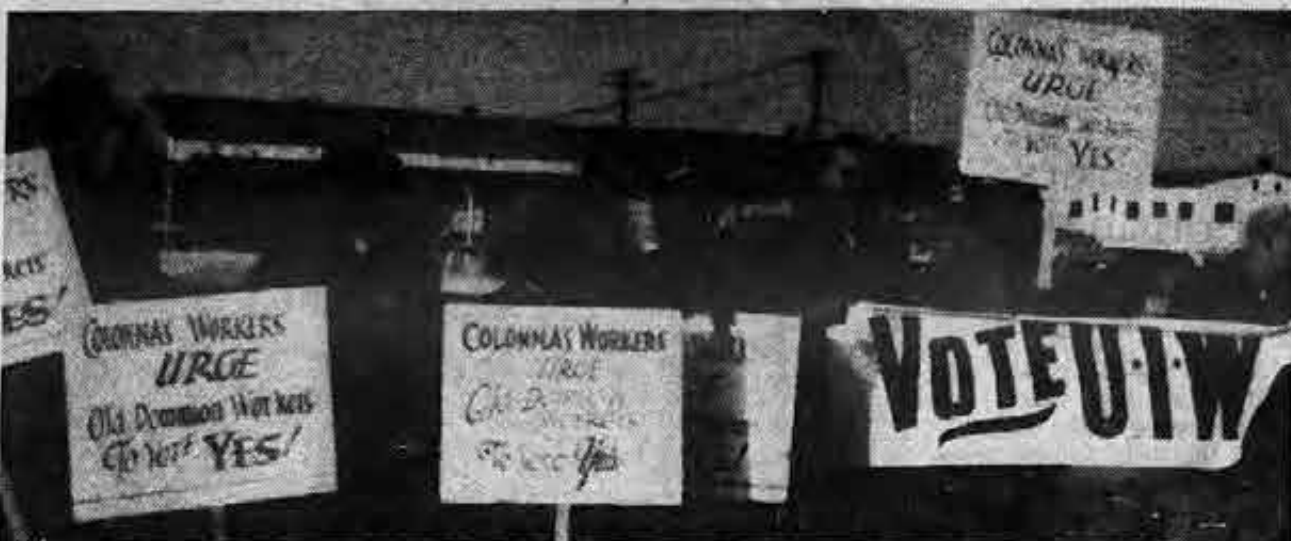
## NY Harbor Study OK'd

WASHINGTON — The House Committee on Appropriations approved the sum of \$95,000 last month for a study of the dangers to navigation in New York harbor caused by floating debris from old and unused piers and sunken, abandoned hulks.

Approval was announced by Congressmen John J. Rooney and John M. Murphy, both Democrats from New York. Rooney represents the entire Brooklyn waterfront area, while Murphy's district includes the entire Staten Island waterfront.

The study will make it possible for the Army Corps of Engineers to determine the procedure necessary for carrying out a clearing-out project throughout the New York-New Jersey harbor area and its tributary waters.

## SEAFARERS LOG



Some of the nearly 75 workers from Colonna Shipyard who urged pro-SIU vote at Old Dominion Marine Railway in Norfolk are pictured before the successful balloting. The mass demonstration helped spur a 46-21 tally in favor of the SIU United Industrial Workers.

### Norfolk Plant Drive Gains

## SIU Wins 6th Straight Ballot

NORFOLK—The SIU United Industrial Workers racked up another National Labor Relations Board election win in this area last month by a better than 2 to 1 margin in voting held at the Old Dominion Marine Railway. The final score put the SIU-UIW on top by a 46-21 margin.

All but one of the 19 challenged votes involved UIW supporters whom the company omitted from the voting eligibility list. Negotiations for a first-time contract at Old Dominion Marine Railway are scheduled to begin shortly.

The NLRB election runs the string of recent SIU-UIW victories at previously-unorganized companies in this area to six in a row, with the campaign to organize the area's unorganized continuing. Five of the six wins involve ship repair yards.

The Old Dominion victory was highlighted by a mass demonstration of SIU-UIW members from another local shipyard, Colonna Shipyard. They turned out in force prior to the balloting to give the Old Dominion men a demonstra-

tion of the solid support they could expect as part of the union and to urge them to join the victorious team.

The SIU-UIW had earlier won NLRB election victories at Colonna, McAllister Brothers, Curtis Bay Shipyard, Moon Shipyard and at the Dixie Jute Bagging Com-

pany, in addition to recent wins in Baltimore and Philadelphia.

First-time contracts have been signed at all these Norfolk companies with the exception of Dixie Jute Bagging, where contract negotiations are proceeding. The SIU-UIW won a vote at the company by an 89-37 count.

### 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.

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

By Sidney Margolin

### Tips On Choosing Some Useful Gifts

This is a sober Christmas season, one in which many families will turn to the more practical gifts. Few people this year will be able to stomach the so-called "fun gifts" or pretenses of luxury.

Here are suggestions on selecting a number of gift items that are high in value this year, and lasting in usefulness:

**SWEATERS:** We put sweaters on the top of the list this year because they are reasonable in price, universally useful, and several technological developments have produced notable improvement.

As you know, the introduction several years ago of sweaters knitted of nylon or acrylic fiber like Orlon, eliminated the need for reblocking after washing. But synthetic-fiber sweaters have their own vice of forming fiber pills. Too, they still require hand washing. The problem of pilling now has been minimized by two different types of sweaters. One is the crimped nylon and crimped acrylic type (like Orlon Sayelle). The crimped construction resists pilling and also is machine-washable.

Another modern construction blends wool and polyester fiber like Dacron or Kodel. A blend of 65 percent wool and 35 percent polyester has the appearance and feel of wool but is machine-washable. Less-expensive sweaters have a smaller percentage of wool and a higher percentage of synthetic fiber; for example, 20 percent wool and 80 percent Orlon. These are usually machine washable but not as warm as sweaters with more wool than synthetics.

We do not recommend sweaters of cashmere and similar soft fibers, whether teen-agers adore them or not. They cost twice as much as the other types (about \$10 compared to \$5 or less), and are very fragile.

**DEFROSTERS:** Refrigerator defrosters this year have become one of the most widely-sold kitchen appliances. Modern plug-in defrosters heat up quickly and can defrost a typical refrigerator in 15 minutes or less. They are available for \$5-\$7. But be sure any you buy is UL-approved (checked by Underwriters Laboratories for safety).

**TOASTER-BROILERS:** These are another widely-bought appliance group this year. Toaster-broilers are versatile. However, many buyers have been disappointed in the cheaper models. These can do little more than toast bread, sandwiches or hamburgers, and are too shallow to take a steak. Too, some models cannot supply the high heat needed for broiling.

The more-satisfactory models have at least a 1000-watt heating element with thermostatic control, and a two-position broil rack to provide enough depth for a steak or even a small roast. Interestingly, there is only about a \$2 difference between the limited models (selling for about \$10-\$11) and some higher-capacity ones.

**ELECTRIC FRY PANS, COOKERS:** If the intended recipient already has a satisfactory toaster, your gift money might be better invested in a more general type of cooking appliance, such as an electric fry pan or cooker. Fry pans, too, are available in the \$10 to \$15 bracket.

The better ones have higher sides, to provide more cooking capacity, and are made of heavier-gauge aluminum than the less-expensive ones. Be sure any electric fry pan or cooker is designed so the heating element is removable, enabling the user to immerse the pan for washing.

**POWER TOOLS:** This is the big season for electric drills, saws and other power tools. Such tools have been reduced sharply in price in recent years. Light duty quarter-inch drills suitable for ordinary household and hobby purposes are available this year for less than \$10. But be sure any electric drill you buy is UL-approved. Some cheap ones are not.

Also, drills constructed with a three-wire cord provide additional precaution against shock hazard. Make sure the drill has a key chuck or other convenient device for loosening the drill bit. Those with merely hand-tightened chucks sometimes cause problems in use.

Be warned that merchants this year are trying to get more money for power tools by offering kits with a large number of small extra accessories. Such kits and ensembles often are promoted by credit stores to make it hard for the buyer to compare prices. A kit of "30 pieces" at \$14 sounds like more value than just a drill for \$10. But the kit actually may be more expensive than buying a few extra accessories you really may need.

**RADIOS, RECORD PLAYERS:** Lower prices are available this year on the better-quality US-made transistor radios. They now are more competitive with the Japanese imports. Price reductions of 10 to 20 percent have been instituted by leading US manufacturers so that the so-called "shirt-pocket portables" are available currently for \$10-\$11.

Prices of table-model AM-FM sets also have been reduced sharply this year, some as much as \$10. In buying any table model, it is advisable to get one with FM as well as AM. Quality of FM reception is superior, and the number of stations broadcasting in FM is steadily increasing.

Similarly, prices of monaural record players, stereo players and components have been reduced this year, and quality of equipment is steadily improving. The most efficient new players are considered to be the transistorized type.

The transistorized record players are, however, still new and very expensive. For most moderate-income families, tube-type portable record players, available in fair quality for under \$100, or monaural record players for children, available for under \$35, are still the best.

**SPAD**

**Seafarers  
Political Activity  
Report**



**MEDICS BUILD THE KITTY.** Medical associations in Tennessee—and undoubtedly elsewhere—are honing their scalpels for major political surgery. They hope, with the help of a huge slush fund, to remove from the body politic candidates and incumbents who support health insurance for the elderly, and elect instead candidates who go for "private enterprise medicine."

The Tennessee medical political arm recently solicited every doctor in the state—3,600 of them—for \$25, describing \$25 as only "minimal." If all respond, a kitty of \$90,000 will result. Commenting on the fund drive, the "Daily Nashville Tennessean" asserted, "The AMA places the country's revered methods of selecting office-holders on a very narrow and self-centered basis." It charged the AMA acts like "... the rest of the country can go along so long as Congressmen are sent to Washington to oppose 'medicare'."

**THE JOHN BIRCH STYLE IN POLITICS.** Democrats are "thieves, crooks, liars and trash." President Eisenhower "destroyed the Republican Party." Sen. Thomas Kuchel (R-Calif.) "should be removed from the party."

This outburst came from Robert Gaston, extreme right-winger who, with his followers, captured control of the California Young Republicans several months ago through tactics straight out of the John Birch Society "Blue Book." The solution in 1964 to GOP and the nation's problems, according to Gaston, "is Goldwater." He exhorts GOP workers to launch a neighbor-to-neighbor program for the Arizona Senator. "If he (your neighbor) doesn't like it," Gaston says, "cram it down his throat."

This sounds just about right coming from a guy who enthusiastically backs an organization—the Birch Society—which proclaims "democracy is a fraud."

**IT'S NO LAUGHING MATTER.** The John Birch Society is so proud of its progress out where the buffalo roam, it's going around boasting about it. JBS organizer Victor Overcash announced publicly his membership drive in Montana and Wyoming is rounding up lots of political strays who feel right at home in the society. He said he's real happy.

He ought to be. In recent years, the Wyoming state legislature, at least, seems to be following the JBS lead right down the line. It has called for abolition of the Federal income tax, urged Congress to kill foreign aid, demanded the US get out of the UN and vice versa, enacted a phony "right-to-work" law, and approved three rightist proposals to clamp curbs on the US Supreme Court and alter the procedure to amend the US Constitution.

Its success in Wyoming and other mountain states proves the Birch Society and its right-wing allies can't be laughed off as ineffectual crackpots.

**RESULTS AT THE BALLOT BOX.** Whatever else can be said for last month's off-year elections, the right-wing continued to show that in certain areas it has political muscle and is ready to flex it.

In the 10th Congressional District of Texas, a former employee of ultra-right Life Lines Foundation, running on the Republican ticket, made the grade for a run-off. In Salt Lake City, old-line rightist J. Pracken Lee, a leader of the John Birch Society and other major right-wing groups, was returned to office as mayor. In Arlington County, Va., just across the Potomac from Washington, an avowed Bircher came within a whisker of election to the county board. In Cleveland, right-wingers were instrumental in the defeat of a liberal school board member.

One expert on right-wing activity viewed the November elections as a warm-up for 1964 and predicted next year the reactionaries would pull out all the stops for political victory.

**LABOR ROUND-UP**

A union's right to information used by an aerospace firm in excluding "administrative" employees from the union bargaining unit has been upheld by the National Labor Relations Board. The board said Auto Workers Local 300 was entitled to names, job descriptions and wage data used in classifying certain jobs as "administrative," and therefore not covered by its contract with a division of Curtiss-Wright at Woodridge, N.J. Such information bears a "reasonable relation" to the union's role as bargaining agent, the NLRB said.

Trolley and bus drivers in the Pittsburgh, Pa., area have called off a threatened pre-Christmas strike after ratifying a new contract with the county port authority. Some 1,300 drivers are involved in the agreement, which is an unusual one because the transit facilities currently are operated by a private company. Division 85 of

the Railway & Motor Coach Employees had threatened to strike when the private concern, Pittsburgh Railways, refused to bargain under a wage reopener in its present contract, because the authority is soon to take over the transit line. The new wage pact will take effect when the authority takes over the transit operation.

The last bill signed by the late President Kennedy was one authorizing the striking of medals to commemorate the founding in 1914 of the first union-operated health center in the United States. The center was established by the International Ladies Garment Workers Union in New York City. The bill was signed into law on November 20, two days before the President's assassination in Dallas. It authorizes the striking of silver medals and bronze copies marking the 50th anniversary of ILGWU centers now serving 135,000 individuals a year.

**'Bon Voyage'**



Only six weeks ago, in this space, the SEAFARERS LOG commented on the potential for American shipping in the proposed wheat sales to the Soviet bloc. The US Government had given its assurances, and a 50-50 split on such cargoes between US and foreign ships was to be the guideline.

Now the first 100,000 tons of grain for Hungary has been committed, and American ships and seamen are truly left "holding the bag." Some 91,000 tons of the first 100,000-ton shipment of American grain, in a deal arranged by the US Government and an American grain exporter, goes by foreign-flag transportation.

US seamen know only too well that there is a big gap between the promise and the performance when it comes to maritime matters, so this instance was no different from many others. This industry has always been the victim of neglect and indifference within the Government, which has created the "chaos" that US officials are so fond of deploring.

But this is only part of the cynical joke that has been played out in the wheat movement to Hungary.

With the rest of the world looking on, friends and foe alike, the dispute over shipping rates and whose ships shall carry the wheat is more than a mockery of Washington's pledges and assurances to US maritime unions and American shipowners.

It also puts this country in the position of providing grain to the Communists at a lower price—in cargo rates—than we charge for the same shipments to friendly nations.

Since Washington supported the grain exporter, who pockets the difference in rates by waiving the 50-50 cargo requirement, our posture to the Communists provides the classic example of American free enterprise capitalism that the Reds constantly proclaim to the world.

Even in providing food grains for the Soviet bloc, an American "capitalist" has free rein to exploit American workers for his own profit with official Government approval.

**Domestic Rhubarb**

Several items in the news involving domestic shipping add up to a confusing picture for that segment of US maritime.

On one hand, the Senate has just okayed a bill that would allow foreign ships to haul US lumber to Puerto Rico for two more years. The original one-year "trial" waiver expired two months ago.

It obviously provided no help at all for US-flag domestic shipowners and, according to one report, only "microscopic" aid for the lumber men. But it will now get another two-year "trial."

In another area, a Senate committee began hearings this week on two bills designed to produce a shipbuilding program for the domestic shipping industry. The author of the bills has admitted he is not especially partial to the shipbuilding approach in either measure but feels some program has to be developed on a vital maritime problem.

Congress will apparently have to decide the issue of a domestic shipping fleet somehow, though we wonder where the drift in US shipping policy is leading. If we are to have a domestic fleet, and the need for one has repeatedly been demonstrated, how does anyone justify legislation breaching existing law that bars foreign ships from the trade—whether in lumber or any other commodity?

Furthermore, what purpose is there in building new ships for the domestic trade, when seamen as well as shipowners see their jobs being whittled away? Next year it may be steel—or gumdrops—that can move on foreign ships between US ports.

Until the Government develops a coordinated approach to the problems of domestic shipping and all other segments of maritime, we can't get anywhere. The wheat deal involving offshore ships is one example. The situation in domestic shipping clearly is another.

# 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:

Karen Lynn Killips, born August 25, 1963, to Seafarer and Mrs. Joseph B. Killips, Ecourse, Mich.

Mark A. Breedlove, born June

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):

Jose Alonzo, Jr., 41: Brother Alonzo died in the Mobile (Ala.) General Hospital following burns received in a fire ashore on May 4, 1962. He had sailed with SIU since 1952 in the steward department. There were no survivors listed. Burial was at the Colon Cemetery, Tampa, Fla.



Charles L. Starling, 35: Brother Starling died of a cerebral hemorrhage aboard the USNS Patch at sea on March 10, 1963. He had sailed in the steward department since 1947 with the SIU. Surviving is his mother, Mrs. Rosia Starling, of New York, NY. Burial was in New York.



Kim Soon Wong, 62: Brother Wong died of drowning at Oakland, Calif., on April 27, 1963. Shipping in the steward department, he had been sailing with the SIU since 1947. There are no survivors listed. Burial was in the Olivet Memorial Park Cemetery, Oakland.



George Brazil, 50: A heart failure took the life of Brother Brazil on October 24, 1963 in New Bedford, Mass. He had shipped since 1939 with the SIU in the deck department. Surviving is a brother, Joseph Brazil, of Fairhaven, Mass. Burial was at St. John's Cemetery, New Bedford.



30, 1963, to Seafarer and Mrs. Caruel Breedlove, Philadelphia, Miss.

Ingrid Brown, born September 22, 1963, to Seafarer and Mrs. Isaac Brown, Playa Ponce, Puerto Rico.

Jacquelyn Elizabeth Williams, born June 24, 1963, to Seafarer and Mrs. Robert Williams, Mobile, Ala.

Eva Jo Holsenbeck, born June 10, 1963, to Seafarer and Mrs. J. B. Holsenbeck, Townsend, Ga.

Par Wong Byrd, born August 16, 1963, to Seafarer and Mrs. John T. Byrd, New Orleans, La.

Elizabeth Ann Imhoff, born May 15, 1963, to Seafarer and Mrs. Edwin L. Imhoff, Baltimore, Md.

David Byers, born October 2,

1963, to Seafarer and Mrs. Ronald D. Byers, Alpena, Mich.

Francino Kukeas, born August 11, 1963, to Seafarer and Mrs. Demosthenes Kukeas, Bronx, New York.

Tod Marc Oliver Elowsky, born September 13, 1963, to Seafarer and Mrs. Alvin A. Elowsky, Rosen, Mich.

Candace and Marion Joseph Raley, born October 17, 1963, to Seafarer and Mrs. Marion Raley, Mobile, Ala.

Vance Battle, born September 24, 1963, to Seafarer and Mrs. Winston E. Battle, Sr., Compton, Calif.

Cleveland Anton Singleton, born September 13, 1963, to Seafarer and Mrs. William C. Singleton, Mobile, Ala.

## SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL, STATEN ISLAND, NEW YORK
- John Abo, Sulo Lepisto
- Arturo Alderete, Bjorn Lerwick
- Pedro Arellano, Paul Liotta
- William Cameron, Dennis Lloyd
- Thomas Clark, John Merrill
- Chas. Dougherty, Jose Morales
- Harold Ducloux, William Morris
- Call Ernest, Louis Pinilla
- Charles Ferial, Floro Regalado
- Theodore Gerber, Jacques Rion, Jr.
- Ventura Gilabert, Mohamed Said
- Edward Glazder, Joseph Scully
- Richard Green, James Shiber
- Ralph Hayes, Julius Swykert
- Ward Hoskins, Ernest Tatro
- Walter Karlak, Clarence Tobias
- Anastasios Koukeas, Julian Vista

- Leahman Denton, Joseph LaCorta
- Joseph Fruge, A. M. Massoudy
- Rune Gustafson, Knute Olson
- George Howard, Roy Peebles
- Roy Justice, Johnnie Salinas
- Nicholas Korsak, Pete Vasquez
- Charles Kimball

- USPHS HOSPITAL, DETROIT, MICHIGAN
- Lester Beal, Edw. Koszobinski
- George Bryant, Paul Lacy
- Charles Campbell, Clarence Lenhart
- A. Chewoweth, John Lessnau
- Fred Cihak, Paul Murray
- James Finnegan, Peter Ozimek
- John Fletcher, Ned Roush
- James Galloway, Orrin Stack
- Desso Gazi, Jack Wiley
- Robert Gentry, Robert Wooley
- Walter Karsmaraki

- USPHS HOSPITAL, SAN FRANCISCO, CALIF.
- Ruel Barr, Fedil Lagrimas
- Charles Bush, W. Schoenborn
- Robert Byrnes, Henry Schorr
- Sixto Escobar, Thomas Trollinger
- Robert Galas, Weiden Wallace
- Charles Gedra

- USPHS HOSPITAL, NORFOLK, VIRGINIA
- Jesse Brinkley, James Marks
- Glenn Bruhl, Jesse Vilva
- Alfred Etheridge, Hildred White
- Joseph Feak, George Williams
- Talmadge Johnson

- USPHS HOSPITAL, SEATTLE, WASHINGTON
- Thomas Connell, Fox Lewis, Jr.
- Henry Davis, Jr., Frederick Lillard
- John Kennedy, Richard Smith

- USPHS HOSPITAL, BRIGHTON, MASS.
- Alfred Duggan, Joseph Thomas

- USPHS HOSPITAL, MOUNT WILSON, MARYLAND
- Charles Ackerman, Hector Durate
- VA HOSPITAL, BALTIMORE, MARYLAND
- Charles Adams
- USPHS HOSPITAL, NEW ORLEANS, LOUISIANA
- Richard Barnes, Leon Morgan
- John Burchinal, Ray Miller
- Wilbert Burke, Charles Mont-
- Byrd Buzbee, Clinton Newcomb
- Philip M. Cajiao, Frederick Nobles
- Steve Crawford, Alfred Norman
- John Dovak, Clincy Ordonynne
- Julius Ekman, Charles Parmar
- Ramose Elliott, George Perez
- Anton Evenson, Ralph Pelhet
- James Finley, Julius Quinn, Jr.
- George Flint, Richard Rackley
- Nolan Flowers, William Roberts
- Eugene Gallaspy, Harold Robison
- Sanford Gregory, Charles Smith
- Mark Hairelson, John Smith
- Seifert Hamilton, Aristides Soriano
- Herbert Hart, Raymond Steele
- Ned Hinson, Adolph Swenson
- Charles Hooper, Ruffin Thomas
- Robert Hubbs, Raymond Vaughn
- Ramon Irizarry, James Walker
- Walter Johnson, Leon Webb
- Foster Juneau, Robert White
- L. Laffargue, William Wooley
- Claude Lomers, David Wright
- Cornelius Martin, Herbert Young

- USPHS HOSPITAL, SAVANNAH, GEORGIA
- Edward Bate, D. W. Ross
- Gerald Perdomo, J. M. Watkins
- L. Middlebrook

- USPHS HOSPITAL, GALVESTON, TEXAS
- George Arnold, Raul De Los Santos
- Oswald Bradley, Leslie Dean

### New Pensioner Says 'Thank You'

To the Editor: I received your letter and the copy of the LOG (Sept. 6) which carried the article and photograph about my first SIU pension check.

As you can see, I am now in the marine hospital at Staten Island, but I want to take this time to thank everyone at the Union for the tremendous job they are doing. When I was an inpatient and then an outpa-

\$2 for welfare-pensions. The average seaman will never miss a dollar or two a month, when he's on a ship. In that way, maybe we could increase the retirement amount from \$150 to \$250, or maybe \$300.

The majority of us who are in the late 30s with maybe 9-10 years of seafaring—we're spoiled. We couldn't make the wages ashore that we do on a ship, if we quit and start from the bottom on a shore job. Yet you hear guys during coffeetime talk about making \$4 an hour, \$200 a week, and they still ride the ships.

I hope others will read this and voice an opinion. As far as I'm concerned, let's increase the retirement amount and cut the eligibility down to 50 years. Let some of the new men take over.

M. L. Olivera

### 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.

### Cites Contrast On Water Woes

To the Editor: In regard to Mayor Wagner's plea for the conservation of water in New York City, it seems to me that rationing is still the patriotic duty only of the working stiff and the underprivileged.

At 2:30 this morning, from my 12th floor room at the Seaman's Church Institute, I saw the city's Sanitation Department washing down and sweeping the financial district gutters.

In other words, let's keep the city clean for the millionaires, but the hell with the working stiff.

John T. Bowman

### Wife Praises Funeral Assist

To the Editor: It is with a deep sense of gratitude that I wish to thank the members of the SIU in New Orleans for the kind assistance extended to me during the recent death of my mother, Mrs. Ruth Monistere.

I especially wish to thank the gentlemen from the Union hall who were kind enough to serve as pallbearers for my mother.

This kindness was doubly appreciated, since my husband, Charles Dowling, was at sea during my hour of need, and I know his feeling of gratitude is as deep as mine.

Mrs. Charles Dowling

### Urges 50-Year Pension Limit

To the Editor: We need more members like the crew of the Azalea City (LOG, Oct. 18), who, suggest a 12-year pension regardless of age, or a 50-year age limit. For one thing, this would create more jobs.

Let's say the company gives us a \$6 raise next time. We can take \$5 in pay and get a dollar more for welfare, or a total of

### Home Again



Family reunion at SIU headquarters, after Seafarer Bernard Mace returned home from trip on the Robin Locksley (Robin), pictures Mace with daughter Patricia Jamieson and grandchildren. The youngsters (l-r) are Shawn, 3 1/2 months, and Sterling, 2 1/2. Mace ships in the steward department.

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

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William Thomson

LOG-A-RHYTHM:

Galveston, My Girl

By Jose M. Melendez

The maids of France are fond and free,
And English lips are willing,
O, chic the girls of Italy,
And Cuban eyes are thrilling.
Though oft I've basked beneath their smile,
Their charms, they fail to bind me.
My heart goes back to Galvez Isle,
To the girl left behind me.
The maids of Greece are bold and gay,
And Polish dames are loving,
Oh, hot the girls of Uruguay,
And Zealand ones are darling.
Though oft I've basked beneath their smile,
Their charms, they fail to bind me.
My heart goes back to Galvez Isle,
To the girl left behind me.
The maids of Spain do love to lark,
And Irish?—M'heart is running,
Oh, svelte the girls of small Denmark,
And Belgian shapes are stunning.
Though oft I've basked beneath their smile,
Their charms they fail to bind me.
My heart goes back to Galvez Isle,
To the girl left behind me.
The maids of Wales?—Like honey,
And Scottish arms are clinging,
Oh, fast the girls of Germany,
And Boers set you singing.
Though oft I've basked beneath their smile,
Their charms, they fail to bind me.
My heart goes back to Galvez Isle,
To the girl left behind me.

Bound For India



On their way out to Calcutta, India, where they'll be spending the year-end holidays, Seafarers on the Hudson (Victory Transport) pose for an informal Xmas greeting to all hands. Pictured (l-r) are W. Reck, AB; J. Douglas, OS; H. Davis, AB; C. Hirsch, DM; T. Aldridge, baker, and L. Thompson, wiper. Engine delegate L. Paradeau, who sent in the photo, says the trip has been a good one so far, with a good crew.

CG Pilot Draws Praise In Fast 'Copter Rescue

Seafarer William Rutkowski took a bad fall some time ago aboard the Seatrain Georgia but, with a quick assist from his shipmates and a Coast Guard helicopter, the mishap didn't turn out too badly in the end.

Bosun Rutkowski was working on the top super deck at the time he lost his balance and fell to the main deck, becoming wedged by the fall between the cradle and the forward leader to track C. Fortunately, Phillip Sarkus, QM, who was on his way to the wheelhouse, heard Rutkowski call for help and immediately went to see what had happened. Quickly sizing up the situation, Sarkus realized he couldn't help Rutkowski out of his situation alone and called the radio operator, captain and chief mate to help.



Rutkowski

The three men managed to free Rutkowski from his cramped position, but could not release his leg which was wedged tightly and giving extreme pain.

Again Sarkus went for help, returning shortly with four messmen and a stretcher to facilitate moving the bosun. The eight crewmembers then carefully released Rutkowski and carried him to the ship's hospital on the stretcher.

The Coast Guard was called for assistance, and soon a helicopter sped to the scene to remove the injured man in a stretcher basket. He was first taken to Albemarle hospital at Elizabeth City, North Carolina, and was later removed to the USPHS hospital at Baltimore to complete treatment.

To show their appreciation for getting aid to their injured shipmate speedily at sea, the crew of the Georgia got together to send a radiogram to the Coast Guard, expressing their thanks to the pilot and all involved in the successful evacuation. Rutkowski can also thank all involved, for their quick and efficient efforts in a time of need.

From the Ships at Sea

Seafarers on the Louisiana (Seatrain) have doped out a way to beat high interest rates on the crew's purchase of a new television set. Each crewmember has agreed to loan \$2 to the ship's fund so they can pay off the TV prior to the 90-day deadline when a note falls due. The \$2 per man won't cripple anyone's bankroll, and offers a chance to save quite a bit of cash on the balance owed the finance company.



Dombrowski

Perry

Everything is running well for all hands on the York (Ship Operators), now heading for Port Said, except for one item that ship's delegate G. H. Atcherson figures they can easily overcome. There are no overtime sheets on board, but "there is a fine crew, everyone is cooperating and things look like the beginning of a fine trip." (A supply of OT sheets is on its way, too.—Ed.)

in an exchange at the last ship's meeting. There was a general vote of thanks by all hands to the steward and his department for good feeding, after which the galley gang came up with orchids of its own. They lauded the men on the 4-8 watch for the effort taken to clean up the messrooms while the watch was on duty.

Joe Fried on the Steel Executive (Isthmian) was right on the scene about 30 miles from Hilo, Hawaii, when Alae Crater erupted and began shooting volcanic ash, fire and smoke into the sky during a tour he made of the island. Alae spouted for over a day and a half from its depths 390 feet below Fried's vantage point. The eruption he witnessed apparently was one of a series. Craters in the Kilauea volcano range erupted a few weeks ago for the first time since 1840.

The Eagle Traveler (Sea Transport) reports an exchange of correspondence between the home office and authorities in Sasebo, Japan, after the US Navy medicos issued a ruling that the base hospital in Sasebo was closed to merchant seamen except for emergency cases. Delegate E. Perry notes that the shutdown order developed after a hassle involving crewmembers off a non-SIU ship in the harbor. It's not known right now if the shutdown order is still in effect.

On the Transglobe, (Hudson Waterways), thanks went out to one member of the steward department who took over as chief cook and did what was called an "excellent job in an emergency." A motion by Frank Gaspar, seconded by the new ship's delegate, H. Dombrowski, recorded the crew's satisfaction with the vast improvement in the cooking and feeding aboard.

Aboard the Pennmar (Calmar), ship's delegate Richard J. Brown



Brown



Miles

The Penn Challenger (Penn Tanker) had its problems for 12 days in Bombay when the ship's rotor broke down and they had to send to the States for a replacement. A dozen days in Bombay at anchor offers limited inducements, reports ship's delegate J. Petrusiewicz and meeting chairman Eddie Caudill, because local prohibition laws meant no beer — nothing. "We nearly all dropped dead from the heat," they added.

warmly praised his shipmates at a recent meeting for making the voyage a smooth one. "You have made it a pleasure to be your delegate this trip," he declared, "There were no serious beefs in any department." He also expressed the thanks of the crew to the steward department for its cooperative efforts in preparing the Thanksgiving dinner. A number of ships drew similar raves, such as the Monticello Victory (Monticello Tankers) where W. J. Miles holds forth as ship's delegate.

Crewmembers on the Erna Elizabeth (Albatross) traded thank-yous

ALCOA POLARIS (Alcoa), Oct. 24—Chairman, R. Presto; Secretary, J. Maytum. Captain advised crew to be cautious of Customs shakedown in all US ports. \$31.50 in safety fund. No beefs were reported by department delegates.

DZL SOL (Delta), Sept. 28—Chairman, Charlie Mazur; Secretary, Roland Hebert. \$20 in ship's fund. No beefs reported by department delegates. Engineer asked to check dryer in crew laundry.

SUMMIT (Sea-Land), Nov. 1—Chairman, J. Bernard; Secretary, A. Romero. Few hours disputed OT in

ARIZPA (Waterman), Oct. 21—Chairman, John Ward; Secretary, Cleveland R. Wolfe. Three men had to be taken off ship due to illness. Otherwise all is running smoothly. Tanks need to be cleaned and cemented so the water will not be rusty. Ship should be fumigated for roaches.

ALCOA MARKETER (Alcoa), Oct. 27—Chairman, Roy Pappan; Secretary, T. J. Lewis. Ship's delegate reported two sick members were flown home from Sicily. All men requested to be sober at payoff. Discussion on reshipping class B and C men. Some disputed OT. Biggest item is delayed sailing. Suggestion made that men with 20 years' good standing in Union should be able to retire with pension. Some men willing to pay special assessments toward retirement fund. Vote of thanks given to steward department.

STEEL EXECUTIVE (Isthmian), Oct. 17—Chairman, C. Lawson; Secretary, Bill Stark. Ship's delegate reported ship is in good condition. Captain is very cooperative. \$23.05 in ship's fund.

SUMMIT (Sea-Land), Oct. 14—Chairman, F. T. DiCarlo; Secretary, M. J. Lynch. C. Haymond was elected to serve as ship's delegate. Ship not expected to lay up at present. No beefs reported by department delegates.

GLOBE PROGRESS (Maritime Overseas), Oct. 27—Chairman, Jiggs Jeffers; Secretary, N. Matgimios. Ship's delegate reported everything okay. Each department requested to turn in repair list. Crew gave the steward a vote of thanks for going through the trouble to show movies during the trip. Entire steward department was given a vote of thanks.

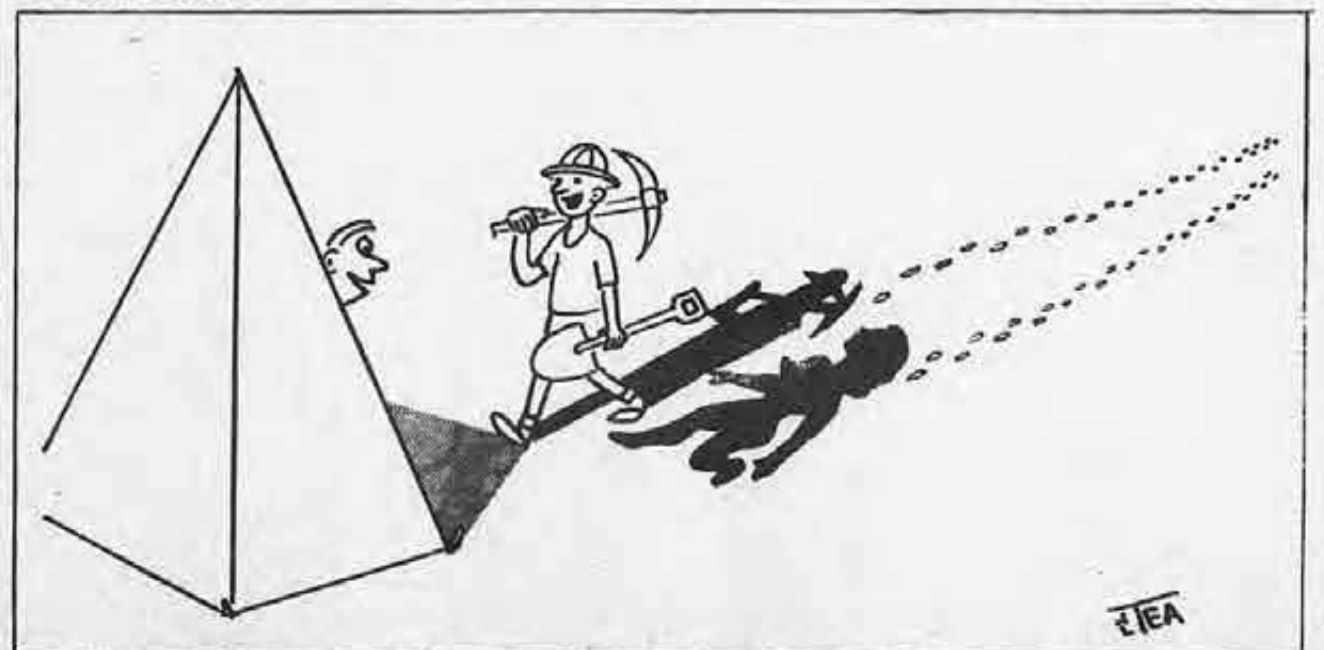
SEAMAR (Calmar), Nov. 15—Chairman, T. Drawick; Secretary, none. Meeting called to discuss work of steward. Motion made to draw petition to have steward removed for not performing duties satisfactorily. Ship's delegate to contact hall in Seattle in regard to this situation.

DIGEST of SIU SHIP MEETINGS

engine department to be taken up with boarding patrolman. Motion made that negotiating committee be notified about negotiating for same time off for unlicensed personnel for Sea-Land ships as on Seatrain ships. Discussion about having patrolman contact company about putting some covering on crane jack handle and to see about having safety meetings. Various unsafe conditions and dirty drinking water and washing water aboard. Vote of thanks extended to steward department.

THE CABINS (Texas City Refining), Oct. 27—Chairman, Pete Blalack; Secretary, W. J. Barnes. Beef on lodging and meals in shipyard not settled. Barnes resigned as ship's delegate and was given a vote of thanks for a good job. Pete Blalack was elected to serve in his place. Two men missed ship in Texas City. Ship's fund in the red for \$5.43. Various complaints regarding repairs. Request contact by Union representatives.

'Sea-Views'



"At first I thought it was a mirage, and I almost left her out there..."

—By Joseph L. Tremblay

# Rickshaws Still 'Pedal' Trade —Life And Times On Formosa

By Seafarer William C. Calefato, Book C-936

The new seamen's club in Keelung, Taiwan (Formosa), was one of the many attractions for Seafarers off the Robin Kirk (Robin) on a recent voyage. It was also the arena for a lively debate between the rickshaw-boys, or "rickies," and the club director.

It seems the rickies don't want motorized taxicabs parked in front of the club because they feel it would jeopardize their livelihood. Besides this, it just isn't practical or easy to start something new where some ways of life have been unchanged for centuries. The same staid attitude is seen in many areas in this city and on the waterfront as well.



Calefato

There were probably rickies around even before Genghis Khan was born, when coolies carried royalty in a cab that was mounted on two long poles that served as handles. Later, everything came with wheels—the buggy, the bicycle, the motorcycle, and alas, the taxicab. But still there are ricksaw-boys.

How much longer the rickies will be in business is anybody's guess. Judging from the opinion of one of them called Tommy, who was friendly with some of the Seafarers off the Robin Kirk, they are a determined lot and will be around for a long time to come. Tommy

gave his own version of the trouble at the seamen's club.

"We do not care if the taxi comes to bring people," he told Seafarers outside the club, "but taxi shouldn't stay here unless some passenger ask taxi to wait. Here it was for rickshaw, and will always be."

Tommy feels it is a matter of principle that nothing should upset traditions in the rickshaw trade.

Who and what is a rickie anyway? This question was partially answered for one Seafarer who got lost in Keelung.

He was told how to reach the bus station by walking and boarding a certain bus to Taybor Village. He followed instructions all right, but never found the bus depot. All he could see were rickshaws, everywhere.

In desperation he asked a wild-eyed driver where he could find a taxicab. This was hopeless, especially when the man pointed to the rickshaw seat and said, "Gna-gna."

"I want to go to the bus—to the grain elevator—to ship. Understand?" he asked the driver. The man nodded as if his neck was a coiled spring and kept saying "Gna-gna."

For a half hour the Seafarer was pedalled all over town, with stops at bars and other places. Whenever he declined to enter one, he was driven to the next. All the rickie could do was to move his finger in a circle, indicating that he was showing him the town.

Finally spotting some buses, the Seafarer had the rickie trail them to the depot, but could find no bus to the village nor anyone who knew what he was talking about.

Then the time came to pay the rickie, and the fare turned out to

be exorbitant, leading to an argument. Suddenly the rickie could speak pretty fair English to get across his points.

Just then, another rickie hurried over and said he knew where the Seafarer wanted to go. "Come on, get in," he urged.

"Oh yeah? How much," the now-cautious Seafarer asked.

"Two yen," said the other rickie, meaning about 50 cents.

It was better than being stranded and it made little difference if this rickie was also giving him a bum steer, so he got in. Ten minutes later, though, the village was in sight and the rickie was sweating and panting, but smiling.

"Me good rickshaw," he said, probably implying that there were bad ones too.



The rickshaw man, or "rickie," is still an important figure on the Formosan scene in spite of the continuing progress of mechanization. The rickie pictured above is called "Jimmy," says Seafarer William Calefato, who reports that all rickies take American names like Joe, Charlie, etc. Another constant on the Far East scene are the children. Calefato's camera caught shipmate Duke Samson making friends with the little girl below. He reports she stopped crying and was all smiles shortly after photo was taken.



## Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

**SAN FRANCISCO (Sea-Land), Oct. 12—**Chairman, Sokol; Secretary, J. L. Siniard. Ship's delegate reported everything running smoothly. Vote of thanks to ship's delegate. \$21.00 in ship's fund. Motion made to ask headquarters for clarification on having only English spoken in mess-room. Vote of thanks to steward and his department for good menus, great food and fine service. Crew requested to turn in all excess linen and to remove cots from deck when in port.

**HURRICANE (Waterman), Sept. 29—**Chairman, Michele Ventresca; Secretary, Eugene R. Ray. \$1.30 in ship's fund. Motion that all members with 15 years seafaring be pensioned at any age. This motion to be referred to Negotiating Committee. Vote of thanks to the steward department for job well done. Suggestion that all patrolmen go to sea for two years out of each four years.

**STEEL ROVER (Isthmian), Oct. 6—**Chairman, Ray H. Casanova; Secretary, C. Y. Kane. \$29 in ship's fund turned over to steward. No major

beefs reported. Vote of thanks to the steward department for a job well done. Request made for painting of steward department rooms and heads.

**PENN TRANSPORTER (Penn Navigation), Oct. 7—**Chairman, J. K. Patterson; Secretary, M. N. Eschenko. Some disputed OT in deck and steward departments. Deck department wants clarification on disputed OT for next voyage. Crew wants to know why fresh fruits and vegetables were not purchased in Calcutta and other ports when they were available. No fans or spare parts on board.

**JOHN B. WATERMAN (Waterman), Oct. 6—**Chairman, Paul B. Gladden; Secretary, William D. Rinehart. Brother Robert F. Kennedy was elected to serve as ship's delegate. He gave a comprehensive picture of shipping conditions and suggested that the membership perform their duties SIU style. Steward picked up some stores and reported that topside is giving good cooperation in effecting repairs. No beefs were reported.

**OVERSEAS EVA (Maritime Overseas), Sept. 2—**Chairman, R. Hodges; Secretary, P. L. Whitlow. Ship's delegate asked that passageway doors on the main deck be kept locked and closed while ship is in foreign ports.

Cleaning of slop sink room and laundry to be cleaned by rotation of each department weekly. Abuse of ship's linen discussed and better care of same requested. Whistling inside the house to be eliminated and be done out on deck if men must whistle. Spare parts for fans very limited. Crew requested to cooperate and turn fans off when they are not being

## DIGEST of SIU SHIP MEETINGS

used. Hot water situation in the showers has been corrected by renewal of valve. Ice machine is working properly to make enough ice for meals. If necessary, ice can be pulled twice daily.

**TOPA TOPA (Waterman), Sept. 21—**Chairman, Tommy Tucker; Secretary, Pete Plascik. Brother Norman Power was elected to serve as ship's dele-

gate. No beefs reported by department delegates. Some discussion regarding a smaller coffee percolator. Steward will supply same.

**HASTINGS (Waterman), Oct. 6—**Chairman, Benedict Broderick; Secretary, John Wells. Ship's delegate reported everything has been running smoothly. Few hours disputed OT in deck and engine departments. Men asked to remove dry clothes from sidley. Matter of American money in foreign ports will be brought to attention of patrolman. Vote of thanks to the steward department.

**STEEL APPRENTICE (Isthmian), Oct. 6—**Chairman, Al Isaac; Secretary, L. Edstrom. Jose Fidalgo was elected to serve as ship's delegate. \$3.31 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for job well done.

**STEEL SEAFARER (Isthmian), Oct. 6—**Chairman, E. Tirrell; Secretary, J. Gargas. New chairs and table top needed for messhall. Two men missed ship in Syria due to the captain sailing early in foreign port. Suggestion was made that patrolman see captain about early sailing. Vote of thanks to steward department for job well done.

**BIENVILLE (Sea-Land), Oct. 7—**Chairman, Van Whitney; Secretary, Steve Karlak. Discussion on sour milk. It was recommended that the steward order half amount in Elizabeth and the other half in Houston. It was also recommended that canned milk be put into a cooler storeroom. Everything running smoothly. Most of the repairs have been squared away. \$11.66 in ship's fund.

**ELIZABETHPORT (Sea-Land), Oct. 13—**Chairman, none; Secretary, W. W. Bickford. Company purchased new ice machine for ship this trip. \$14 in ship's fund was left with M. Cross. Suggestion made that each crewmember donate 50 cents to ship's fund. R. Rainwater was elected to serve as ship's delegate. No general alarm up forward, and this matter should be brought to Captain's attention. Ship's fans to be cleaned. Six new chairs bought this trip for crew messhall.

**DETROIT (Sea-Land), Oct. 6—**Chairman, Walter Kushner; Secretary, Al Whitmer. No beefs reported by department delegates. Chief cook left ship in Puerto Rico. T. Hoggarty was elected to serve as ship's delegate. Some type of urn or heater for hot water is needed for tea, cocoa, etc. Men would like crew messroom air-conditioned. TV wanted for recreation room.



# SIU BULLETIN BOARD

**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

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

Max Harrison, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N.Y.

Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

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

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

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

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

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

## KNOW YOUR RIGHTS

### Schedule Of SIU Meetings

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

New York	January 6	Detroit	January 10
Philadelphia	January 7	Houston	January 13
Baltimore	January 8	New Orleans	January 14
Mobile	January 15		

### West Coast SIU Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
January 20	January 22	January 24

### PERSONALS and NOTICES

**Ollie R. Blanton**  
The above-named or anyone knowing his whereabouts is asked to contact Thomas A. Blanton, PO Box 371, Bowling Green, Va.

**Gene Copeland**  
Anyone knowing the whereabouts of the above-named is asked to get in touch with his wife, Mrs. E. M. Copeland, PO Box 111, Simmesport, La. Urgent.

**Eugene Stark**  
Anyone in the Seattle, Wash., area who knows the whereabouts of the above-named, who sails as 3rd cook, is asked to contact Edgar N. Quillin, attorney, 7011 St. Claude Ave., Arabi, La., or call him at 271-4771 in Arabi. Important.

**Grover C. Maddox**  
Get in touch with your wife, Janet Maddox, in care of E. Vincent, 212 Karnani Mansion, Park St., Calcutta 16, India. Urgent.

**James Bruce Elliott**  
Your mother is very anxious to hear from you. Write or call her at 229 Roberts St., West Mifflin,

Pa., or call 461-2361. Anyone knowing Elliott's whereabouts is also asked to write.

Checks for Philip J. Lombis and Peter Preas are being held at the Contract Department in headquarters. Send a forwarding address.

Your wife, Mrs. Lucille Rutherford, asks you to contact her as soon as possible at PO Box 437, Rainier, Oregon.

You are asked to contact your sister, Mrs. Corene Overstreet, at Rt. 3, Box 522, Mobile, Ala., immediately.

Your mother, Mrs. Helen Seaton, at 2102 E. Cholla Road, Phoenix, Ariz., asks you to contact her as soon as possible.

Contact your wife, Mrs. Marguerite M. Williams, at 323 South Columbus St., Alexandria, Va. Urgent.

Get in touch with Roger L. Hall, 382 4th St., Beaver, Pa. The phone is 775-3455. Very important.

Get in touch with your daughter, Brenda Gay, PO Box 90, Point Pleasant, West Va. She is anxious to hear from you.

Contact your wife, Dawn Prosper, at 451 N. Milton Ave., Baltimore 21, Md.

Checks for the following men are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif.: Joseph A. Alves, Margarito Borja, John Misakian, Waldo M. Oliver (2), Arthur D. Payton, Jorgen G. Pedersen, William Saltarez, Henry R. Smith.

### SIU HALL DIRECTORY

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Holiday Greetings



to all Seafarers

and their families