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SEAFARERS LOG

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

GOV'T AGENCIES BYPASS US SHIPS; SEA UNIONS SCORE 'SECRET' DEALS

—Story On Page 3



Atlantic, Gulf Safety Firsts.

Two ship safety events for Seafarers were presentations marking 1963 fleet-wide safety awards for the Sea-Land fleet at Port Newark, NJ (top), and for Delta Line Seafarers in New Orleans. In Newark, on the *Beauregard*, chief cook O. Celestine, ship's delegate (center), shows off plaque given to ship, while shipmates and company representatives look on. Joe Algina, Seafarers' safety director, is 2nd from left. In Gulf ceremony, Delta's *Del Mundo* took top honors, followed by *Del Alba* as a close second. Both ships finished the year in a tie for low accident frequency rating, but the *Mundo* had the lowest lost-time total.



Joint Talks Spur Program To End Canadian Dispute

MONTREAL—Following a series of meetings between the Seafarers International Union of North America and the trustees of Canada's maritime unions, a joint statement was issued under which the SIU of Canada will be restored to the constitutional control of its members, with succession to the presidency of the Union to be implemented in accordance with the constitutional provisions.

In meetings between SIUNA President Paul Hall and Charles Millard, acting for the government trustees, a settlement was worked out under which the trustees "will continue to exercise their powers and responsibilities," but the "active management" of the SIU of Canada "will be in the hands of the membership," a joint statement announced.

AFL-CIO President George Meany said that the agreement between Hall and Millard "represents an honorable and constructive approach to the resolution of a critical situation which might otherwise have led to consequences detrimental to the best interests of all concerned."

The parties "should be commended," Meany continued, "for their restraint and sound judgment" in working out an agreement "in very difficult and trying circumstances, and for guiding themselves by a primary concern for the rights and welfare of the individual seamen who would bear the brunt of continued strife on the (Great) Lakes, and the overriding need for the preservation of the strength and integrity of their union."

Meany said he was "hopeful" that the agreement "will be instrumental in clearing the way for an early end of the government trusteeship."

The joint statement, in addition to opening the way for fall elections by the SIU of Canada and interim administrative control by its own members, set forth these agreements:

- "Continued close relationships will be maintained" between the SIU of North America and the SIU of Canada "to advance the common interests" of Canadian members.

- Steps will be taken to unite all elements of the maritime industry of Canada and the US in a cooperative effort to settle all differences on the Great Lakes.

- The parties will seek the cooperation of the Canadian Labor Congress, the AFL-CIO, the Railway Labor Executives' Association, the AFL-CIO Maritime Trades Department and other groups "to assist in the achieve-

ment of normalcy in the maritime industry."

- "All possible steps will be taken to achieve integration of maritime unions in Canada where it is in the interest of union stability."

- "Should either party feel that all obligations have not been met, they are at liberty to consider all arrangements termin-

(Continued on page 22)

Meany Hits Biz Group's New Anti-Union Stance

WASHINGTON—The Committee for Economic Development, once looked on as the "voice of enlightened management," has joined the US Chamber of Commerce and the National Association of Manufacturers in purveying "tired old anti-union" policies, AFL-CIO President George Meany declared last week.

The CED, said Meany, voices "pious concern for the collective bargaining process" in its latest policy statement, but "what it recommends would in effect destroy that process." Declaring itself for the "preservation and strengthening of our free society," the CED issued a 10-point labor program under the title "Union Powers and Union Functions" which contains recommendations for:

- Outlawing the union shop.
- Unlimited authorization for employers to use the lockout as a weapon against unions.
- Eliminate the obligation of employers to bargain in good faith.
- Restoration of Federal injunctions in certain strikes.
- Increasing restrictions on

secondary boycotts.

Noting that the CED began as a group of businessmen and industrialists "who accepted the proposition that collective bargaining is in the national interest and who acknowledged the need for strong unions," Meany commented that the CED "has steadily receded from this position in recent years."

He cited the publication of an independent study in 1961 by the CED which stressed the importance of a strong, free trade union movement, "generally defended its structure" and warned against state "right-to-work" laws and other moves to weaken unions. The latest CED statement, the AFL-CIO president said, is a "rebuttal to that document."

Noting the "sophisticated language" of the latest document, Meany added: "Union busting is not made more palatable by a garnish of lofty sentiments."

Tanker To Be Trade Ship

NEW YORK—An SIU company is developing a unique ship which American businesses will be able to use as a floating marketplace and showcase. The unusual vessel is slated to sail from New York for Northern Europe late this year or early in 1965.

Named the SS Tradefair, the ship is the project of Trade Fair, Inc., of New York, a company backed financially by a number of other firms.

The Tradefair will be an 18-knot, converted T-2 tanker, 6 decks deep with 50,000 square feet of exhibit space and 75,000 square feet of special service areas. American firms will be able to lease space aboard the vessel.

The ship will have conference rooms on each deck where United States companies can hold meetings with foreign representatives. In addition, it will be equipped with smaller conference rooms where exhibitors will be able to talk with prospective buyers, an auditorium for large seminars and receptions, several lounges and projection rooms, a complete restaurant and a snack bar.

Interpreters and guides will be on board to conduct tours of the ship. In addition there will be simultaneous translations in five languages at all seminars and business meetings.

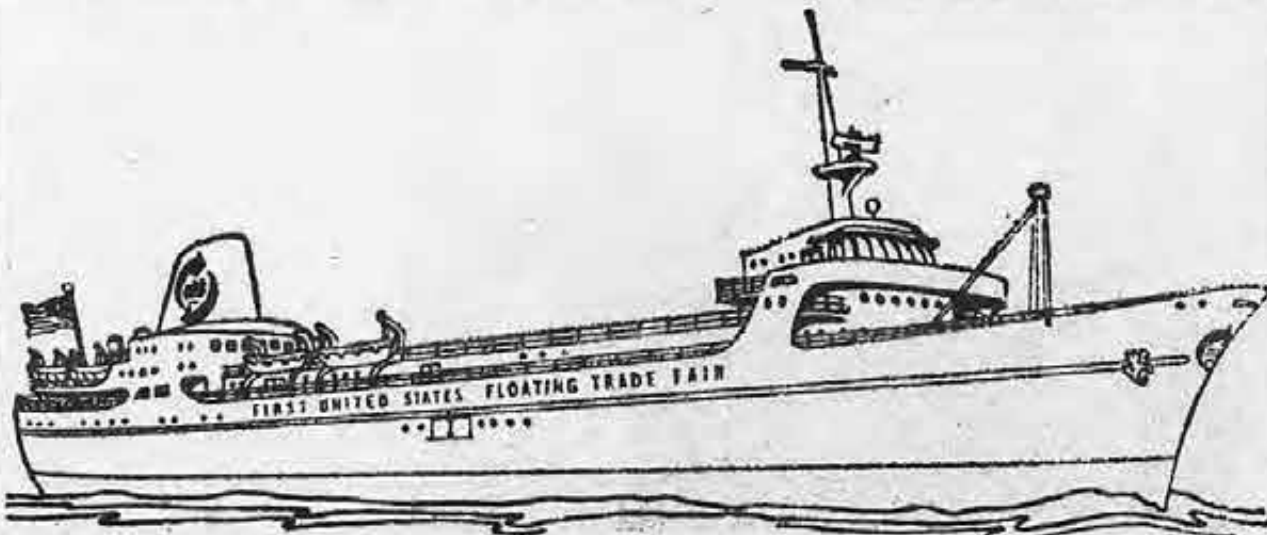
Film strips and exhibitor literature will be published in French, German, Spanish, English and

Portuguese.

American firms including Ingersoll-Rand, Westinghouse, Dymo Industries and Farboil Paint already have leased space.

The SS Transhatteras, which is to be converted, will put into a

shipyard around May 1 for the \$10 million renovation and conversion which is expected to take about six months. SIU-contracted Hudson Waterways now owns the ship which will be bareboat-chartered to Trade Fair Ship.



Artist's drawing shows proposed SS Tradefair, a vessel to carry US products overseas for sale and exhibition. The vessel would be converted from the SIU-manned tanker Transhatteras (Hudson Waterways). A number of companies have joined the trade project.

President's Report

By Paul Hall



The enemies of the US merchant marine within the Government agencies are still seeking to throttle this nation's vital shipping industry. And they are making the attempt in the same unconscionable manner that they displayed in February prior to the boycott by the maritime unions on grain going to Soviet countries.

As a result of the boycott a settlement was worked out between President Johnson and AFL-CIO President George Meany that at least 50 percent of all Russian-bound grain commodities would be shipped on US vessels and that due consideration would be given to the unions' request that at least 50 percent of grain going to the satellite nations would also be shipped on American bottoms.

The beef was touched off as a result of the Government agencies' violation of President Kennedy's policy providing that grain commodities for Soviet nations would be shipped in American vessels. A Department of Commerce export bulletin dealing with the sale and shipment of the grains to the Communist countries stated that at least 50 percent of all the grains going to both the Soviet Union and its satellites would be shipped on this nation's ships.

But a few days later the order was changed to read that only wheat and wheat flour destined for Russia would go 50 percent American. The boycott and the settlement, which also called for the establishment of a grievance committee and a tri-partite labor-management-Government committee to work on maritime problems, then followed.

It was not long before we observed that the Government agencies were violating the understandings that had been reached, and on April 10 a meeting of the SIU and the other unions of the Joint Maritime Committee set up to deal with the problem—the ILA, NMU, MEBA and MM&P—met to consider the situation.

As a result of these discussions, ILA President Gleason, as chairman of the Joint Maritime Committee, sent the following wire to AFL-CIO President Meany, with copies to President Johnson, State Secretary Rusk, Agriculture Secretary Freeman, Commerce Secretary Hodges, Labor Secretary Wirtz, and Maritime Administrator Nicholas Johnson:

"Representatives of the maritime unions and the ILA met today in our offices to plan action in connection with reports that the Commerce Department has issued licenses for the export of millions of dollars worth of grains to various Soviet satellite nations, with no information given to the unions and no provision for the participation of American-flag ships. This includes \$1 million dollars worth of soybeans to Hungary, \$400,000 of rye and \$1½ million dollars of tobacco to East Germany, and \$1 million dollars of corn to Czechoslovakia. Under present arrangements all of these cargoes will be shipped in foreign flags, including runaways. This represents a complete bypassing of Administration commitments on American-flag participation. The maritime unions called off our boycott in good faith on the understanding that all problems concerning grain shipments would be openly discussed with the unions fully participating. Now

we find arrangements being made, veiled in secrecy.

"We understand also that Government agencies are stalling on setting up a tri-partite committee and grievance machinery to handle these problems. This is a double-cross of all our unions and an abuse of your good offices. Unless immediate action is forthcoming to assure that these and all shipments of grains to the Soviet Union and its satellites will be handled in accordance with the clear understandings, our unions will have to act accordingly."

Responsibility for this situation must be shared by all of the Government agencies involved, with perhaps the Department of Agriculture being the worst offender as one of the traditional enemies of a strong American-flag fleet of merchant ships.

It is quite obvious that high-sounding phrases and statements of noble purpose will not produce results by themselves, nor an adequate merchant marine with jobs for American maritime workers—so essential to this nation's best interests. At the moment the Government agencies are guilty of violating national policy at the expense of a most vital segment of our economy and security.

We and the other segments of the American labor movement which are so deeply concerned in this matter are determined to find out if the Government representatives are intent on nothing but a policy of giving lip service to the interests of American workers and industry.

AFL-CIO Urges Anti-Cancer Aid

WASHINGTON—A call to members of AFL-CIO affiliates to enlist in the April Crusade Against Cancer has been issued by AFL-CIO President George Meany. Support of labor has been extended for many years, he recalled, to efforts of the American Cancer Society "to educate the public about the life-saving value of early detection and prompt treatment of this disease."

"We hope that this year your message will reach the 90,000 Americans who, as matters now stand, will die of cancer simply because they did not see a doctor in time," Meany wrote former Gov. George M. Leader of Pennsylvania, 1964 crusade chairman.

"Our common goal is to enlist them in the ranks of the 1.2 million other Americans who have been cured of cancer and are alive and well today."



Joint Action Hinted

Gov't Agencies Bypassing US Ships, Unions Charge

NEW YORK—AFL-CIO maritime and waterfront unions, including the SIU, jointly charged here last week that US Government agencies were completely bypassing Administration commitments on the shipment of American grain to Soviet satellite nations.

The unions charged that the Commerce Department in Washington had issued licenses for the export of millions of dollars worth of grains to various Soviet satellites with no information given to the unions and no provision made for the participation of US-flag ships in the carriage of these cargoes.

Pointing out that they had called off their previous boycott of grain shipments to Russia with the understanding that all problems concerning future grain shipments would be openly discussed, with the unions fully participating, the unions said that arrangements for shipping grain were now being "veiled in secrecy."

The unions' charges were contained in a telegram sent on April 10 to AFL-CIO President George Meany. The telegram was signed by Thomas W. Gleason, president

of the International Longshoremen's Association, in his capacity as chairman of the Joint Maritime Committee consisting of the ILA, SIU, National Maritime Union, Ma-

rine Engineers Beneficial Association and Masters, Mates & Pilots. Copies of the telegram were sent to President Lyndon B. Johnson, Secretary of State Dean Rusk, Secretary of Agriculture Orville Freeman, Secretary of Commerce Luther Hodges, Secretary of Labor W. Willard Wirtz and Maritime Administrator Nicholas Johnson.

The telegram noted that the member unions of the Joint Maritime Committee had received reports that the licenses issued by the Commerce Department included those for the export of \$1 million worth of soya beans to Hungary, \$400,000 worth of rye and \$1½ million worth of tobacco to East Germany, and \$1 million worth of corn to Czechoslovakia.

Telegram Follows Meeting
"Under present arrangements," the unions charged, "all of these cargoes will be shipped in foreign flags, including runaways."

The telegram was sent after a meeting of the Joint Maritime Committee at ILA headquarters. Participating in the meeting and heading their delegations were Gleason, SIU President Paul Hall, NMU President Joseph Curran, MEBA President Jesse Calhoun and MM&P President Charles Crooks.

President Kennedy stated on October 9, 1963, that "the wheat we sell to the Soviet Union will be carried in available American ships, supplemented by the ships of other nations . . ."

Despite this Presidential pronouncement, Government agencies, notably the Department of Commerce, through its ability to grant waivers on the use of American-flag ships, sharply curtailed the participation of US vessels in this trade and brought about a boycott of Russian wheat shipments and other cargoes which was spearheaded by the longshoremen.

The boycott was called off February 26 with the understanding that US-flag vessels would be guaranteed a minimum of 50 percent of all future grain shipments to Russia and would participate in discussions on the shipment of grains to other Soviet bloc countries. It was also agreed that a tripartite committee of labor, management and government would be set up by President Johnson to deal with this and other maritime

(Continued on page 22)

New Man Heaves In At N'Orleans Hall

NEW ORLEANS—Seafarers stopping in at the New Orleans hall these days already know that there's something new at the SIU. The something new is a just-completed statue which stands near the entrance to the Seafarers hall here.

Executed by Enrique Alferez, a well-known and highly regarded sculptor whose work can be seen in many of the famous buildings in the US, South America and Mexico, the statue represents a Seafarer heaving on a line. Designed to catch the feeling of work aboard ship, the composition represents every man who earns his living on the high seas.

The gray concrete figure stands on a rough-textured pedestal specially chipped to expose the rough aggregate beneath the surface. At the base of the statue is a fountain which blends with the architectural styling of the building and enhances the surrounding landscaping.

Enrique Alferez, the sculptor, was born in Mexico and studied art at the Art Institute and University of Chicago. Some examples

of his work which may be especially familiar to Seafarers are the Spirit of St. Louis Memorial in St. Louis; the Fountain of the Four Winds at New Orleans Airport; relief sculptures and the grill over the entrance to Charity Hospital, New Orleans, and two groups of lifesize figures in mahogany at the General Hospital, Mobile.

The figure for the hall here was made by what is known as the "waste mold" process. A full-size clay model of the sculpture was made. Over this a plaster piece-mold was made, one piece for the front of the figure and three pieces for the back. This plaster mold was then removed, cleaned and shellacked.

The now hollow mold was put together again, reinforcing rods inserted and the concrete was poured inside. When the concrete was dry, the plaster was chipped off, exposing the figure.

'Food For Thought'

NEW YORK—Shipping Industry representatives attending the Propeller Club's safety luncheon here on April 9 were given some food for thought when the chief of the Coast Guard's Office of Merchant Marine Inspection declared that his office "will proceed with caution" in approving manning scales on merchant ships equipped with automation.

Referring to the Coast Guard's position on automation, Rear Admiral Oscar C. Rohnke said that "although we are sympathetic to the desires for reduced manning, we feel that we must proceed with caution until the proposed new equipment is proved by actual underway testing."

Rohnke did not specify how much underway testing would be required.

His remarks carried added weight due to the fact that the Coast Guard must approve the reduced manning scales proposed for the new automated ships which are scheduled to be introduced into the nation's merchant fleet beginning this summer by some of the subsidized lines.

Automatic innovation being built into the ships will reduce crew size to 32 men, compared with 49 to 52 men on similar vessels of that size without automation.

The Maritime Administration has advocated automation as a means of eventually reducing operating subsidies for the nation's merchant marine.

Coast SIU Opens First Union Clinic

SAN FRANCISCO—A medical examination center for West Coast seamen, the first of a series planned for SIU Pacific District members, opened here on Monday, April 13, and is now servicing men and women shipping from this port.

The center, located at 40

Lansing Street, within easy walking distance of the Union halls for SIU affiliates here, is a negotiated collective bargaining benefit, and is operated jointly by the Pacific District SIU and the Pacific Maritime Association, the employers' group.

The specially-designed diagnostic Center occupies 6,000 square feet of ground floor space and is one of the best planned and equipped medical facilities on the West Coast. Available for members of the Sailors Union of the Pacific, the Marine Firemen's Union, and the Marine Cooks & Stewards, the clinic is set up to give periodic physical examinations, pre-employment examinations, and necessary inoculations or vaccinations for men and women who sail West Coast American-flag ships.

It is similar in the scope of its diagnostic services to the clinics operated on the Atlantic and Gulf for Seafarers, members of SIU-AGLIWD affiliates and their dependents.

The responsibility for clinic policy is vested in a panel of Pacific SIU and management trustees. Union representatives on the panel are Morris Welsberger, SIUNA executive vice-president and SUP secretary-treasurer, President William Jordan of the MFOW and Ed Turner, MCS secretary-treasurer. Both Jordan and Turner also are SIUNA vice-presidents.



Trio of interested Seafarers (right) looks on as sculptor Enrique Alferez (on ladder) and assistants put finishing touches on concrete statue erected at entrance to New Orleans SIU hall. The figure (top of page) represents a seaman heaving on a line. Seafarers Tom Garrity, Pete Valentine and "Big Jim" Hand were the sidewalk superintendents.

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PAUL HALL, President

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SIUNA Fish Union Okays New Gains

BOSTON—A new contract covering 600 members here of the SIUNA-affiliated Atlantic Fishermen's Union has been overwhelmingly approved by the full membership, according to James Ackert, union president.

Ackert made the announcement following a membership meeting and the tabulation of ballots.

In a referendum vote, the Boston fishermen by a 2-1 majority voted in favor of receiving an increase of one-half of one percent for their health and welfare fund. They rejected an alternative which called for current deductions for radar and sounding machines to be eliminated from the crews' share of catch profits.

The terms of the contract, which will run to December 15, 1965, were arrived at after weeks of negotiations between the union and representatives of the Federated Fishing Boats of New England, the boat owners' organization.

The new agreement was hammered out by union negotiators, in the offices of the Federal Mediation and Conciliation Service, in a showdown session with the boat owners, after they were informed that the Boston fishermen had overwhelmingly voted to take a strike ballot. The meetings went around-the-clock for three consecutive days in the wind-up before the terms were agreed upon. It was then endorsed by the union's contract committee and ratified by the membership.

A Federal mediator and state arbitrator sat in on the final three days of around-the-block bargaining before the terms were hammered out.

Besides the new health and welfare benefits, the AFU fishermen will receive an increase from \$5 to \$7 a day in maintenance and cure when out of work because of sickness. Members of fishing boat crews also will get the equivalent of a lumper's pay on the day of the unloading of fish in the event of poor "broker-type" trips.

SIU Medicine Men



Operating the pill granulator at Philadelphia Laboratories is Miguel Rivera (left), member of the SIU United Industrial Workers at the UIW-contracted company in Philadelphia which manufactures injectible medicinal tablets and capsules for use by doctors and hospitals. At right, Marie de Flavia boxes medicines for actual delivery.

'Union House' Sign Set For NY Fair

NEW YORK—The "union house" sign will be up at the New York World's Fair when the first of an expected 70 million visitors starts entering the fair's 275 restaurants, bars, night clubs, cocktail lounges and refreshment stands starting April 22.

Some 6,000 bartenders and culinary workers, including 600 chefs from foreign lands, will be members of a specially-chartered local of the Hotel & Restaurant Employees.

A union agreement with the World's Fair Corporation provides that all food and drink employees shall be members of new Local 1000 for the duration of the fair, which is scheduled to end in October, 1965. It calls for a union shop, dues checkoff, and these additional contract terms:

- A 5-day 40-hour week for all workers, with pay of \$42 for waiters and waitresses, \$90 for bartenders at front bars, \$100 at service bars, with \$60 set for un-

skilled workers in vending occupations.

- Kitchen workers will be on a 35-hour 5-day week with wages varying but in no case less than the prevailing rate of New York locals for the comparable type of cuisine and quality of service.

Grievances will be referred to business agents at a labor center on the fair grounds, and if not settled there, for binding arbitration by an impartial umpire—William O'Dwyer, former mayor of New York and onetime U.S. ambassador to Mexico.

The basic labor-management agreement will be supplemented by additional contracts to be signed by officers of the local and individual exhibitors, including governments.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



Maternity, Optical & Hospital \$s

In previous columns, we have discussed various benefits available to Seafarers and their families under the several benefit plans in the SIU. This time, specific details regarding the maternity benefit, optical benefit and hospital benefit are provided for membership use.

MATERNITY BENEFIT. Those seamen who have 90 days of seetime in the calendar year prior to the birth of a child and one day's seetime in the six months prior to the birth of a child, are eligible under the Plan to a \$200 maternity benefit when their wives give birth, provided they present proper proof and claims within one year of the birth. In those cases where there are multiple births (twins, triplets, etc.), there is provision for an individual maternity benefit of \$200 for each child.

For births occurring on and after August 1, 1962, delivery by caesarean section shall be reimbursed in accordance with the hospital and surgical fee as specified in the Schedule of Dependents' Benefits. In addition, an applicant must present proof of marriage and a photostatic copy of the baby's birth certificate. The birth certificate must contain the names of both parents.

An eligible seaman's wife is entitled to the maternity benefit if her husband dies during her pregnancy, and may also claim the maternity benefit if her husband is at sea at the time the child is born.

A seaman is eligible for this benefit only if the child is born in the Continental United States or its territories—Puerto Rico and the Virgin Islands. The only exception to this is Canada, which is also covered under this benefit. Lastly, if an eligible seaman dies before his wife gives birth, the benefit shall be paid even though the child is born more than 90 days after the deceased employee's last employment.

OPTICAL BENEFIT. Eligibility for this benefit is the same as for the maternity benefit. The program provides for the following: One pair of eyeglasses every two years, except in cases requiring glasses more frequently due to pathological reasons, in which case the additional glasses may be authorized by the trustees. The understanding is that the frames will be those known as "Shell Ful-Vue," with lenses of the required prescription. The cost of fancy frames, tri-focal lenses, sunglasses, and the like, shall be paid by the eligible. The optical benefit is available and extended to eligible dependents under the same rules as those governing the eligible seaman. Safety glasses for dependent children also may be provided, however.

HOSPITAL BENEFITS FOR ELIGIBLES. Eligibility for hospital benefits is the same as outlined above. The hospital benefit program is actually broken down into three items, consisting of a \$1.00-a-day hospital benefit, a \$3.00-a-day hospital benefit, and an \$8.00-a-day hospital benefit, which is known as the In-Hospital Benefit. Each of these is dealt with separately below.

\$1.00-a-Day Hospital Benefit— Eligibility for this benefit requires one day's seetime in the year prior to admittance to the hospital. This benefit has been in effect from the day that the Seafarers Welfare Plan came into existence.

\$3.00-a-Day Hospital Benefit— The eligibility rule for this benefit

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

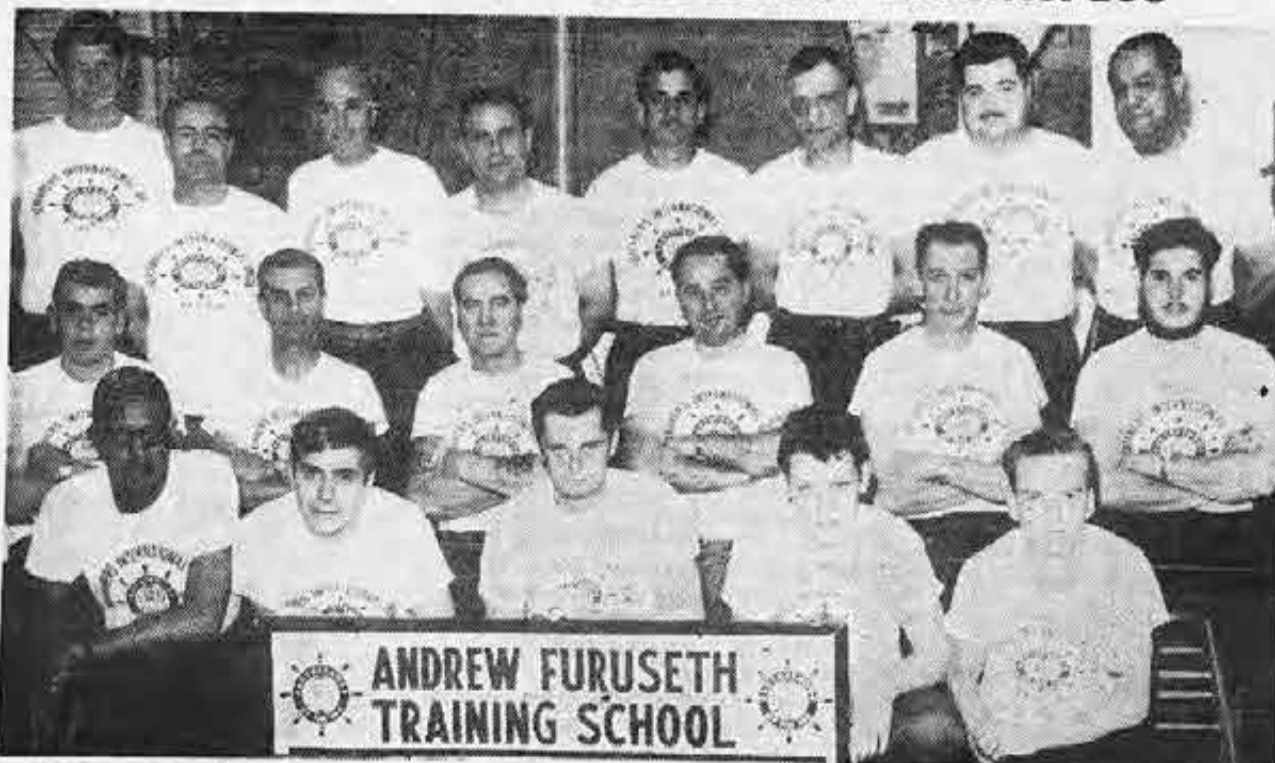
requires a seaman to have had 90 days of employment in the calendar year prior to his admittance to the hospital, as well as one day's employment in the six-month period preceding his admission. He will then receive \$3.00 per day for the period of time that he is hospitalized.

\$8.00-a-Day Hospital Benefit— This payment actually falls under the S & A benefit program but is paid in the hospital to the individual. Many eligibles become confused and feel that this is an \$8.00-a-day hospital in-patient benefit. Under the hospital benefit section of the Plan it is, but it falls under the S & A rules.

A patient is entitled to this benefit during the time he or she is a patient in any USPHS Hospital or an approved private hospital in the US, Puerto Rico, the Virgin Islands or Canada. This benefit is payable from the first day of hospitalization but not for a period to exceed 39 weeks.

The hospital benefits of \$1.00-a-day and \$3.00-a-day are paid to patients who qualify for as long a period as they remain a patient in the hospital, regardless of the length of stay. In some cases, particularly those of chronic illness, this period has extended for as long as seven and eight years.

Graduation Time for SIU Lifeboat Class No. 105



Getting together for a graduation picture at headquarters in New York is the SIU training school's Lifeboat Class No. 105. The group includes (front, l-r) Cornelius Lang, Robert Stevens, William Dooling, Robert Pappas, Tom Harris; middle, Gerald Miro, Petros Lazarpoulos, Thomas Maher, Anthony Anastasi, Howard L. Collins Sr., Ralph E. Howard; rear, instructor Arne Bjornsson, Nikolaos G. Sasloglou, James G. Kellogg, Jerry Vlachos, S. Makrinos, Stefan Kejtowski, Robert W. Simmons and instructor Dan Butts.

SIU Welfare, Vacation Plans

Cash Benefits Paid — January, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	9,788	\$ 83,817.05
Death Benefits	34	86,807.40
Pension-Disability Benefits	517	77,550.00
Maternity Benefits	114	22,062.46
Dependent Benefits	1,271	148,179.57
Optical Benefits	465	7,279.90
Out-Patient Benefits	6,845	44,536.52
Vacation Benefits	1,717	581,654.35

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 20,751 \$1,051,887.25

Ohio Building Trades Rout Finks



Formation of Toledo police trying to lead busload of non-union building workers past picketlines marches under viaduct near Anderson property. Police interference with peaceful picketing was strongly protested by MTD, SIU and other unions in the area.



Protest demonstration rallies union building tradesmen and other crafts in beef against use of non-union help at Anderson grain elevator construction site in Toledo. Project involved construction of new grain elevator on the Maumee River. Present Anderson facility is in background.

Great Lakes Maritime Unions Pledge Stronger MTD Action

DETROIT—More than 100 delegates and representatives of Maritime Port Councils in the Great Lakes area participated in the AFL-CIO Maritime Trades Department Regional Conference held here on April 8. The keynote of the Conference was a call for the strengthening of ties between the various port councils and full participation on the port council level by all affiliated unions.

Conference delegates heard reports and adopted resolutions on a number of issues of interest to the Lakes' area port councils and member unions, including a resolution endorsing the joint statement issued in Montreal two weeks ago on the Canadian shipping dispute.

In a joint statement issued April 3, SIUNA President Paul Hall and Charles Millard of the Board of

Trustees of Canada's maritime transportation unions called for the restoration of normalcy in Great Lakes maritime operations both in Canada and the United States, and for steps to restore the SIU of Canada to constitutional control of its membership.

Peter M. McGavin, executive secretary of the MTD, stressed the effectiveness of concerted efforts by the various port councils in dealing with issues of mutual concern. He pointed out that steps are in progress for activating additional programs involving the local

unions of internationals affiliated with the Department.

Harry P. Morell, secretary of the Building and Construction Trades Council in Toledo, thanked the delegates for "the tremendous support which we received, and which was beyond all expectations, in our recent dispute with the Anderson grain elevators in Toledo.

Al Tanner, SIU vice-president and MTD co-ordinator for the Great Lakes area, and Rod Heinekey, vice-president of the SIU of Canada, reported on the discussion in Canada and the statement issued by Hall and Millard in connection with the Great Lakes shipping dispute.

The MTD group heard a report by Tom McMahon, a member of the St. Lawrence Seaway Advisory Commission, on the anticipated increase in Seaway shipping. Mel Pelfrey, secretary of the Great Lakes division of the Marine Engineers Beneficial Association, reported on his union's negotiations with the big steel companies.

Other conference speakers included Al Barbour, president of the Wayne County AFL-CIO; Fred Farnen, secretary of the Detroit Maritime Port Council, and Monsignor Healy, chaplain of the International Longshoremen's Association, Great Lakes District.

TOLEDO, Ohio—Agreement has been reached at the Anderson Grain Elevator construction site here, ending two weeks of demonstrations which at times included as many as 600 trade unionists and their families from within a 50-mile radius.

The SIU and other unions of the Maritime Trades Department in the area lent full assistance to the Northwestern Ohio Building and Construction Trades Council during the dispute over the use of non-union help at the construction site.

Harold Anderson, head of the Anderson family group involved in the grain elevator dispute, has had a notorious reputation for being anti-union. His plan to bring in non-union help to a construction site right on the Maumee River kicked off the protests.

The demonstration brought together not only union building tradesmen, but also trade unionists representing many other crafts in the general area. The protest reached its peak when police interfered and sought to escort a busload of non-union workers through building union picketlines.

The protest directly involved plans to build a riverfront \$1.1 million grain elevator as part of the huge Anderson installation in the area.

On several occasions the Toledo Police Department interfered with peaceful picketing by the demonstrators, resulting in the arrest of some 35 trade unionists and officials. Pickets were beaten and manhandled by the police in an attempt to break the line and stop the demonstrations, but the dispute was settled after two weeks to the satisfaction of the Building Trades Council, when a program was worked out to assure job rights for union building

tradesmen.

Representatives of the Northwestern Ohio Building and Construction Trades Council expressed warm thanks for the MTD assistance which was "instrumental in bringing about a mutual agreement," Harry P. Morell, executive secretary, declared. He warmly praised the help of the SIU, International Longshoremen's Association, Marine Engineers and other MTD affiliates in the dispute.

SIU Tugs Move Navy's Oldest Ship

BALTIMORE—A pair of SIU tugboats tied up to a bit of history here last month. The J. F. Heil and the F. F. Clain (Curtis Bay Towing), under contract to the SIU Inland Boatmen's Union, moved the historic US frigate Constellation from its Pier 4 Pratt Street berth here to the Maryland Shipbuilding and Drydock Company where it is undergoing its periodic restoration.

The Constellation had previously been scheduled to move on March 4, but the presence at the outer end of the pier of the SIU-contracted Spitfire (General Cargo) postponed the moving of the ancient frigate. With access to the pier blocked by the Spitfire, the 167-year-old frigate was delayed several days.

The Constellation, the nation's oldest vessel, was built in 1797 and became the first ship launched by the three-year-old US Navy. Thomas Truxton, who supervised its construction in the Port of Baltimore, commanded the vessel in the undeclared war between the young republic and France between 1798 and 1800.

In decisive battles off the West Indies in 1799 and 1800, Truxton became the leading hero of the war. Truxton's and the Constellation's places in history were assured by the capture of the French frigates Insurgente and La Vengeance.

The US had served notice before the world that American naval sea power was to be reckoned with on the high seas.

Restoration of the Constellation's starboard side is now in progress at Maryland Shipbuilding and Drydock.

Jobs

By Cal Tanner, Executive Vice-President

Maritime Plays Waiver Game Again

Once again the Maritime Administration has shown that it is determined to enact policy which will serve only to undermine the weakened condition of the American shipping industry.

Not too long ago, as Seafarers will recall, the ILA, SIU and the NMU waged a showdown fight against the MA waiver of the 50-50 provision in the case of the movement of American wheat shipments to Russia, other Soviet bloc countries and on aid cargoes generally.

Now, only a short time after the smoke has settled from that beef, the MA has decided that waivers of government regulations and shipping policies that are detrimental to the American-flag fleet can be put through as a routine matter.

This time the Maritime Administration has approved, in three separate instances, the waiver of Public Resolution 17, to permit foreign-flag vessels to participate up to 50 percent in the carriage of cargoes financed by the Export-Import Bank. In each case the waiver was granted to foreign-flag vessels of the countries which were recipients of the cargo.

In the first instance, the Maritime Administration allowed Japanese-flag vessels to participate in the ocean movements of cargoes financed under the Export-Import Bank for Ube Industries, Ltd., of Japan. The cargo will consist of United States machinery, equipment, spare parts and related services required in connection with the construction of a polyethylene plant in the Goi area of the Chiba Prefecture. In the event that neither US or Japanese-flag vessels are available for this trade, MA has announced that it will give consideration to the use of third-flag ships.

A second waiver was also granted by the Maritime Administration for the use of Japanese vessels in the carriage of cargo for the Japan All-Nippon Airways Company, Ltd. The ocean movements in this case will be for spare parts only.

In the third waiver, MA allowed the Industrias Kaiser Argentine to ship on foreign-flag vessels cargo recently purchased with Export-Import Bank financing. The Industrias Kaiser Argentine sought its waiver on the grounds that it would give flexibility to its arrangements and prevent delays in its program.

The law states specifically that all of this cargo must be carried in American bottoms. The MA knows the law as well as anybody else, so it's about time that it put an end to the legal gymnastics which serve to deprive the American seaman of a living.



SIU and MTD unions gave full support to Ohio building trades in beef at Anderson grain elevator. On location here are SIU Great Lakes Secretary-Treasurer Fred Farnen (left), with Dan Smith, SIU; Paul Sielschott of ILA, and a representative of "Toledo Labor News."



SEAFARERS ROTARY SHIPPING BOARD



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

March 28-April 10, 1964

SIU shipping bounced back a bit during the past two weeks, producing one of the best shipping periods for the year so far. The total number of men dispatched was 1,237, which represented a welcome rise from the previous figure of 1,034.

Registration fell off slightly, however, all in the deck department. Total registration during the past two weeks in the other two ship departments showed an increase. The registration this time dipped to 1,249, which helped clear some more of the oldtime cards off the beach.

Among the ports, there were small gains showing in a number of places, including New York, Baltimore, Norfolk, Mobile, Houston, and Seattle. The rise was not a spectacular one anywhere, but was a good sign all the same. New Orleans also managed to stay above the 200-job mark in men shipped, although in the charts it was

listed for a decline.

The bounce-back for Seattle was really most noticeable because the West Coast port shipped only three men last time out, and cleared over 60 off the beach this time. A further development in the job activity totals was the fact that steward department shipping showed the biggest rise among the departments, followed by the engine department and the deck gang. This is the reverse of the usual order of things.

Another unusual note was the fact that ship activity (see right) was relatively light in all three columns, yet this didn't keep the job orders down, and calls for replacements kept coming all period long in many ports.

The seniority totals showed that 55 percent of all jobs shipped went to class A seniority men, which was the only increase. Class B job placements dropped to 34 percent of the total and class C to 11 percent.

Ship Activity

	Pay Offs		Sign In		TOTAL
	1	2	1	2	
Boston	1	1	2	4	
New York	15	3	28	46	
Philadelphia	3	2	8	13	
Baltimore	5	2	13	20	
Norfolk	2	4	5	11	
Jacksonville	1	1	3	5	
Tampa	0	0	4	4	
Mobile	3	1	5	9	
New Orleans	6	6	15	27	
Houston	8	4	27	39	
Wilmington	0	0	4	4	
San Francisco	1	2	5	8	
Seattle	2	2	2	6	
TOTALS	47	28	121	196	

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	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	1	2	5	0	1	0	1	2	1	0	3	1	0	1	2	0	1	0	1	3	2	1	6	6	9	5	20	0	3	4	7	0	3	4	7
New York	24	42	10	76	5	15	23	43	16	33	12	61	1	13	15	29	0	8	4	12	61	29	12	102	75	124	27	226	4	51	54	109	4	51	54	109
Philadelphia	1	4	0	5	0	0	7	7	1	7	1	9	0	1	3	4	0	2	0	2	9	4	2	15	9	11	4	24	1	3	13	17	1	3	13	17
Baltimore	8	17	3	28	1	8	11	20	7	14	4	25	2	7	9	18	1	2	2	5	25	18	5	48	36	54	12	102	1	16	40	57	1	16	40	57
Norfolk	11	6	1	18	1	5	3	9	9	5	0	14	1	7	3	11	1	3	7	11	14	11	11	36	13	10	1	24	1	4	8	13	1	4	8	13
Jacksonville	4	4	0	8	0	0	6	6	1	4	0	5	0	0	0	0	0	0	1	1	5	0	1	6	11	13	1	25	1	12	12	25	1	12	12	25
Tampa	1	2	1	4	0	1	2	3	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4	9	3	16	0	2	3	5	0	2	3	5
Mobile	3	8	2	13	0	1	6	7	4	12	4	20	0	0	4	4	0	0	0	0	20	4	0	24	23	28	7	58	0	9	16	25	0	9	16	25
New Orleans	19	33	4	56	0	13	20	33	17	25	8	50	3	8	13	24	0	1	0	1	50	24	1	75	72	92	11	175	8	43	102	153	8	43	102	153
Houston	14	21	5	40	3	16	15	34	19	22	12	53	2	18	18	38	0	2	0	2	53	38	2	93	59	71	9	139	4	26	33	63	4	26	33	63
Wilmington	7	5	1	13	0	4	3	7	0	2	0	2	0	1	0	1	0	0	0	0	2	1	0	3	17	13	3	33	0	8	12	20	0	8	12	20
San Francisco	2	12	2	16	1	4	5	10	1	8	2	11	0	2	2	4	0	0	1	1	11	4	1	16	14	26	3	43	6	17	8	31	6	17	8	31
Seattle	4	2	0	6	0	4	0	4	5	10	4	19	1	3	1	5	0	0	0	0	19	5	0	24	19	22	3	44	0	18	12	30	0	18	12	30
TOTALS	105	157	31	293	11	72	101	184	82	145	47	274	11	60	69	140	2	19	15	36	274	40	36	450	358	482	89	929	26	212	317	555				

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	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	0	0	1	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	2	3	2	2	7	0	2	2	4	0	2	2	4
New York	20	30	7	57	7	22	14	43	16	34	5	55	6	15	16	37	0	7	12	19	55	37	19	111	36	89	16	141	24	62	33	119	24	62	33	119
Philadelphia	2	4	1	7	2	3	5	10	1	9	0	10	3	3	6	12	0	3	0	3	10	12	3	25	1	15	2	18	0	1	3	4	0	1	3	4
Baltimore	5	15	2	22	1	8	9	18	2	23	5	30	0	13	9	22	0	1	0	1	30	22	1	53	16	50	6	72	1	23	23	47	1	23	23	47
Norfolk	3	10	2	15	0	5	4	9	0	3	1	4	0	5	1	6	0	7	4	11	4	6	11	21	4	21	2	27	1	5	6	12	1	5	6	12
Jacksonville	4	4	0	8	0	0	6	6	1	4	0	5	0	0	0	0	0	0	1	1	5	0	1	6	3	9	1	13	2	12	7	21	2	12	7	21
Tampa	1	2	0	3	1	1	1	3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	2	0	4	1	2	0	3	1	2	0	3
Mobile	4	8	2	14	0	2	8	10	4	5	2	11	0	3	3	6	0	0	0	0	11	6	0	17	5	23	3	31	0	8	17	25	0	8	17	25
New Orleans	7	26	3	36	2	14	25	41	7	29	5	41	3	15	16	34	0	0	0	0	41	34	0	75	21	66	7	94	7	65	81	153	7	65	81	153
Houston	12	21	0	33	5	18	9	32	7	29	3	39	3	23	16	42	0	4	0	4	39	42	4	85	23	48	3	74	5	35	30	70	5	35	30	70
Wilmington	2	3	4	9	1	4	2	7	1	3	0	4	0	2	0	2	0	0	1	1	4	2	1	7	8	7	6	21	1	8	7	16	1	8	7	16
San Francisco	6	7	2	15	1	7	2	10	3	5	1	9	1	1	3	5	0	1	2	3	9	5	3	17	12	30	2	44	2	9	8	19	2	9	8	19
Seattle	2	7	0	9	6	2	0	8	2	11	2	15	3	3	0	6	0	1	0	1	15	6	1	22	7	27	2	36	4	12	6	22	4	12	6	22
TOTALS	69	137	23	229	26	87	85	198	44	158	24	226	19	83	70	172	0	24	20	44	226	172	44	442	141	389	52	582	48	244	223	515				

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-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL				
Bos	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	4	10	1	0	2	3	1	0	2	3
NY	3	17	6	18	44	3	3	17	23	3	9	11	13	36	4	1	18	23	1	0	21	22	36	23	22	81	25	47	27	66	165	12	4	41	57	12	4	41	57				
Phil	2	1	1	1	5	1	0	4	5	5	0	0	1	6	0	1	6	7	0	0	3	3	6	7	3	16	8	4	6	7	25	1	2	3	6	1	2	3	6				
Bal	4	10	3	6	23	1	0	12	13	4	10	5	10	29	1	2	10	13	0	1	7	8	29	13	8	50	8	26	18	32	84	4	3	37	44	4	3	37	44				
Nor	1	6	2	7	16	1	0	4	5	1	4	1	0	6	0	2	4	6	0	0	7	7	6	6	7	19	1	5	2	7	15	2	0	6	8	2	0	6	8				
Jac	0	3	0	0	3	0	1	1	2	0	2	1	0	3	0	0	0	0	0	0	5	5																					

The Atlantic Coast

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

SIU Plant Workers Busy At Fair

The World's Fair is opening here in New York on April 22 and some of our brothers in the SIU United Industrial Workers will play a part in making it a showcase event. SIU-UIW members employed by F. M. Stevenson in Baltimore arrived this week to install the awnings at the Maryland Pavilion of the Fair.

As some of you may have read in the papers, Blue Cross is trying to raise its hospital insurance rates in the New York area. The SIU has joined forces with other AFL-CIO unions in opposing a proposed rate boost as high as 40 percent in some cases.

Among the beachcombers in New York right now are Bill Koffowitch, who paid off the Alamar last week, and Bill Horne, who's waiting for a bosun's job on a supertanker. Eddie Puchalski is in town also, and expects to stay ashore for the summer. He paid off in Houston after completing a trip to India on the SS Our Lady of Peace.

Shipping in Boston is a little slow at the present time, but the outlook is good. At least two more grain ships are due there shortly. August Eklund, a 25-year-man in the SIU, was around the Boston hall recently. Augle retired in 1960 and last sailed as bosun on the William Carruth. We also had another 25-year SIU man visit the Beantown hall in the person of Sam Bayne. Sam retired last year and also likes to drop around to see some of his former shipmates. He said his SIU pension really comes in handy when it comes time to pay the bills.

One of those registered on the beach in Boston is George Murphy, who last sailed as AB on the Colorado. The Colorado is now laid up in Baltimore so George says he'll try to get at least two more months on another vessel, then spend the summer at home with his family.

The Arthur M. Huddell, a former Liberty ship that was converted to transport undersea cable, arrived in Baltimore from Honolulu to take on another 1,500 miles of cable at the Western Electric plant. The Huddell recently fed 2,000 miles of cable to the Long Lines, which is laying a 5,500-mile stretch of cable between Hawaii and Japan. Both ships are SIU-manned.

Shipping has been pretty good in Baltimore for the last few weeks. Reuben Sigwart paid a visit to the Baltimore hall and relayed how he broke his foot aboard the Kenmar while loading stores. He slipped on some grease, which resulted in the broken foot, and the first injury he's had in 20 years of going to sea. James Temple, who sailed as chief steward on the Colorado, is on the beach in Baltimore and expressed his thanks to the SIU Food Plan for making things a lot better in his department.

The job picture for Philadelphia has been fair in all departments, though a little bit better for rated men in the engine department. The Retail Clerks expressed their thanks to the SIU and Maritime Port Council for supporting their successful strike against the Food Fair chain. The SIU and other unions are also making their voice heard in opposition to a bill in Congress (HR-10156) affecting the sugar beet industry. Passage would mean the closing of two plants in Philadelphia and throwing 30,000 employees out of work. The SIU, ILA and the MTD expect to meet with various Senators and Congressmen in the next few days to discuss the proposed bill.

On the beach in Philadelphia is Ray Alston who just returned from a delightful Florida vacation aboard the Globe Progress, and George A. Williams, after an eventful trip on the Lisa B. George said that the Lisa almost got into serious trouble while coming through the Panama Canal when she collided with a Greek vessel.

Andy Flaherty is one of the real regulars around the Philadelphia hall. He's got a few good yarns to tell about his experiences in the 43 years he's been going to sea, and says you really can't appreciate what the SIU has done for Seafarers unless you experienced the conditions seamen had to work under in the old days.

Shipping in Norfolk has been exceptional over the last month, which has left very few men on the beach there. The SIU and the Hampton Roads Maritime Port Council actively supported the International Brotherhood of Electrical Workers in a strike against the Virginia Electric and Power Company, which produced a new agreement after about a week on the bricks.

Job opportunities for members of the SIU Inland Boatmen's Union are very good, with all SIU-IBU members working full time in the Port of Norfolk. New IBU contracts are currently being negotiated with Coal Terminal Towing Company and the Gulf Atlantic Towing Company. Plants in the Norfolk area under contract to the SIU United Industrial Workers also are working at full capacity. The largest UIW-contracted company in the area, Colonna Shipyard, increased its work force by 37 during the month of March, bringing the total number of jobs in that yard to 146.

As usual, action on the Puerto Rico legislative front is busy. A House committee there gave its approval to a bill that would extend to sugar cane workers the benefits of a law which provides for the retraining and compensation of workers displaced by automation. The House also approved a bill which would prohibit non-US citizens from practicing engineering, architecture and surveying, with the exception of those working for municipal governments and their dependencies.

Julio Colon has been on the beach in Puerto Rico for some time now, but says he is ready to ship. He hopes that he has better luck than last year when he laid up a couple of ships. Also on the beach in Puerto Rico is Pedro Erazo. After three months of running coastwise on the Fairland and Azalea City, he says that he is all ready to go back to New York now for a long trip.

Making A Point



Hitting the deck at the SIU Education Forum during discussion on constitutional procedure is Seafarer Eddy (Andy) Anderson, veteran of the black gang.

'Jinx Port At Work'

High Winds Force SIU Ship Aground

SAN JUAN—A combination of high winds, an empty hold, and a wandering tug were instrumental in forcing the SIU-contracted Alcoa Commander (Alcoa) aground recently in the middle of the harbor here.

According to observers of the mishap, which left the Commander high and dry for a period of 19 hours on a mud bank, a 20-30 mile-an-hour wind, coupled with poor weight distribution due to an empty hold, made it difficult for the master to keep her on course.

When a tug crossed the bow of the slowly-moving freighter at close range, the master was forced to kill her forward motion. Ob-

servers on deck said the tug passed as close as 10 or 20 feet in front of the Commander. She then drifted onto the mud bank.

A company official said that about one-fourth of the ship's bottom was stuck in the mud on the starboard side.

Seven tugs—five pulling and two pushing—freed the Commander the next morning at about three o'clock while the tide was high in the harbor. The 480-foot, 14,000-ton vessel tied up about two hours later after having been pushed and pulled off the mud bar.

The grounding of the Commander adds to the name the harbor here has gained in recent years as a jinxed port. The Alcoa Commander was the fourth ship to run aground in or near the harbor in the past 15 months. Two of the ships which formerly went aground here, the Catalina and the Transcaribbean, are still on the rocks. The Transcaribbean is laying just inside the harbor while the Catalina is several miles out.

The third ship, the Japanese tanker Koei Maru, was pulled off the same day she went aground inside the harbor.

Congress Report Queries Role Of Shipping Agency

WASHINGTON—A report released by the Congressional Joint Economic Committee has sharply criticized the Federal Maritime Commission for its failure to help correct the US balance of payments deficit in 1963. The remarks were contained in a 30-page report on the balance of payments problem that the Congressional Committee recently released.

The report called the FMC "negligent and derelict in its duty to protect the public interest." It emphasized that the "correction of the balance of payments deficit should receive the attention of all Government agencies."

The committee said that it would continue studying to what extent American exporters "are handicapped in international markets by substantial and unjustifiable differentials between inbound and outbound costs."

The role that the American fleet plays in maintaining the international balance of payments was dramatically pointed out in 1962 when the net gain to the US in the balance of payments due to ocean transportation of freight amounted to almost \$54 million. The Congressional study group concluded its remarks by saying that it could not be taken for granted that all Government agencies were dedicated to solving the balance of payments problem. It urged "that the Government intensify its efforts not only with respect to the balance of payments effects of its own expenditures, but also with regard to its regulatory and other activities."

SIU Veteran On Pension

NEW YORK — An SIU disability pension has ended the seagoing career of Seafarer Alexander Martin, 64. Martin began going to sea at the age of 42, serving as a coal-passer on the old George Washington in 1942.

The Washington was one of the old Eastern Steamship passenger liners that did yeoman service during World War II hauling troops around the world. Before the war, she and several other Eastern liners were in regular steamer service between New York, Boston and Nova Scotia.

Born in New Orleans, Martin first shipped from the Port of New York on the Washington and then continued in the steward department on through his retirement. His last vessel was the Alcoa Partner (Alcoa).

He lists his wife, Nancy, as next of kin at home in New Orleans. His retirement boosts the list of SIU men added to the pension rolls to a total of 15 for this year.



Martin

Your SIU Clinic

By Joseph B. Logue, MD, Medical Director

Safeguard Your Health Always

Safeguard your health, the Medical Society of the State of New York advises. Your home is a storehouse of lethal poisons—poisons which can kill.

When cleaning the house, laundering clothes and opening drains, you are using poisonous chemicals. You also use poisonous chemicals when you spray the roses, control the weeds and kill vermin and pests. You have medicine which can kill when taken by mistake in overdose.

Keep household chemicals, bleaches, cleaning agents and insecticides out of the reach of children. Keep all medicines in a locked cabinet or on a high shelf. Label everything carefully. Keep chemicals in their original container. Never put a poisonous liquid in a soft drink bottle, as your child might drink it.

Are your home chemicals safely stored away? Stop right now and look around the house. Especially under the sink in the kitchen and bathroom. Move those chemicals out of the reach of the children. Guard your family against accidental poisoning.

Safeguard your health through daily exercise. Healthy play and recreation are important to our physical well-being. Both the mind and body can relax and recoup from the strains of living, and young people can work off the surplus energies of youth. Some enjoy hobbies such as gardening, music or woodworking. Others favor outdoor sports—golf, tennis, boating, fishing, and hunting. Healthy recreation is important to physical well-being and a wholesome mental outlook. Never let yourself get too busy to play.

Safeguard your health by controlling your weight. If you want to lose weight remember there are no short cuts. As a general rule, excess weight is the result of overeating. How much you eat is usually a matter of habit than of actual body needs. Habits are hard to break and changing them may not be easy at first.

But if you are dissatisfied and decide to lose weight sensibly, your doctor can help you work out the best pattern to satisfy your caloric needs and nutritional requirements.

Safeguard your health. Because measles is so common today it has become the most dangerous of the childhood epidemic diseases. A body weakened by measles is more susceptible to serious infections, such as pneumonia. If measles is contacted, bed rest, isolation and medical care is recommended. Don't treat measles lightly!

LOOK!

BEFORE YOU BUY

LOOK FOR THE UNION LABEL

Reserve C-4s No Bargain

WASHINGTON—Independent ship owners have recently discovered that a group of 18 C-4 type ships which the US Government is offering for sale are going to end up costing the prospective buyers about \$250,000 more than they had originally anticipated.

Of the 18 C-4s released by the Navy from the reserve fleet last year, the Maritime Administration allocated 13 to SIU-contracted companies. Of these Waterman is slated for 6, Calmar 5, Oceanic Petroleum and Penntrans, 1 each. Waterman intends to convert its vessels to jumbo containerhips with movable and fixed cranes. Calmar proposes to use its ships in break-bulk inter-coastal service and Oceanic and Penntrans will convert their C-4s to bulk cargo vessels of about 20,000 tons each.

The additional cost arises from the Maritime Administration's newly announced change in the interpretation of the Vessel Exchange Act, which formerly allowed a shipowner to receive a ship virtually free if the cost of converting the vessel amounted to more than \$1.2 million.

Sold 'As Is'

Under the new interpretation, the MA has set a fixed price ranging from \$400,000 to 500,000 on the C-4s on an "as is, where is" basis. Credit is, of course, to be given on any ship turned in under the provisions of the plan.

When the steamship lines bid for the ships, they believed the sale and exchange would be done under terms of the Act, and that the \$1.2 million ceiling on expenditure for purchasing and mod-

ernizing the vessel would be granted.

In a letter to MA chief Nicholas Johnson, the American Maritime Association charged that the change in policy "contravenes not only the settled administrative

practice under this act, but also is in direct conflict with the clear provisions of the statute itself."

Each C-4 has a deadweight tonnage of 15,000 and is 522 feet long with a substantial speed averaging at least 18 knots.

Right-Wing 'Fiction' Exposed By Senator

WASHINGTON—Some widely-circulated quotations used by right-wing groups to counter social welfare proposals have been exposed as outright "fictitious" by Sen. Lee Metcalf (D-Mont.).

One quotation was attributed to Nikita Khrushchev. He is reputed to have said: "We cannot expect the Americans to jump from capitalism to communism, but we can assist their elected leaders in giving Americans small doses of socialism until they suddenly awake to find they have communism."

Metcalf said: "I asked the Library of Congress, Senate Internal Security Subcommittee, Federal Bureau of Investigation and the Counter-Intelligence Agency if they could verify the statement. They could not."

CIA Director John A. McCone

advised Metcalf: "To the best of our knowledge we believe the quotation to be spurious."

For some years there have been ten quotations floating around, allegedly from Abraham Lincoln. Several are being used in a film called "The Power Within," released by privately-owned utilities. The quotations have been used by the Committee for Constitutional Government.

They follow:

- (1) You cannot bring about prosperity by discouraging thrift.
- (2) You cannot strengthen the weak by weakening the strong.
- (3) You cannot help small men up by tearing down big men.
- (4) You cannot help the poor by destroying the rich.
- (5) You cannot lift the wage earner up by tearing the wage payer down.
- (6) You cannot keep out of trouble by spending more than your income.
- (7) You cannot further the brotherhood of man by inciting class hatred.
- (8) You cannot establish sound social security on borrowed money.
- (9) You cannot build character and courage by taking away a man's initiative or independence.
- (10) You cannot help men permanently by doing for them what they could and should do for themselves.

The Library of Congress informed Metcalf that a few of the ten points were circulated as early as 1873. However, it said that the Committee for Constitutional Government, which sold and circulated the quotations in 1942, "has earned the honor of having first associated Mr. Lincoln with the maxims."

All-Out Vote Drive Urged In California

LOS ANGELES—Two measures in the June primary and the November general election in this state have prompted California AFL-CIO unions to call for an all-out political effort by rank-and-file union members.

The two measures—a move to override the fair housing law and another to repeal the full-crew law—are expected to generate almost as much political activity by labor as the so-called "right-to-work" referendum which was defeated by labor's forces in the 1958 election.

The issue before the voters regarding the fair housing law is an attempt to prohibit the state government from ever again passing any law to prevent discrimination in the sale of real property. The law is known as the Rumford Act.

The second is an initiative to repeal the law which requires railroads to have a fireman on freight trains and as many brakemen as specified by the State Public Utilities Commission.

Railroad management has said

it plans an initial campaign fund of about \$500,000 to qualify the measure for the November ballot. Union leaders predict the railroads will spend millions more on what management will attempt to sell as an "anti-featherbedding" campaign.

The measure to kill the Rumford Act will also see millions spent by what the state AFL-CIO called the "forces of bigotry and confusion."

California is one of ten states which now have laws prohibiting discrimination because of race, creed or color in the sale of real estate. A spokesman for the state AFL-CIO called for a registrar of voters in every AFL-CIO local, door-to-door registration drives in worker precincts and in plants, and close cooperation between COPE groups to defeat both proposals.



By Lindsey Williams, Vice-President, Gulf Area

Politics Take The Stage Again

Politics was holding the attention of Seafarers in Texas and Florida ports, as this issue of the SEAFARERS LOG went to press. In Texas, incumbent US Senator Ralph Yarborough is seeking re-election in the Democratic Primary May 5. Senator Yarborough has the support of the AFL-CIO on the basis of his favorable record and was endorsed by the Harris County (Houston) Council of the AFL-CIO at its last meeting. Yarborough is being forced to campaign vigorously against the attacks of his extreme right-wing opponent, Gordon McLendon.

In Florida, a primary also to be decided on May 5, the AFL-CIO has endorsed Brailey Odham, who is running against veteran US Senator Spessard Holland, who has an almost 100 percent record of anti-labor votes during the many years he has served in Washington. A young, hard-hitting candidate, Odham twice has lost bids for election as Governor of Florida by a narrow margin. In this campaign, he is running on a liberal platform. He has come out for Medicare, improvement of minimum wage laws and the civil rights bill now pending in Congress. He makes it plain he is a Kennedy-Johnson Democrat and wants to be a friend of organized labor.

The biggest problem that must be surmounted by Odham, who would be the underdog under the best of circumstances, is that his campaign is almost completely being ignored

by the Florida press, television and radio. He charges he is being given the silent treatment by design.

The Louisiana AFL-CIO held its annual convention in New Orleans and it was the most successful in the history of the Louisiana labor movement. More than 2,000 delegates and guests participated in the four-day meeting. Of course, SIU members and officials in the Port of New Orleans cooperated to make the convention a big success.

In our last report, we mentioned that Willie Pastrano, the son of Seafarer Frank Pastrano, was scheduled to defend his world light-heavyweight championship against Gregorio Peralta of Argentina. We are happy to report that Willie successfully defended his title. The fight was stopped after the 5th round because of a severe cut over Peralta's left eye. It went into the record-book as a six round TKO for Pastrano, who was ahead on the judges' cards at the time.

On The Beach

From Tampa comes word that Seafarers on the beach include Herbert Gray, V. C. Smith, J. F. Cunningham and George B. Forrest. The Tampa beach was expected to be cleared out, however, with the crewing of the SS Penn Transporter, soon scheduled to come out of the Tampa ship repair yard and go to New Orleans to load grain.

On the beach in Houston were such stalwart oldtimers as James L. McRae, who joined the Union at New Orleans in 1940, but now lives in Houston where he is buying a home. D. M. Carpenter is looking for a bosun's job again after having enjoyed a vacation which included hunting, fishing and working at cabinet making, which is his hobby. Charles R. Sawyer is look-

ing for a coastwise run, so he can have an opportunity to watch the Colt 45's perform in the National League. He prefers to try to spend the summers on the beach, so he can take in the ball games. Harold L. Moore came over from his home in Gainesville, Florida, as he has been doing for the last 19 years, to sweat out a coastwise pumpman's job.

L. R. McAdams, who moved from Lake Charles to Houston, is looking for an ordinary's job on a coastwise tanker. W. C. "Dub" Craven, Jr., who first won his SIU book in 1946 and now owns a home in Hitchcock, Texas, visited the Houston hall and was recalling the great gains the SIU has made in its wages, conditions and welfare benefits, during the years he has been going to sea. Craven is married and has a 12-year-old daughter. He has been collecting foreign coins for many years and has one of the biggest collections in this area.

Domingo "Jo-Jo" Molina, Maurice Duet and Ivy Cox are among deck department live-wires who are on the shipping list in New Orleans. Bennie Lowderbach came to the hall to register and is vacationing with his family in North Louisiana, but is expected to be making the job calls before long. Two familiar faces will be missing from the New Orleans hall for awhile, since Joe Lae made the chief steward's job and Trussell Beattous signed on as 3rd cook on the Alice Brown.

Taking It Easy

In Mobile, Dallas "Rough-house" Reynolds is taking it easy for awhile after spending about nine months in a fireman's job on the SS Afoundria. Reynolds has a license, but prefers to sail in an unlicensed rating. D. C. Lynam, who has been shipping out of the Gulf since 1941, is renewing acquaintances with the "Butter Bean" boys around Frisco City, Alabama. He just got off the SS Inger, on which he was night cook and baker, Antrey L. Johnson, who was 3rd cook on the Ocean Ulla for about seven months, is registered in Group 2, but won't be ready to ship out until he has visited for awhile with his family in Mobile.

C. D. Merrill, who got off the SS Kyska when she laid up in New Orleans, is looking for any bosun or day man's job. Sverre Stokke, who has been in the SIU since it was first organized, got off the Ocean Ulla and is renewing acquaintances in the Mobile hall, while waiting to ship out again. John D. Cantrell, who last was chief electrician on the Alcoa Ranger, has been ill recently but expects to get his "fit for duty" soon and is anxious to ship.

SIU Tug Oldtimers On Pension In Baltimore



Baltimore SIU hosted a get-together and luncheon for all SIU Inland Boatmen's Union oldtimers and pensioners in the port who could make it to the hall for the last meeting, and recorded the event before the cameras. The session was a memorable one for all hands, according to SIU rep. John Blanchfield (not shown), who officiated during the picture-taking.

Seafarer Helps Spotlight Anti-Medicare Tax Pitch

LAKE CHARLES—The misleading advertisements opposing the Medicare program in various newspapers around the country have been spotted in several ports by Seafarer Seymour Heinfing, who sent copies along to the LOG from various Gulf Coast locations. Heinfing is in the steward department on the supertanker Cities Service Baltimore (Cities Service).

He cited typical ads appearing in the "Lake Charles American Press" and the "Baton Rouge Morning Advocate" as part of the nationwide "grass roots" drive by the American Medical Association to whip up support for its fight against Medicare.

In a letter to the LOG, Heinfing recalled that the SIU had published a full 12-page supplement on Medicare last year and had several times urged Seafarers and other readers to let their lawmakers in Washington know where they stand on the issues.

As proof that he takes his own obligation seriously, he forwarded copies of letters he'd sent on his own to his Congressmen supporting HR 3920, known as the King-Anderson Bill, and their responses. Heinfing has also become a real student of the situation, picking up copies of AMA literature on the Medicare program from several sources.

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.)

- Texas-Miller Products, Inc.
- Adam Hats, Ashley, Dorsey Jay, Hampshire Club, Repell-X, Sea Spray Men's Hats (United Hatters)
- Eastern Air Lines (Flight Engineers)
- H. I. Siegel
- "HIS" brand men's clothes (Amalgamated Clothing Workers)
- "Judy Bond" Blouses (Int'l Ladies Garment Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen)
- (Typographers, Bookbinders) (Machinists, Stereotypers)
- Jameson Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)

Medical Groups Kick Off Million-\$ Scare Drive

WASHINGTON—The American Medical Association has been accused of lying in its multi-million dollar, nation-wide advertising campaign to sink the Medicare Bill presently before the House Ways and Means Committee.

The Social Security tax boosts of from 16 to 23 percent which the AMA is advertising as the average hike for wage earner is just not true, says the National Council of Senior Citizens. "The fact is," said acting NCSC president John W. Edelman, Social Security taxes of the average worker would rise only 25 cents a week or less than seven percent.

"The maximum increase anyone would pay would be 16 percent—and this would entitle the payee to increased Social Security pensions."

To use the maximum example, says Edelman, workers now paying

the limit in Social Security contributions are taxed on their first \$4,800 a year of earnings—the total annual levy amounting to \$174. Under the King-Anderson (Medicare) bill, the earnings base would be lifted to \$5,200 a year and the annual tax would go up by \$27.50.

Of this increase, \$17.68—or about 10 percent of the present tax—would go toward old-age hospital insurance, and the rest—\$9.82—would finance higher retirement benefits.

The King-Anderson bill would give persons over 65 three options. They could choose hospitalization protection for up to 45 days in each illness without additional cost, for up to 90 days with a \$10-a-day charge for the first nine days, or for up to 180 days with a flat charge of 2.5 times the average cost for a single day.

In addition they would be eligible for up to 180 days of skilled nursing home care after hospitalization, up to 240 home health visits a year, and various outpatient hospital services.

Based On Earnings
Since Social Security benefits are based on a proportion of earnings, the maximum monthly benefit for a \$100-a-week worker would go from the present \$127 to \$134, and the maximum benefit for families of such workers would rise from \$254 to \$268.

"The National Council of Senior Citizens does not contest the right of the AMA to persuade others to its point of view," Edelman pointed out. "However, when the AMA uses lies in public advertising programs, surely the public has a right to ask that the AMA fight its battles with clean hands."

He cited an account by Washington Scripps-Howard columnists George Clifford and Tom Kelly of a sophisticated letter-writing promotion by the AMA. According to Clifford and Kelly, the AMA drive attempts to avoid the impression of an organized campaign by shunning identically worded messages to House and Senate members.

"The current AMA practice," the two columnists reported, "is to have everyone in a doctor's office—nurses, technicians, receptionists—sign an individually-worded letter, written on non-uniform stationery. The letter then seems to represent the spontaneous feelings of a number of people who have no particular connection with each other."

'Don't' Buy Drive Aids Strike Win
The cooperation of the US labor movement and other consumers in supporting an intensive "Don't Buy" campaign has proved to be an effective strike weapon for Local 136-B of the United Furniture Workers of America. After a hard-fought 22-week strike against Slumberland Products, Inc., in which a consumer boycott assumed major significance, the Furniture Workers won their contract demands last month. The SIU gave its support to the campaign, publishing announcements of the boycott in the "Don't Buy" column of the LOG for the duration of the strike.

AMA Ads Try 'Grass Roots' Approach

The collage features several overlapping newspaper advertisements:

- Top Left:** "It is Morally Wrong" with a picture of a man and the text "THE MEDICARE BILL".
- Top Right:** "WHAT IS THIS THING CALLED 'MEDICARE'?" with a picture of a man.
- Middle Left:** "CAN YOU AFFORD MORE TAXES?" with the sub-headline "HEALTH CARE FOR THE AGED?".
- Middle Right:** "Can you afford a 16% INCREASE in your PAYROLL TAX?" with the text "That is the minimum payroll tax increase all workers earning \$100 or more a week would be forced to pay if the MEDICARE bill now before Congress becomes law."
- Bottom Left:** "Can You Afford a 23% Increase in Your Payroll Tax?" with the text "That is the minimum payroll tax increase all workers earning \$100 or more a week would be forced to pay if the MEDICARE bill now before Congress becomes law."
- Bottom Center:** "Can you afford a 16% INCREASE in your PAYROLL TAX?" with the text "That is the minimum payroll tax increase all workers earning \$100 or more a week would be forced to pay if the MEDICARE bill now before Congress becomes law."
- Bottom Right:** "Your Doctors Of Randolph Co." advertisement.

Samples of misleading anti-Medicare advertisements sponsored by local medical groups in newspapers from many localities are pictured above. The nationwide campaign is an effort to keep the bill bottled up in the House Ways and Means Committee.

Dockers Win Back Pay Rule

LOCKOUT COULD YIELD \$1 MILLION

PHILADELPHIA—A National Labor Relations Board ruling that 3,000 longshoremen were unlawfully locked out by employers in this port five years ago has been upheld by the 3d US Circuit Court of Appeals. At stake is an estimated \$1 million in back pay.

The court rejected an appeal from the NLRB ruling by the Philadelphia Marine Trades Association, which shut down the port from July 6-21, 1959, when 90 longshoremen refused for reasons of safety to unload a cargo of sugar from the freighter Caribe so long as wooden pallets were used to move 100-pound bags of sugar from the ship's hold to the dock.

Under the decision and the board ruling, all members of ILA Local 1291, who lost 16 days' pay, are entitled to be compensated for their lost income. But 2,000 other ILA members in Locals 1242, 1332 and 1566 will not collect back pay under the two rulings. They are maintenance men, timekeepers, checkers and carloaders idled by the dispute but not directly locked out.

Wooden Pallets Unsafe

The union held that wooden pallets used instead of cargo slings in unloading were unsafe because some of the 100-pound bags of sugar had fallen from them. The union position has been upheld by an arbiter, an NLRB trial examiner, the labor board itself and now the appeals court.

The dispute over the employer's use of pallets came to a boil June 30, 1959, when 90 dockers employed by Atlantic & Gulf Stevedores reported for work on the Caribe, but refused to proceed when told that pallets would be used.

The men stayed away from work for two days, but returned after management agreed to start unloading with pallets and then to switch to slings. But more bags fell from the pallets and the dockers again refused to work.

The employers' association notified the I.L.A. that, unless the men returned to work, all Local 1291

longshoremen would be locked out in the entire port on July 6. The lockout started on schedule, and ended July 21 in an agreement to arbitrate the dispute over safety.

An arbitrator observed the unloading and found the pallet operation unsafe. Management then

went back to using slings and the unloading was completed without further incident. The NLRB examiner later viewed motion pictures of the unloading with pallets and agreed the workers obviously believed they were unsafe and the lockout was unlawful.



Extra Meals, OT For Shifting Ship

A letter pertaining to steward department rules on extra meals served to relief men during regular meal hours was received recently from Walter J. Walsh, chief steward aboard the Penmar. His question was the following:

Question: Are meals served at regular meal hours to relief night mate and engineer considered extra payable meals at 50c per meal, or are they free meals as far as the steward department is concerned?

Answer: The steward department would not get extra meal money for serving the night mate or the night engineer.

Reference: "Freightship Agreement, Article V, Section 13. Meals in Port. (a) When meals are served in port to other than regular members of the crew, passengers, pilot, port engineers, supercargoes and port captains, when assigned to the vessel, \$.50 per meal shall be paid and divided among the members of the steward department actually engaged in preparing and serving meals."

The night mate or the night engineer, while they are on duty, are considered crewmembers inasmuch as they are replacing on a temporary basis, the regular mates and engineers who are crewmembers.

A couple of interesting questions regarding overtime payments for anchorage during the loading of wheat cargoes was received recently from Brother E. F. Riggs, ship's delegate aboard the Manhattan.

Question No. 1: The vessel paid off in New Orleans on August 5, signed on foreign articles the same day, loaded a part cargo of grain in New Orleans, then proceeded to a safe anchorage some 20 miles from Southwest Pass to a port called Grand Isle, Louisiana, where two T-2 tankers came alongside and completed the loading operation. Port time before 8 AM and after 5 PM was claimed by all of our people who worked during these hours, but all port overtime for that period was disputed. The master claimed that Grand Isle was not the port of payoff and that the vessel was cleared for sea.

Answer: No. This would not be overtime for those in the steward department who worked after 5 P.M. and before 8 AM as this would not be considered a shift of ship, nor would it be considered the port of payoff.

Reference: Article II, Section 34 of the Freightship Agreement (last paragraph): "Termination Of Port Time. Port time shall terminate when the first ahead or astern bell is rung the day the vessel leaves the harbor limits, however, this paragraph shall not apply in the cases where the vessel is being shifted as provided for in Article II, Section 35."

Question No. 2: Is overtime payable to the members of the black gang due to the vessel transiting from New Orleans to Grand Isle anchorage, and is the passage considered a shift or not for that purpose?

Answer: No. As stated above, this would not be considered a shift, inasmuch as Grand Isle is not considered as being located in inland waters.

Reference: "Article II, Section 35. Shifting ship. (a) After the vessel's arrival in port as outlined in Article II, Section 34, any subsequent move in inland waters,

bays, rivers and sounds shall be regarded as shifting ship and overtime shall be paid for men on duty while such moves are performed on Saturdays, Sundays and holidays, and after 5 PM and before 8 AM weekdays, with the following exceptions:

Port Alfred to Montreal or vice versa;

Port Alfred to Quebec or vice versa;

Montreal to Quebec or vice versa;

All moves from American ports to British Columbia ports or vice versa;

Montevideo to Buenos Aires to Rosario or points above or vice versa;

Boston to New York or vice versa;

New Orleans to Baton Rouge or vice versa;

Norfolk to Baltimore or vice versa;

All moves between ports on the St. Lawrence Seaway and/or on the Great Lakes, West of Montreal, except those moves which are less than eighty (80) miles."

The company was contacted as to the port of payoff but the only information at this time that they were able to give us was that it would be a Gulf port.

In submitting questions and work situations for clarifications, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent contract clarifications during the past few days included the following: R. E. Charroin, ship's delegate, Zephyr Hills; Ronald E. Carraway, deck delegate, Penn Sailor; Pete Prevas, A I m e n a; Kenneth L. Roberts, deck delegate, Transbay; John P. Chambers, ship's delegate, Mount Vernon Victory; E. M. Bryant, Transindia.

3 More SIU Tugmen Retiring On Pensions

BALTIMORE—Another trio of tug veterans has qualified for SIU pensions, including two oldtimers in this port who work for Curtis Bay Towing. The third new man to join the retirement roster hails from

Wilmington, NC, and had worked for two companies which came under contract with the SIU Inland Boatmen's Union less than 14 months ago.

The pair of Baltimore boatmen who just made the pension list includes Daniel Behrens, 60, who worked in the Curtis Bay shop, and Samuel Crouch, 66, who worked as a mate on CB tugs. Both retired on disability pensions.

Oldtimer Wilbert Dashield, 65, a former deckhand with the Stone Towing Line and before that with Cape Fear Towing, retired on a normal pension.

Behrens is a German-born machinist who joined the Union at Baltimore in 1957 and had been with Curtis Bay as far back as 1922. He and his wife Louise make their home in Baltimore. Behrens was one of the rank-and-file delegates to the first IBU convention in 1961.

Crouch can figure his boat-time all the way back to 1916 on the passenger steamer R. S. Ford, where he worked as a quartermaster. He also worked in the harbor for the Ericson Line, becoming a 2nd mate in 1930. His time includes a long stretch as a relief captain and pilot on the Delaware River for the Wilson Line until 1942, and then as a Navy warrant officer on the flat-top Wasp until 1944.

After being discharged from the Navy in 1946, he worked for Curtis Bay, New Jersey Ferry and the Atlantic Transportation Company. He was with Curtis when he became disabled. Crouch has been with the Union since 1957 and lives in Baltimore with his wife Virginia. He just passed his 66th birthday last month.

The 12th man to retire in the Norfolk-Wilmington area, Dashield was born in Wilmington and



Behrens



Crouch

still lives in that city. His time with Cape Fear Towing and Stone Towing goes back to 1938.

Both companies came under the SIU-IBU banner for the first time in December, 1962, after successful elections conducted by the National Labor Relations Board. New contracts reached with the companies in February last year provided the tugmen in both fleets with the first pay raises they had received in five years.



Tug oldtimer Wilbert Dashield shows off first \$150 monthly SIU pension check in Norfolk. He retired after 25 years as deckhand in Wilmington, NC.

US Fishermen Snare Fifth Largest Catch

WASHINGTON—The United States finished 1963 in fifth place in world fishing competition, according to a long-awaited report from the U.S. Interior Department.

The Department reported the U.S. domestic catch last year was 4.6 billion pounds, down 600 million pounds from 1962. Its value was placed at \$388 million, a drop of \$9 million from the previous year.

Bright spots in the picture, the Interior Department said, was a record 6 billion pound catch for industrial uses. Noteworthy also was the whopping 48 million pound boost in the shrimp catch, a 24 million pound increase in king crabs and an 18 million pound jump in the harvest of yellowtail flounder.

However, a 524 million pound drop in landings of menhaden, a species used in the production of fish meal and oils, spelled the

largest headache for U.S. fishermen.

Adding to these problems was the 35 million pound loss in salmon last year and a 24 million pound decrease in whiting. Drops in other catches included ocean perch, down 16 million pounds; Maine herring and blue crabs, a decrease of 10 million each, and Pacific sardines, 9 million pounds lower than 1962.

Overall, the department said, the U.S. only accounted for some 6 per cent of the world catch and still stood behind the recent international leaders—Japan, Peru, Communist China and the Soviet Union.

For the first time in history, the Department discovered that imports accounted for more than half the fish products used in the U.S. Domestic fishermen provided only about 44 per cent of the total, compared to 53 per cent in 1962. However, the domestic catch of 4.6 billion pounds in 1963 provided almost 55 per cent of the edible fish eaten in the country.



SPAD

**Seafarers
Political Activity
Report**



TRANSPORT BILL.—One of the most dangerous bills to the water industry on Capitol Hill today is HR 9903, known as the Transportation Act amendments. It is now pending before the House Rules Committee.

That bill would literally lift the control of the Interstate Commerce Commission off of railroad rates—particularly on bulk commodities—and gives the railroads a free hand. It also would permit the railroads to carry their own goods at their own rates. No hearing has ever been held on this bill, but it was sent from the House Interstate and Foreign Commerce Committee for consideration on the floor. The Commerce Committee is headed by Representative Oren Harris (D-Ark.), who introduced the measure.

The bill actually would open the door to eliminate the remaining water transportation along the nation's waterways and between the two coasts. Glenn L. Shinn, veteran examiner on the ICC, has declared that the bill would be detrimental to the nation's ports, cities, and towns because they would have no protection. He even predicted that there would be more serious new transportation and marketing problems throughout the nation if the bill is enacted.

✚ ✚ ✚
POLITICAL ACTIVITY.—With the November elections looming large in the eyes of both Democratic and Republican candidates, the first step—the primaries—are important guideposts, at least as far as the nominations in the two parties are concerned.

In the Republican column, Senator Margaret Chase Smith is the big surprise of the week. Although she collected only a third of the votes in the Illinois primaries this week, it was considered an impressive showing in a state which was forecast to go all the way for Goldwater.

In the New Jersey primaries, slated for April 21, there are no GOP candidates entered, and there is no preferential poll. Massachusetts, the next scheduled primary on April 28, will pit an unpledged delegation against one for Goldwater. The unpledged group is presumed to be stronger than Goldwater's forces.

Pennsylvania, also set for April 28, is expected to go for a favorite son candidate, Gov. William E. Scranton, the recent sponsor of a bill to slash jobless pay benefits. There are no other candidates in this primary.

Texas, May 5, shows Goldwater, Rockefeller, Smith and Stassen listed on a preferential poll, although Rockefeller has disavowed it. All delegates from Alabama, May 5, are pledged to support Governor George C. Wallace at the convention. There is no GOP slate. The District of Columbia, also scheduled for May 5, as is Indiana and Ohio, has a preference poll, and GOP leaders are seeking a rules change so that candidates can be entered with or without their consent. Goldwater is the only one expected to enter the Indiana contest, and Gov. James A. Rhodes is the favorite son GOP candidate in Ohio.

Scheduled for May 12 is both Nebraska and West Virginia, with Goldwater expected to take the first and Rockefeller stronger in the latter. Oregon, May 12, has six names on the Republican list. In Maryland, for May 19, there is no decision as yet on whether or not either Rockefeller or Goldwater will run. Wallace is on the Democratic ticket.

California, New York and South Dakota are all scheduled for June 2. States pledged to both Goldwater and Rockefeller are expected to produce a head-on clash in all three contests.

LABOR ROUND-UP

Charges of false and misleading advertising by "Playboy International" to recruit nightclub waitresses it calls "bunnies" have been lodged by the Hotel and Restaurant Employees with the Federal Trade Commission. The union charged that the club promoter had advertised that club waitresses dressed in "bunny" costumes may earn more than \$200 a week. Waitresses in New York and Detroit Playboy Clubs collect as little as \$44 a week.

✚ ✚ ✚
The Clothing Workers have won a National Labor Relations Board election among employees of the Martin Shirt Co. in Cookeville, Tenn., and are stepping up negotiations for a first contract. The union began its campaign to organize the 300 workers last September and won by a 142-122 margin in the NLRB balloting.

✚ ✚ ✚
A bill in the New Jersey Assembly repealing the requirement that fresh milk be dated was condemned as dangerous to the health and economy of the state's residents by Retail Clerks Local 1262. Repeal would make it possible to cut deliveries, and thus eliminate jobs of dairy clerks and drivers. Stores could get three or four days' supply at a time, the union

said, "and no matter how carefully it is rotated, some consumers will not be getting fresh milk."

✚ ✚ ✚
The Hatters Union has been cleared by a US District Court judge of all charges growing out of a \$2 million lawsuit brought by nine non-union Dallas headwear manufacturers. A jury had previously awarded damages of \$13,089 to the manufacturers on anti-trust law charges. The judge ruled that the union's leaflet distribution at retail stores was "lawful economic conduct" and that an agreement between the retailers and the Hatters that the retailers would not buy millinery from non-union manufacturers was not a law violation.

✚ ✚ ✚
The Osceola (Ark.) City Council has repealed an ordinance enacted in 1957 setting a \$1,000 a-day-license fee for union organizers. The city's governing body acted to kill the ordinance just two weeks before a suit attacking its constitutionality was due for trial. The lawsuit was filed last April during an organizing campaign by the Pulp, Sulphite & Paper Mill Workers among employees of the American Greetings Corporation.

'Nightwork'



Once again, the AFL-CIO maritime unions, including the SIU, have found it necessary to remind agencies of the United States that they are making a mockery of solemn Government commitments and pledges.

The suspicion that something sneaky was going on developed when the Commerce Department issued export licenses for some \$4 million worth of commodities amounting to an estimated 70,000 tons of cargo, with no information to the unions and no provision to have American-flag ships participate in the cargo movement.

Since this occurred only weeks after a longshoremen's boycott on grain shipments to Russia ended in firm understandings between the unions, the Federal agencies and top Administration representatives, the unions promptly protested the seemingly calculated attempt to provoke new incidents.

This seems especially the case since "under present arrangements," as the unions noted in a formal message of protest to official Washington, including President Johnson, "all of these cargoes will be shipped in foreign flags including runaways."

The understanding among the unions and the Administration is that a formal tri-partite structure for joint discussion on all such disputes and complaints involving maritime unions, management and Government was to be established, and that such a structure was to be developed promptly. But if the agencies think that the unions will stand about idly while the jobs of their members are further jeopardized, and by many of the same groups responsible for the present state of maritime, then perhaps a new deck and a new deal of the cards is in order.

The Rail Dispute

The latest unilateral move by the railroads to institute work rules changes on the nation's railroads and thereby precipitate a national railroad strike has been put off after an urgent request from President Johnson to both sides in the long-standing dispute.

Government mediators and fact-finders gained another 15-day respite in the effort to find a means of resolving the five-year-old dispute over railroad work rules and basic job issues.

Job issues are the real concern in the rail dispute, just as they are in every other walk of life at a time when our national prosperity is at its peak. The civil rights debate now before the United States Senate really hinges largely on the same type of job question—on the issue whether a land of plenty is to allow full sharing and opportunity for all its citizens.

As the AFL-CIO has long noted, no worker or group of workers is safe and secure in their jobs while the livelihood and well-being of others is threatened. This principle, of course, is one of the foundations of the trade union movement.

The situation on the railroads also poses another parallel for consideration. It was clearly expected by the railroad brotherhoods, by the SIU and other unions which opposed the legislation and by all who oppose compulsion in bringing about settlement of basic job issues, that the compulsory arbitration law passed by Congress in August was doomed to fail. That it has is obvious.

And just as compulsion and forced bargaining has proven a bust in the railroad dispute, it can't work out in maritime or anywhere else either. It takes two to make a bargain, even a bad one, and without this essential ingredient, there is no bargain at all.

Job issues on the railroads can't be resolved by pointing a gun at the head of 32,000 rail firemen and other crafts and abolishing the jobs. No matter how much window dressing is applied, nor how many panels hear out the issues, telling a man he's out of a job without giving him a chance to fight for it is bound to produce a fight anyway.

"TRAMP SHIPPING NEEDS HELP!"

A Shipowner's View of a Vital Aspect of Maritime

THE TRAMP segment of the American merchant marine is perhaps the sickest member of a rather ill industry. Despite pronouncements of the essentiality of having tramp vessels under the American flag, very little is being done to promote and foster the American-flag fleet in accordance with the purpose and policy of our basic shipping legislation. Within the last few years, several American-flag tramp operators have gone bankrupt carrying cargoes moving under the Cargo Preference Act, which Act was supposed to aid the tramp operator.

Under the present conditions, many American-flag tramp operators are not earning the depreciation on their vessels because of the rate policies established by the United States Department of Agriculture and other agencies responsible for administering the Cargo Preference Act.

A tramp, or a general trader, as it is sometimes called, is a vessel which has no fixed route and no regular time of sailing and which is constantly seeking ports where profitable bulk cargoes are most likely to be found. The tramp operator usually carries a full cargo for one shipper or consignee, which cargoes, for the most part, consist of commodities with the following characteristics:

- (1) The value of the commodity is sufficiently low so that low cost of transportation outweighs the value of speed and regularity of delivery;
- (2) The cargo will be of considerable bulk or weight;
- (3) The cargo will require no exceptional facilities of the carrier for handling or preserving; and
- (4) Such cargoes are available for shipment in full cargo lots.

Commodities commonly and traditionally carried by tramp vessels are grains, coal, ores, fertilizers, cotton, lumber and various other commodities that have the above characteristics. Between the decade preceding the Second World War, during which the Merchant Marine Act of 1936 was enacted, and the decade following the end of the war, there has been a significant change in the characteristics of ocean transportation.

At the time that the Merchant Marine Act of 1936 was enacted, there was no American-flag tramp fleet. There was an assumption, underlying the Merchant Marine Act, that tramp shipping throughout the world was disappearing. Only a minor fraction of our foreign commerce was being carried by tramp vessels in 1936, and it was assumed by Congress that the American merchant marine could be promoted and maintained and that this country, in accordance with the purposes and policy of that Act, could assure that a substantial portion of our foreign commerce (traditionally and consistently interpreted as meaning at least 50 percent of our foreign water-borne commerce) would be carried on American-flag vessels through the subsidy programs set forth in the Merchant Marine Act. This assumption upon which the Merchant Marine Act of 1936 was enacted proved to be incorrect.

At the present time, the carriage of bulk commodities and the operation of tramp vessels in the transportation of such commodities is a far more significant part of our foreign commerce than the operation of liner vessels. More than 70 percent of the total foreign commerce of the United States is now carried by tramp vessels. Unfortunately, only approximately 9 percent of our total foreign commerce is being carried on American-flag ships, according to the statistics of the Maritime Administration, rather than the "at least 50 percent" participation, which is envisaged as a minimum goal by our basic shipping statutes.

ONE of the real tragedies of American shipping policy has been the indifferent and casual treatment which the Administration has accorded the American-flag tramp operator. The statistics concerning the decline of the tramp segment of the American merchant marine are significant. We all know that the total foreign commerce of the United States has increased tremendously in the last few decades. In 1937, the year after the Merchant Marine Act was passed, the total dry cargo foreign commerce of this country averaged a little over 4½ million tons per month. The same

commerce had increased, in 1958, to an average of approximately 12 million tons per month. None of this commerce, in 1937, was carried in United States-flag tramp vessels because, at that time, we had none. However, at the end of the Second World War, in 1946, there was a total of 2,332 vessels in the active privately-owned American-flag merchant marine, of which 1,890 were engaged in foreign trade. Most of these vessels were engaged in tramping operations.

These American-flag vessels, which were engaged in tramp service, were instrumental in carrying out the essential post-war rehabilitation programs and foreign-aid programs, as well as the military programs of this country. For example, the Marshall Plan could hardly have been carried out without the assistance of the American-flag tramp fleet. During the height of the Marshall Plan, the French were getting about 167 cargoes of coal a month, the Belgians about 45, the Italians a similar quantity, to say nothing of the carriage of grain and other commodities which these vessels engaged in at the same time.

These cargoes were carried predominantly in Liberty ships, which could make a round trip to the European Continent in an average of 45 days. In addition to coal, American-flag tramp vessels were carrying other essential bulk cargoes, including grain, ores and fertilizers, and many of them were chartered to the Government for the carriage of military cargoes.

The United States would have been hard pressed to carry on its military actions in Korea in 1950, without the assistance of the American-flag tramp fleet.

The American-flag tramp fleet has repeatedly been declared to be essential by officials of our Government, as well as by members of Congress. Unfortunately, these pronouncements of essentiality have not been reflected in the administration of our shipping statutes, insofar as such administration concerned the treatment accorded to tramp operators.

As of December 1, 1961, the total privately-owned active American merchant marine had declined from the 2,332 vessels which were operating in 1946 to 897 vessels, according to the figures of the Maritime Administration. Of these 897 vessels, only approximately 110 are engaged in tramping operations. Three hundred and three (303) ships are owned by the 15 companies receiving operating-differential subsidy, which vessels comprise only slightly more than one-third of the 897 American-flag ships now in operation. By 1958, the American-flag tramp vessels were carrying only 6 percent of the total dry cargo foreign commerce of this country.

In 1960, our total exports and imports of all types, including commercial and Government-sponsored and defense cargoes, totaled over 274 million long tons, of which only 11 percent was carried in United States-flag ships. At the present time, American-flag participation has dwindled further to approximately 9.7 percent.

These facts concerning the decline of the American-flag tramp fleet should be alarming to our Government. They reflect an indifferent attitude toward the problems and the interests of the American-flag tramp operator. It is unrealistic for anyone to assume that any company operating American-flag vessels in the foreign commerce of the United States can continue to exist on a long-range basis without some measure of governmental assistance. The shipping industry is unique in that it is one of the few, if not the only, industry that competes directly during every day of its existence with foreign companies, which enjoy lower investment costs, operating costs, labor costs, and special tax advantages.

There is virtually no industry in the United States that is not subsidized in one way or another, either through the payment of direct or indirect subsidies, special tariff treatment, or through special tax advantages. I have been interested in observing the annual reports of many large corporations in the United States having gross revenues of many hundreds of millions of dollars, which state that less than 5 percent of the total business which they do is performed for sources other than the Government.

American shipping is certainly not unique in requiring assistance from the Government. It is entirely unrealistic to assume that unless some attention is paid to

the American-flag tramp operator, this segment of the American merchant marine can continue to exist.

We are not contending that there should be an overall rewriting of our basic shipping statutes, and we are similarly not contending that the American-flag tramp operator should be accorded operating subsidies similar to those paid to liner companies. It is our contention that the shipping laws of this country are adequate to allow for the proper promotion and maintenance of the American tramp fleet, provided that these laws are properly administered and fairly carried out so as to allow for equitable treatment of all segments of the American merchant marine.

CONGRESS has intended that the Cargo Preference Laws of this country should give assistance to the American-flag tramp operator and should provide for maintaining and promoting this essential segment of our merchant marine. In this respect, the Cargo Preference Act, which is embodied as Section 901 (b) of the Merchant Marine Act of 1936, provides that at least 50 percent of all Government-sponsored cargoes, "computed separately for dry bulk carriers, dry cargo liners and tankers," shall be transported on privately-owned United States-flag Commercial vessels.

Approximately 90 percent of the cargo carried by American-flag tramp vessels is Public Law 480 grain, which moves under the Cargo Preference Act. However, the mandate of the Cargo Preference Act has not been carried out so as to benefit the American-flag tramp operator in at least two major respects.

In the first place, there has been no separate computation for a fair and equitable allocation of these cargoes to the tramp operator under the Cargo Preference Law. Secondly, the policies of the Department of Agriculture have resulted in American-flag tramps being forced to carry these cargoes at less than the "fair and reasonable rates for United States-flag commercial vessels," envisaged by the Cargo Preference Act.

Traditionally, export grain has been carried on tramp vessels. The carriage of grain in tankers is of recent vintage. Tankers are not traditional or historical grain carriers, and, as the Comptroller General has found, at the time that the Cargo Preference Act was enacted, tankers were not considered as dry-cargo carriers by Congress. Although parcel lots of grain have been carried on liner vessels for many years, it has been only recently that such parcels have reached the size which they now have on American-flag subsidized liners. It is not uncommon at the present time for American-flag liner vessels to carry so-called parcel lots of grain in amounts of 6,000 or 7,000 tons or more.

We were most pleased that President Kennedy in his Transportation Message had directed the Secretary of Commerce "to implement fully Section 212 (d) of the Merchant Marine Act of 1936, for securing preference to vessels of United States registry in the movement of commodities in our waterborne foreign commerce," and that he had further "directed all executive branch agencies to comply fully with the purpose of our cargo preference laws." The President thus focused upon the real problem. It is not that our basic statutes, designed to assist shipping, are not sound, but rather that the specific language and the purpose and intent of these statutes have not been implemented.

As pointed out above, the American-flag tramp vessel is almost completely dependent upon the carriage of cargoes shipped under the Cargo Preference Act. That Act is substantially the only piece of legislation which has in any way aided the American-flag tramp operator. Since his operating costs are several times the cost of his foreign-flag competitors, the American-flag tramp operator cannot ordinarily compete in the world market for commercial cargoes. The several benefits which are available to American-Flag shipping companies, under our shipping statutes, are not, for the most part, available to the tramp operator:

- (1) Tramps are not eligible for operating-differential subsidy under Title VI of the Merchant Marine Act, since the Maritime Administration has held that these benefits are limited solely to liner companies;
- (2) Although construction-differential subsidy, under Title V of the Merchant Marine Act, may theoretically be available to an American-flag

tramp operator, the administration of the subsidy program is such that these benefits are not available to the tramp operator, and no construction-differential subsidy has ever been awarded for the construction of a bulk-type vessel to be operated in the tramping trades;

- (3) Title XI mortgage insurance, whereunder the Government insures construction loans and mortgages for new construction or reconstruction is similarly, as a practical matter, unavailable to the tramp operator because, under the present regulations of the Maritime Administration, he could not prove economic feasibility according to the Administration's requirements.
- (4) The coastwise laws, which provide that only American-flag vessels can carry commerce moving between ports of the United States, are of little benefit to the American-flag tramp operator because of the small demand for tramp vessels in our domestic trades.

IN ADMINISTERING the Cargo Preference Laws, insofar as they apply to Public Law 480 shipments, the Department of Agriculture has unfortunately forced the American-flag tramp operator into a position where he must compete on a rate basis against tanker vessels and the American-flag subsidized liner vessels which have benefits and inherent competitive advantages which he does not enjoy.

Unless the American-flag tramp operator is to have some assurance that he is to receive a fair allocation of Cargo Preference cargoes, as envisaged by the Cargo Preference Act, and unless he is afforded the opportunity of carrying these cargoes at "fair and reasonable rates," as contemplated by that Act, the statute insofar as he is concerned is meaningless and may as well be discarded.

There have been several suggestions to carry out a fair and equitable administration of our shipping statutes, in accordance with President Kennedy's Transportation Message, and to allow for the maintenance and promotion of an American-flag tramp fleet, in accordance with the purpose of our shipping legislation. Some of these suggestions are as follows:

- (1) Responsibility for the Administration of the Laws.

At the present time, the Cargo Preference Laws are being administered by several agencies, none of which has any responsibility to a common source, and several of which are seemingly antagonistic to the purpose and policy of our shipping legislation. For example, the Department of Agriculture, which administers by far the largest part of the Cargo Preference program, in supervising the transportation of surplus grain cargoes moving pursuant to Public Law 480, is naturally more interested in keeping its costs at a minimum than it is in seeing that American-flag tramp vessels are allowed to continue in business.

Conflicting purposes of various agencies, such as the Department of Agriculture and the Agency for International Development, are bankrupting the American tramp industry and are defeating the purpose of our Cargo Preference legislation. The improper administration of these laws is not a new problem. In this respect, the House Merchant Marine and Fisheries Committee, in 1955, conducted extensive hearings on this same subject, and pointed out the "lack of coordination" and confusion then existing in the administration of the Cargo Preference Act. It was at that time the specific recommendation of the Committee, among other things, that,

"the Maritime Administrator should exercise general surveillance over the administration and operation of the Cargo Preference Act and report to the Commission periodically with respect thereto."

This suggestion of the House Committee has never been carried out.

If the purpose of the Cargo Preference Act is to be achieved, the above recommendation of the House Merchant Marine and Fisheries Committee must be carried out. One agency, and certainly the Maritime Administration appears to be the appropriate agency, must have the plenary control and responsibility for the administration of these programs.

By Earl J. Smith

The author of this article is the president of Earl J. Smith & Co., Inc., a shipping concern which has collective bargaining agreements with virtually all of the maritime unions whose members are employed aboard the 18 vessels it operates. He is chairman of the American Tramp Shipowners Association, and comes from an old family of sailing vessel owners whose shipping activities date back to 1833. In the family tradition, Smith has spent almost his entire adult life in the shipping business, with time out for service in the Army during World War II.



FURTHER, the Cargo Preference Act states that "at least 50 percent" of the cargoes subject to that Act should move on American-flag vessels so long as American-flag vessels are "available at fair and reasonable rates." Certainly Congress did not intend, and no responsible official of the Government could expect, that American-flag vessels could be fostered and maintained if they should be forced to carry cargo at less than "fair and reasonable rates."

Therefore, the Maritime Administration should establish a definite schedule of fair and reasonable rates for each type of vessel engaged in the Cargo Preference program. Such schedules of fair and reasonable rates were, in fact, established by the Maritime Administration as recently as 1956, but since mid-1957 not one single cargo has moved on an American-flag tramp vessel at a rate which the Maritime Administration considered to be fair and reasonable in 1956, despite the fact that operating costs and other expenses have since that time increased approximately 25 or 30 percent. It should be emphasized that a fair and reasonable rate for an American-flag Liberty or C-type vessel is not necessarily a rate which would be fair and reasonable for an American-flag tanker or a bulk carrier.

The Cargo Preference Act states the mandate that "at least 50 percent of the gross tonnage" of the cargoes covered, "computed separately for dry cargo carriers, dry cargo liners, and tankers," shall be transported in American-flag vessels. Unfortunately, the agencies administering the Act have distorted the clear language by enforcing their own policy which is "no more than 50 percentum, if possible." We continue to urge that the statute be properly enforced to provide that American-flag vessels obtain at least 50 percent of these cargoes, and that a higher percentage would be in accordance with the purpose of the legislation.

(2) "At Least Fifty Percent."

The Cargo Preference Act states the mandate that "at least 50 percent of the gross tonnage" of the cargoes covered, "computed separately for dry cargo carriers, dry cargo liners, and tankers," shall be transported in American-flag vessels. Unfortunately, the agencies administering the Act have distorted the clear language by enforcing their own policy which is "no more than 50 percentum, if possible." We continue to urge that the statute be properly enforced to provide that American-flag vessels obtain at least 50 percent of these cargoes, and that a higher percentage would be in accordance with the purpose of the legislation.

(3) Sealed Bids.

One of the underlying and most serious problems in the administration of the Cargo Preference Act has been the fact that the American-flag tramp operator has been whipsawed, with respect to rates at which he has offered his vessel. In the first place, under the present system, requests for the fixtures of vessels are made by the foreign supply mission of a recipient country. After the American-flag tramp operator puts his bid into a foreign supply mission, usually through a broker, he is often told by the broker that he (the broker—Ed.) has been informed by the Department of Agriculture that the bid is too high and that some other unknown operator is offering to carry the cargo at a lesser rate.

Furthermore, at least one of the foreign supply missions has its own exclusive broker or agent who receives a commission on all Cargo Preference cargo for that country, whether he is used or not, despite the fact that the United States Government is paying the difference between the cost in transportation in an American-flag vessel and a foreign-flag vessel. The present system makes possible inefficiency as well as fraud and under the table deals.

The fixture of American-flag vessels for the carriage of Cargo Preference cargoes should be handled in the same manner as other Government contracts are handled; namely, through the procedure of sealed bids, and the sealed bid procedure should be administered and handled by a responsible government agency and not by the foreign supply mission.

(4) Unfair Competition.

The purpose of the Cargo Preference Act should be carried out so as to assure that there is a separate allocation of cargoes to be moved thereunder, "computed separately for dry bulk carriers, dry cargo liners, and tankers," as required by the Cargo Preference Act, and each type of vessels should be allowed to carry these cargoes at "fair and reasonable rates" as provided in the statute. American tramp operators do not contend that subsidized companies and tankers should not engage in the Cargo Preference program. They do contend, however, that each segment of the American merchant marine should be allowed to live. The American-flag tramp operator should not be required to compete on a rate basis with or to meet the rates of tankers

or American-flag subsidized liners which have special advantages and benefits which he does not enjoy.

Recently offers for 100,000 tons of grain to be moved in American-flag vessels were requested by the Turkish Supply Mission, and, in a matter of a few hours, the entire quantity was booked for carriage in tankers, without any of this cargo being made available to the dry-cargo American-flag tramp vessels, bulk carriers, or liner operators. Similarly, the entire Polish grain program has practically been carried in tankers. These are only a few examples of how the purpose of the Cargo Preference Act has been perverted.

(5) Waivers.

Waivers for the use of foreign-flag vessels for the carriage of cargo preference cargoes have been too readily and freely granted under circumstances that are often unfair. Ostensibly waivers are granted in cases where there is an "urgent and critical" need to have the cargoes moved, and no American-flag vessel is immediately in a position to move them. However, in at least some cases the "urgent and critical" need has apparently been self-manufactured and exceedingly suspect because after waivers have been granted, there have been great delays in having the cargoes loaded and delivered. In any cases where waivers may be granted for the use of foreign-flag vessels, there should be no question that cargoes moving in foreign-flag vessels, under such waivers, should be charged against the foreign-flag quota.

(6) Uniform Charter Parties.

The charter parties which have been forced upon the American-flag tramp operator by the various foreign supply missions are neither uniform nor fair in their several terms. For example, some of the strike clauses are such that the owner's very existence is in jeopardy, since for practically any reason at all, the ship, through no fault of the owner, can be held up in the discharging port and the owner can be refused demurrage.

(7) Prepayment of Freight.

In ordinary commercial business, it has always been the practice for the tramp operator to be prepaid either all or a substantial portion of the freight money as soon as the vessel has completed loading. Otherwise, the tramp operator would be forced into the position of financing the cargo to be carried.

The Department of Agriculture, however, has changed this normal practice and has forced a further unfair condition upon the American-flag tramp. Under the present regulation of the Department of Agriculture, it is provided that the tramp operator will be paid 90 percent of his freight money only after arrival of the vessel at the port of discharge and settlement of demurrage, dispatch and other items.

This means that the American-flag tramp operator is compelled to meet all of his current expenses, such as financing, operating expenses, crew's wages, etc., while he is waiting to be paid for cargo which he has loaded and carried. It is unreasonable that subsidized American-flag companies should be kept waiting for their money for such a period of time. Actually, in operation, this regulation is even more unreasonable, because the tramp operator often has to wait as much as three weeks after the vessel has arrived, before he is paid even the 90 percent of the freight due him, and often he must wait several months to collect the remaining 10 percent. There is no justification for this onerous requirement, which is only another unfair practice that will eventually destroy the American tramp fleet. We submit that the Government will be fully protected by providing that 75 percent of the freight money due the American-flag tramp operator should be prepaid one week after the vessel has completed loading and has sailed.

(8) Increased Employment for American-Flag Tramp Vessels.

In his Transportation Message to Congress, President Kennedy directed the Secretary of Commerce to implement fully Section 212(d) of the Merchant Marine Act. If such implementation is carried out, it should benefit American-flag tramp vessels. However, various agencies administering the cargo preference acts are avoiding, in one way or another, the use of tramp ves-

(Continued on the following page)

'Tramp Shipping Needs Help'

(Continued from page 13)

sels, in contravention of the "computed separately" provision of the statute.

For example, the Agency for International Development has made almost no allowance for the use of tramp ships in its programs, and the large fertilizer movement, shipped abroad under the auspices of AID, has been carried almost entirely in liner vessels, insofar as the American-flag quota is concerned. Similarly, MSTs on many occasions has full shiploads of tanks, military vehicles or other cargo that should be moved by tramp vessels, and as a matter of economy would be, except that MSTs, for unexplained reasons, gives preference to liner vessels.

THERE is no reason why American-flag tramp vessels should be confined to the carriage of Public Law 480 grains. Seventy percent of the foreign commerce of the United States involves the movement of bulk or tramp-type commodities, and American-flag tramp vessels should certainly participate in the carriage of a modest percentage of this cargo. One of the problems of the tramp operator has been the absence of inbound cargoes to the United States. This is paradoxical in view of the fact that many millions of tons of bulk cargoes are imported into the United States every year on foreign-flag vessels. To the extent that inbound cargoes can be developed for the American-flag tramp vessel, our American merchant marine will be much healthier and stronger.

The American-flag tramp vessel also should be assured some reasonable percentage of sugar that is imported into this country from abroad. Under the Sugar Act, as amended, more than 5 million short tons of sugar are imported into the United States each year, all of which is imported at a price substantially above the world market. For example, the current United States market price for this sugar is approximately 6.45 cents per pound, whereas the world market price is 2.70 cents per pound, or a difference of approxi-

mately 3.75 cents. After eliminating the duty, the United States importer is still paying the foreign sugar exporter a premium of approximately 3 cents per pound, or \$60.00 per ton, above the world market.

In many cases, American-flag tramp vessels could carry this sugar almost as cheaply as foreign-flag vessels. A program for requiring that a reasonable percentage of this sugar be carried in American-flag vessels could easily be worked out, and it would be in accordance with the purpose of our shipping legislation as well as the President's Transportation Message.

(9) Assistance for American-Flag Tankers.

An American-flag tanker fleet cannot be maintained unless it has some likelihood of carrying petroleum and petroleum products at compensatory rates. If the carriage of grain is to be the only cargo which American-flag tankers can carry in the foreign commerce of the United States, then this situation will eventually destroy the American-flag fleet and the tanker fleet as well.

We strongly support the recommendations of the American Maritime Association for assistance to American-flag tankers and particularly the proposal that a reasonable percentage of imported oil be required to be carried in American-flag tankers, with such allocations being made according to the geographical areas of foreign production.

(10) Replacement of Vessels/Tax-Deferred Capital Reserve Funds.

It is universally recognized in the shipping business that tramp operators do not need or require absolutely new, fast-speed vessels. In fact, the very nature of the tramp shipping business is such that the commodities which they carry are those which have a value sufficiently low so that cheapness of transportation outweighs the value of speed or regularity of delivery. Tramp fleets throughout the world are comprised of vessels that were formerly operated by liner com-

panies, which have been rehabilitated for tramp service.

An orderly replacement of the American-flag tramp fleet must envisage a continual upgrading of the tramp fleet, by having the tramp operators take over the vessels which are turned in by subsidized liner companies under their replacement programs, and by having tramp operators convert and reconstruct and improve their existing tonnage in American shipyards. It is recognized that a long-range shipping program must envisage the employment of the most suitable vessels possible.

Tramp operators, if they are to continue on a permanent basis, must set aside funds to acquire more modern vessels and to reconstruct and improve the vessels which they now own. In this respect, the tramp operator should be allowed to establish capital reserve funds in which he can, with the approval of the Maritime Administration, make deposits of current earnings, which would be used to acquire new vessels or to reconstruct or rehabilitate the vessels which he owns. Such capital reserve funds should be administered in the same manner and should be subject to the same tax treatment as the capital reserve funds of the subsidized liner companies, as provided for in Section 607 of the Merchant Marine Act of 1936.

(11) Conferences.

Under Section 15 of the Shipping Act of 1916, liner companies can enter into agreements or conferences with other common carriers for the fixing of uniform rates between them, and it is provided that to the extent such agreements have been approved by the Federal Maritime Commission, they will be excepted from the antitrust laws.

The same privilege should be accorded to tramp operators, and they should be allowed to enter into conferences, whereunder uniform fair and reasonable rates can be established by types of vessels. The Shipping Act of 1916 should be amended to accomplish this result.

Congressional Hearings Held On Great Lakes Subsidy Bill

WASHINGTON—Senator Philip Hart of Michigan, a member of the Senate Commerce Committee, has introduced a bill intended to provide that all subsidy benefits of the 1936 Merchant Marine Act apply to the Great Lakes. The act as written now mentions specifically the Atlantic, Pacific and Gulf Coasts, but makes no reference to the Great Lakes.

Senator Hart has been active the past few months in seeking reasons for the lack of greater use of the Great Lakes by exporters and importers and whether this is because US flag carriers have not shown greater interest in serving the area.

Senator Hart pointed out that 34 percent of US exports of manufactured goods originate in the area surrounding the Great Lakes.

"At a time when the United States is in the midst of a major export drive, we must open the seaway to American-flag ships so that they may place these goods in foreign markets at a cost that will allow American business to compete," Senator Hart said.

He added that the 1936 Merchant Marine Act, contains provisions for construction and operating subsidies which "inadvertently discriminate against American flagships in the Great Lakes ports." The St. Lawrence Seaway opened the Great Lakes to the sea 20 years after the 1936 Act was passed.

Senator Hart's bill would specifically add "Great Lakes" to Section 211 of the 1936 Act, which generally directs that determinations be made of essential routes to US commerce and all such necessary aspects of the maritime industry.

To date, the Senate Merchant Marine Subcommittee has held hearings on bills to pay ship construction subsidies to domestic operators, including those on the Great Lakes.

Appearing recently before a meeting of the Merchant Marine Committee, A. C. Sullivan Jr., the president of the SIU Great Lakes District contracted—Gartland Shipping Company, told the committee that the decline of US shipping on the lakes had caused widespread unemployment in vast areas of that region. Sullivan urged passage of a bill introduced by Senator E. L. Bartlett (D-Alaska), which would give US-flag ships engaged in domestic trades subsidies similar to those available to Canadian shipowners.

The Bartlett bill provides that in the event US subsidies are not available, the Lakes shipowners would be permitted to circumvent the 1936 Merchant Marine Act and have their vessels built in foreign shipyards at sums that often amount to half of what it would cost to have the ships built in US shipyards. He cited airlines, railroads, trucklines and pipelines as industries permitted to follow economic principles when obtain-

ing their equipment. He said that even the US Government owns and operates power plants which are permitted to buy foreign-built generating equipment.

Testifying earlier before the same committee, John E. Chubb, president of the SIU Great Lakes District-contracted Ann Arbor Railroad Co., told Congressmen that the carriers of the nation's "fourth coast" need relief from the section of the Merchant Marine Act which prohibits the Great Lakes Carriers from using vessels built or rebuilt outside the United States, at costs lower than those in this country. The Ann Arbor Railroad Co., operates four railroad car ferries between Frankfort, Mich., and other Lake Michigan ports.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Fit-Out Proceeds For New Season

Now that the Marine Engineers Beneficial Association has won its pension plan fight here on the Lakes, many of the SIU-contracted companies who were awaiting the results of the negotiations have notified the seniority board to recall their crews. At the present time, there are 40 SIU vessels fitting out in ports all over the Great Lakes. Members are reporting to the Detroit hall day and night for clearance, and many others are being cleared aboard ship by our patrolmen.

Gene Hutchinson, who sails as AB aboard the SS Peter Reiss, came into the Detroit hall last week and picked up a check for \$200 representing disputed overtime collected for him by the union. Cliff Cromberg, who also sails on the Peter Reiss, was mailed a sizeable check for disputed overtime a few days earlier.

Honors for the first vessel to fit out here in Detroit for the 1964 season go to the steamer Paul

Townsend of the Huron Portland Cement fleet. We have some pictures of the event that are being prepared for the LOG, showing the fellows returning to the job. One shot has Brother Charles Ruell plowing through the snow and winter debris on the deck of the Townsend, helping to store the vessel. He was hauling a crate of "Blue Blazes lettuce" at the time, and looked like he could use a good blaze to get the storing job done a lot quicker.

We received a note from Mrs. Clifford Setunsky out in Marinette, Wis., on behalf of her SIU husband and herself, expressing thanks for the prompt action on a hospital claim right after she was discharged from the hospital. Many members and their families in this area don't realize that welfare and claims business goes on 12 months a year, even though the shipping season is much shorter.

The start of the season here on the Lakes will see the active boats steaming past the tied-up fleet of the T. J. McCarthy fleet of auto carriers. The company cites ICC action in allowing discriminatory railroad rates on new car movements as the cause for the idling.

In this connection, a group of our members from Frankfort and the SIU-contracted car ferry Chief Wawatani who drove to a meeting in Cadillac for a protest against cuts in rail service to upper Michigan deserve the praise of all hands. They really went out of their way to represent the SIU at the protest.



Great Lakes SIU crewmen from the car ferry Chief Wawatani are pictured at Cadillac, Mich., where they attended protest against railroad plans to cut rail service to upper Michigan. They drove to meeting from Frankfort.

AFGE Inks First Seaway Contract

MASSENA, NY—The first labor agreement between the St. Lawrence Seaway Corporation and a union was signed here March 21, when Lodge 1968 of the American Federation of Government Employees, covering 140 Seaway workers, agreed to terms granting the union rights resembling collective bargaining in private industry.

Lodge president Ronald King, noting that the government employees are paid on a basis arrived at by taking an average of wages in the area, announced that he is undertaking a study of fringe benefits in the area, to get government benefits to correspond with the local average benefits paid out by private industry in the area.



Alaskan earthquake and tidal wave smashed buildings and streets, killed upwards of 100 persons, and destroyed jobs of many workers. Scene in Anchorage pictures cars damaged and abandoned on city's topsy-turvy 4th Avenue, the main business street, with Anchorage-Westward Hotel in background. Twenty-seven of those lost were SIUNA shore-side members working on dock in Valdez.

The Pacific Coast

By E. B. McAuley, West Coast Representative

Jobseekers Warned Away From Alaska

Jobseekers flocking into Alaska for work are making things worse for residents, most of whom survived the recent earthquake and who themselves have little hope of finding immediate work, State AFL-CIO President R. E. McFarland said last week.

He said he would feel "real lucky to get our own people to work by mid-July." The spring ice break-up is still six weeks away and there is absolutely no chance of newcomers going to work for three or four months. McFarland said that many workers were coming to the northern state with just enough money for the trip. They must be fed and housed along with the victims of the quake, McFarland pointed out.

Speaking of the quakes, the SIU Pacific District contracted Chena was docked in Alaska when the upheaval began. Her owners report that she was lifted higher than nearby buildings by tidal action and actually struck the bottom of Valdez Bay twice. Valdez Bay is ordinarily 35 feet deep.

On the political front, more than 500 delegates to the California Council on Political Education have endorsed State Controller Alan Cranston for the Democratic nomination to the Senate in the June 2 primary and former Gov. Fred Hall of Kansas for the Republican nomination.

The COPE Executive Council the previous day had interviewed Cranston, Hall, Pierre Salinger, and a spokesman for incumbent Democratic Senator Clair Engle.

Karl Jarve, last on the ill-fated *Taddei Village*, is celebrating his transportation payoff from that ship for his trip back here from Japan. He sends his thanks to the Contract Department in headquarters for collecting the \$265 differential for him. Harry (Swede) Larson, a lost soul from Brooklyn, now makes his home in sunny SF and is looking for a soft coastwise run.

George Porwick, known mostly by SIU members as just "George the cab driver," passed away Wednesday, April 15, due to a heart attack. He was a personal friend of many of our members and is known coast to coast by fellows who have hit SF during the years. He befriended many Seafarers, and was a nice guy in every way—a rarity among cab drivers who work the waterfront out here.

Lou Tarallo and Herbert Hutchins are looking for berths, and although Tarallo, an electrician, wants a lover's run to the Far East, Hutchins says he would be happy to go anywhere. Max Lipkin is now tending bar in a local bistro after having operated a restaurant in Yokohama. His last vessel also was the *Taddei Village*.

Marion S. Ciaglo paid off the *Hastings* back in February and is now holding out for a Far East run so that he can get home every few months in order to see the missus. Just repatriated from Palermo, Sicily, off the *Hedge Haven*, John W. Singer is also looking for a run to the Far East.

Another couple of oldtimers who were on the beach awhile back in SF with their eyes peeled for a Far East run were Willie Toomer and Curly Masterson. Toomer, who has been with the SIU since way back in 1939, always sails as saloon messman and is just waiting for the right job to come up so he can ship again. The same goes for Masterson, except his idea of the ideal job is FWT.

Up in Seattle, Duke Sampson just came off the *Transterie* after a trip to Pakistan and is ready to make another. Says he doesn't care too much for the run, but the loot is good. Richard Shaffner, an oldtimer who just got out of the hospital, is searching for a run to India.

The John C. Robin Hood and Wild Ranger paid off this week in Seattle, and the *Hudson* is expected to payoff.

Wilmington reports a slowdown in shipping over the last period with only four ships in transit.

Charles H. Kath, a 20-year-man, stopped into the hall to pick up his vacation check, and will be taking some time off to attend his son's graduation from Pasadena High School. No vacation for Emil J. Glaser, though. He hit Wilmington after repatriation from the *Taddei Village* rrounding, then turned around and shipped on the *Massmar* for the East Coast.

Harold Lane was married in a mighty unique way last week while on the beach. He and his bride, the former Miss Patricia Abrams, tied the knot in the rear of Wilmington's Foc'sle Bar. True to his word, the owner of the Bar passed out free champagne following the ceremony. Lane met his bride there, so the locale was a natural.

New York Committee Nixes State Barge Canal Transfer

ALBANY—Maritime industry hopes for Federal operation of New York state's 550 miles of barge canals were quashed recently, when a Joint Legislative Committee recommended that the Barge Canal system be kept under state control and not be transferred to Federal authority.

The recommendation was based on a four-year study by a committee headed by Assemblyman Edward R. Crawford. The study was initiated in 1959 after a state referendum voted to give the Legislature authority to transfer the waterway to the Federal Government.

Maritime interests, who have been utilizing the canal for moving about 3.5 million tons of cargo annually, called the committee's recommendations "shocking" and "prejudiced" in favor of the railroads. The railroads vigorously opposed the transfer of the canal to federal control.

Maritime interests had waged a hard fight in favor of the canal transfer, claiming that the canal system has been allowed to deteriorate under state control. It was felt by the marine industry that Federal maintenance of navigation channels and locks would result in much-needed improvements, especially for the large barges and tugs that are needed for efficient and economical use of the waterway.

The canal system, which dates back to 1825 when the original Erie Canal was put into operation, last year handled 3.2 million tons of cargo. This represents a precipitous drop from a post-war high of 5.2 million tons handled in 1951.

Advocates of the transfer measure pointed out several contradictions in the committee report. One of the reasons advanced by the committee for not transferring the waterways was that the Federal Government would

use "pork barrel appropriations" for improvements. Yet the same report later recommends that the Federal Government be called upon to make an annual appropriation to cover, at the very least, a portion of the cost of operating, maintaining and improving the canal system.

The Joint Legislative Committee noted in its report that the future of the waterway also was under study by the Army Corps of Engineers, and that the study would not be completed until next

year. The committee emphasized that if the Federal study finds that the improvement of the waterway by the Federal Government would benefit the national interest, than "it would be incumbent upon the Legislature to consider the recommendations contained in this report."

The Port of New York Authority has supported the canal transfer measure, calling it "an effective means of obtaining necessary modernization of this transportation artery."

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Dealer Junkets Pad Appliance Costs

The public pays millions of dollars extra in prices of appliances and household equipment for the dealer junkets and trips sponsored nowadays by many large manufacturers.

Junketing has become a standard practice. General Electric, Gibson, other big manufacturers fly merchants or take them on cruises to such exotic places as Rome and other cities in Europe, Hawaii, Rio de Janeiro, Bermuda, and Acapulco, Mexico.

These trips are rewards for dealers who meet certain sales targets. But you pay the bill when you buy an air conditioner or other appliance that the manufacturer happens to want dealers to push.

The junkets have become so widespread and obviously expensive that even some of the dealers themselves are beginning to protest. One large air-conditioner manufacturer, Fedders, has announced it will let dealers take the cost of such trips in lower appliance prices if they prefer. One source estimated this could mean a reduction of \$30-\$50 in the cost of air conditioners, although another source from the same company said the savings are not that large. "Home Furnishings Daily" reports,

In any case, the cost is substantial. One leading manufacturer has hired a ship to take its bigger dealers and their wives on a ten-day cruise at a cost estimated at \$2400 + per couple.

Another large manufacturer, Frigidaire, plays dealers' choice. Merchants can take the trips Frigidaire sponsors or stay at home and take \$10 off the prices of air conditioners they order in the company's sales campaign.

Not all merchants want such trips or condone the practice. The president of a leading appliance chain told us that he has instructed his staff to refuse such trips and insist on reduced prices instead. Similarly, the National Retail Merchants Association has declared that most of its members oppose such awards to sellers, and prefer that the expense of the junkets be used to reduce costs.

Manufacturers sometimes award trips for sales employees who successfully push their brands, as well as to dealers. An even more widespread practice involving the salespeople is the use of "spiffs" or "push money" paid by manufacturers. Those often are used to induce salespeople to push the sale of certain brands of mattresses as well as household appliances.

Then the potential harm to consumers is doubled. Not only must you pay the cost of the manufacturer-sponsored trips or cash spiffs in the price of the merchandise, but you may be subjected to heavy pressure to buy a particular brand or a higher price model.

This doesn't mean you never should believe a salesman's advice about what to buy. Many experienced retail salesmen do

offer valuable guidance. But this is to say you need to be on your guard if you find the salesman or dealer noticeably is pressing you to buy a particular model.

In the mattress business especially, spiffs or PM's notoriously are used for pushing the highest-priced models. The president of one large mattress factory has called PM's "the most vicious" practice ever promoted by retailers and manufacturers both. The consumer is the one who really pays for PM's, he said.

But what can you do about the dealer junkets? Your only defense is comparison shopping. Sometimes, for example, you can find a difference of \$10 to \$30 in the price of a large appliance. There have been instances in which it has been possible to save \$10 just by walking across the street to a competing store.

It also is obvious that the practice of giving expensive junkets on advertised brands helps the private brands of the larger retailers relatively better comparative values, since they do not include this cost. Many of the private-brand appliances sold by various large retailers under their own brand names are made by some of the manufacturers most active in providing junkets.

The most ironic and potentially harmful prospect is that if Congress passes the so-called "quality stabilization" bill enabling manufacturers to fix prices, even retailers who prefer to sell for less rather than accept trips or other awards, would have to sell at the same prices as the others. The millions of dollars spent on junkets then would be a legally fixed part of the retail prices you pay.

Broader US Wage-Hour Law Asked

WASHINGTON—Congress has been asked by the AFL-CIO to extend wage-hour protection to millions of additional workers as a "vital weapon" in the nation's war on poverty.

"What possible excuse can there be for paying a laundry worker or a hotel dishwasher less than 50 cents an hour?" the AFL-CIO asked members of a House Labor subcommittee.

"It is bad enough to be poor because of unemployment," he said. "It is even worse to suffer poverty—the grinding, demeaning poverty of 35 or 50 or 75 cents an hour—while hard at work in a useful occupation."

Congress was urged to bring an additional 2.7 million workers under the Fair Labor Standards Act and add a ceiling over hours to the minimum wage coverage of 1.9 million workers who currently are only partly protected by the law.

Labor welcomes the Administration's proposal to extend coverage to 735,000 more workers and remove the overtime exemption from most groups now excluded, as provided in a bill introduced by Subcommittee Chairman James Roosevelt (D-Calif.).

The AFL-CIO asked for extended coverage for workers in retail trade, restaurant, hotel and motel workers, and workers in laundries and hospitals.

LET 'EM KNOW...
Write TO THE LOG

Overcharged On Foreign Commission Fees

Rap Agriculture Department For Laxity In \$ Management

WASHINGTON—An investigation by the US Comptroller General into overpayment or overclaims on freight paid by the US Department of Agriculture on Public Law 480 surplus agricultural commodities has led to a sharp warning to the Agriculture Department to tighten its supervision and

make more "thorough and careful" examinations of claims for ocean shipping freight payments.

The report by the Comptroller General charged that Agriculture Department officials "did not give proper consideration to all available information involving the type of payments to be included in the claims against these countries, but relied instead on erroneous and unverified information."

The overpayment or overclaims dealt with in the report are in connection with surplus agricultural commodities sold to the United Arab Republic and Yugoslavia under P.L. 480.

Regulations governing payment of freight spell out that any party receiving any sort of commission arising from a transaction must be identified. Furthermore, the report points out, the department specifically decided nearly three years ago that it would not reimburse for commission paid by carriers to the Ramses Maritime Co., Alexandria, Egypt, "or to any other person or firm operating under" the same arrangements where a fee is paid.

In the new case disclosed by the report, Ramses "was not performing services warranting such commissions" but received commission despite the previous rul-

ing. A similar situation in regards to commissions existed on the Yugoslav shipments cited.

New Claims Filed

Since the start of the investigation by the Comptroller General, the Agriculture Department has submitted new claims on Yugoslavia for \$357,085 and to the U.A.R. for \$192,196. This compares with the \$22,974 and \$46,067 respectively, originally claimed by the Agriculture Department before the investigation threw light on the situation.

Meanwhile, the Department of Commerce has announced that the Soviet Union has bought another 70,000 tons of wheat from the US. The department said it had issued a license to Cargill, Inc. to sell over \$5 million worth of wheat to the Soviet.

Although the amount of the new sale is not large, it is significant because of Cargill's previous charges that the requirement to ship one half of all the grains to the Soviet aboard American-flag ships would serve as a deterrent to the sale of any more wheat to the Russians and probably would kill the program altogether. This charge was vigorously disputed by the SIU and other US maritime unions, who countered that the only thing the 50-50 requirement would do is to cut down on the amount of profit to the grain dealers, such as Cargill. SIU President Paul Hall accused Cargill of "waving the flag in order to mask their gluttony for greater profits at the expense of this nation's interest in the carriage of grain products to the Soviet bloc."

SIU Fishermen's Union Begins Strike Balloting

NEW BEDFORD—Some 1,200 members of the SIU affiliated New Bedford Fishermen's Union are now balloting on whether to authorize a strike in the deadlocked negotiations with the New Bedford Seafood Producers Association, the boat owner's organization.

The fishermen, who work on some 200 boats in this port, began casting their ballots on April 7. The voting will continue through Monday, April 20 in order to give members now at sea an opportunity to participate in the voting.

The balloting was ordered after boat owner negotiators failed to make any "significant" proposals after a series of meetings with the union representatives. In fact, Austin P. Skinner, the union's secretary-treasurer, said the boat owners now have receded from proposals they made at the outset of the talks.

The union is insisting that an impartial arbitrator be appointed by either the Federal Mediation Service or the National Arbitration Association to handle issues arising under the contract.

On the other hand, the boat owners want a local arbitrator to be picked from a pool of New Bed-

ford citizens. The union is objecting to this on the grounds that it's difficult to find an experienced, impartial arbitrator locally, one who is willing to undertake such an assignment.

The union wants decisions rendered by the arbitrator to be binding on both sides, but the boat owners have stated they want the courts to have the final say on such matters.

The union is also insisting that present deductions made on the fishermen toward the cost of electronic gear on the boats be eliminated. It is also demanding an increase of one half of 1 percent in health and welfare benefits for the members, plus changes in working conditions, such as sailing times.

The old contract expired on March 31. The negotiations commenced prior to the expiration date after the union notified the association of its intention to re-open the contract.

Virginia Electrical Strike Ends



Members of Local 980, International Brotherhood of Electrical Workers, hold contract ratification meeting at SIU Norfolk hall after winding up their strike at the Virginia Electric & Power Company. The workers had been out on the bricks about a week prior to the successful wind-up of pact talks. They lauded support given by Seafarers during the dispute.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Shipboard Safety Depends On You

One fact that bears repetition from time to time is that you can only get as much out of a shipboard safety plan as you put into it. Every Seafarer should be familiar with the procedure for maintaining a safety program aboard SIU vessels and for holding shipboard safety meetings to deal with problems that may occasionally arise even on the most safety conscious ships.

Procedures were worked out several years ago and have proved their value by making and keeping SIU-contracted vessels among the safest afloat. These procedures keep our SIU safety program operating. They represent the ground rules on which a good safety program must be based. One tried and proven facet of maintaining overall safety aboard ship is ship's meetings on the specific subject of safety. They continue to demonstrate their importance not only in calling attention to specific areas in which safety-aimed improvements are needed, but in constantly bringing the idea home to the individual Seafarer that safety is part of his job and represents a goal toward which he should be striving for his own benefit as well as that of his shipmates.

In general, each vessel participating in a safety program has five safety committees set up to assist in accident prevention. In the past these committees have proved their value, as a glance at the SIU safety record will clearly indicate. Each committee, however, needs the continuing cooperation of all hands to maintain and continue the fine record established in the past.

The various safety committees are set up and usually operate best in the following manner:

SENIOR SAFETY COMMITTEE. The Senior Safety Committee consisting of various ship's officers and an unlicensed representative from each department (elected by the department), meets once per month at a time designated by the vessel's master.

A minimum suggested agenda for this meeting is the following: Discuss a safety subject. Discuss accidents since last meeting.

Consider recommendations forwarded from the departmental safety meetings. Consider findings and recommendations of Inspection Committee. (See "Vessel's Safety Inspection Committee" below.)

Formal minutes of this meeting are kept and forwarded to the various company safety departments in duplicate. The companies should also forward a copy of the minutes to this department for study and possible joint action.

DEPARTMENTAL SAFETY COMMITTEE. Each Departmental Safety Committee meets once a month prior to the meeting of the Senior Safety Committee. Membership of these committees is as follows:

The departmental safety representative, plus the chief mate, first assistant engineer or chief steward (depending on the department) and all members of the department off watch.

The minimum suggested agenda for each of these meetings is the following:

Safety representative's report on the previous Senior Safety Committee Meetings. Discuss a safety subject. Discuss unsafe practices and/or conditions observed. Recommendations to be taken to the next Senior Safety Committee meeting.

VESSEL'S SAFETY INSPECTION COMMITTEE. This committee shall consist of the following members:

One Mate (Appointed by the Master).
One Engineer (Appointed by the Master).
Deck Department Safety Representative.
Engine Department Safety Representative.
Steward Department Safety Representative.
The ship's Safety Inspection Committee should make an inspec-

tion of the entire vessel at least once a month. The inspection is best made department by department and, during the inspection of a particular department, in addition to the mate and the engineer, only the Safety representative for that particular department is usually in attendance.

During their inspection they should look into and report any existing unsafe practices or conditions. They shall also observe and report on the progress being made on previously-approved recommendations and whether the previously-approved recommendations seem to be accomplishing the desired results.

If this minimum program is followed and all hands aboard work together for the desired result, progress can continually be made on eliminating hazards and accidents that are costly and unnecessary for all involved.

Ivory Coast To Get US Rice, Tallow

WASHINGTON — The Department of Agriculture has announced the first agreement with the Ivory Coast under Public Law 480.

The agreement with the Ivory Coast provides for the sale of \$3.8 million worth of US rice and inedible tallow. In all, the transaction involves about 88.1 million pounds of rice worth about \$2.4 million and 11 million pounds of tallow worth \$980,000. Ocean transportation costs were estimated at about \$350,000.

Sales will be made by private US grain traders. The agreement also provides that 50 percent of the Ivory Coast francs received in payment will be loaned to the Ivory Coast Government for economic development, 35 percent will be used to defray US overseas expenses, and the remaining 15 percent will be set aside for US foreign aid loans to US and Ivory Coast private business firms.

The Ivory Coast is one of the new nations on the east coast of Africa. It gained its independence from France on August 7, 1960 and became a member of the United Nations on September 20 of the same year.



ANNUAL REPORT

For the fiscal year ended November 30, 1963
SEAFARERS WELFARE FUND
17 Battery Place, New York 4, NY

to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York 38, NY.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1963

(Name of plan) Seafarers Welfare Plan

(Address of plan's principal office) 17 Battery Place, New York 4, NY.

ASSETS

	Column (1)	Column (2)	Column (3)
1. Cash		617,281.56	
2. Bonds and debentures			
(a) Government obligations	796,407.58		
(b) Nongovernment bonds	2,118,972.07		
(c) Total bonds and debentures	2,915,379.65		
3. Stocks			Not Applicable
(a) Preferred	—0—		
(b) Common	1,161,942.98		
4. Common trusts	—0—		
5. Real estate loans and mortgages	—0—		
6. Operated real estate	—0—		
7. Other investment assets	294,950.33	4,372,272.96	
8. Accrued income receivable on investments			
9. Prepaid expenses			
10. Other assets			
(a) See attachment	55,474.71		
(b)			
(c)		55,474.71	
11. Total assets		5,045,029.23	

LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable	—0—		
13. Reserve for unpaid claims (not covered by insurance)	—0—		
14. Accounts payable. See Attachment	524,495.32		
15. Accrued payrolls, taxes and other expenses	—0—		
16. Total liabilities		524,495.32	
17. Funds and reserves			
(a) See below	1,779,951.00		
(b) Fund balance	2,740,582.91		
(c)			
(d) Total funds and reserves		4,520,533.91	
18. Total liabilities and funds		5,045,029.23	

Indicate accounting basis by check: Cash Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See Attachment.

The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act. sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (2): Bonds, stocks and Treasury bills at cost.

If A (2) in item 13, PART III is checked "Yes," show in this column the cost of present value, whichever is lower, of investment summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

Item 17 (a) Reserve for welfare benefits for pensioners and their dependents—\$1,779,951.00

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For Year Ending November 30, 1963

(Name of plan) Seafarers Welfare Plan

(Address of plan's principal office) 17 Battery Place, New York 4, NY.

RECEIPTS

1. Contributions			
(a) Employer		3,165,692.67	
(b) Employees			
(c) Other (Specify)			
2. Interest, dividends, and other investment net income		194,335.21	
3. Gain (or loss) from disposal of assets, net. Loss		19,280.62	
4. Dividends and experience rating refunds from insurance companies			
5. Other receipts			
(a) Interest on Delinquent Contributions		4,166.80	
(b) Equipment and Office Improvement Rental		35,404.30	
(c) Miscellaneous		667.86	40,238.96
6. Total lines 1 to 5, inclusive			3,419,547.46

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits		—0—	
8. Benefits provided other than through insurance carriers or other service organizations. See Attachment			3,469,588.70
9. Administrative expenses			
(a) Salaries (Schedule 1)		279,978.21	
(b) Fees and commissions		54,884.16	
(c) Interest		—0—	
(d) Taxes		14,942.36	
(e) Rent		20,193.94	
(f) Other administrative expenses		133,511.72	503,510.39

10. Other disbursements			
(a) See Attachment		45,750.36	
(b)			45,750.36
11. Total lines 7 to 10, inclusive			4,018,849.45
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)			(599,301.99)

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year			3,699,874.32
14. Excess (deficiency) of receipts over disbursements (line 12)			(599,301.99)
15. Other increases or decreases in funds			
(a) Net increase or decrease by adjustment in asset values of investment. Adjustment in bond carrying value from amortized cost to cost		(455.10)	
(b) See Attachment		(359,534.32)	(359,989.42)
16. Fund balance end of year			2,740,582.91

SEAFARERS WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT — FORM D-2

NOVEMBER 30, 1962

Item No.

1. Seafarers Welfare Plan is identified with various Atlantic, Gulf Coast and Great Lakes steamship companies, tugboat and dredging operators who have collective bargaining agreements with the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, the Inland Boatmen's Union of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, and the Seafarers International Union of North America, Great Lakes District.

5B Classes of Benefits Provided

Death	Medical
Hospital	Sickness and Accident
Maternity	Medical Examination Program
Unemployment	Blood Transfusions
Optical	Surgical
Burial Plots	Special Therapeutic Equipment
Rehabilitation	Blood Bank
	Rehabilitation Therapy

EXHIBIT B-1—Item 10—Other Assets

Investment in Stock of Wholly-Owned Corporation (At Cost)		\$ 2,000.00
Miscellaneous Receivables		19,936.65
Deposits		444.00
Due from Other Plans		28,094.06
Capital Donated to Wholly-Owned Corps.	\$426,293.70	
Less: Reserve for Donated Capital	421,293.70	5,000.00

Fixed Assets

Furniture and Fixtures—New York	353,577.94
Medical and Safety Program Facilities—Bklyn., NY	92,412.13
Medical and Safety Program Facilities—Puerto Rico	61,949.69
Medical and Safety Program Facilities—New Orleans, La.	44,852.34
Furniture and Fixtures—Blood Bank Program—New York, NY	558.78
Medical and Safety Program Facilities—Balt., Md.	46,050.49
Equipment Outports	7,275.07
Cemetery Plots	1,888.35

	608,564.79	
Less: Reserve for Fixed Assets	608,564.79	—0—

Total Other Assets \$ 55,474.71

Item 14—Accounts Payable

Payroll Taxes Withheld	\$ 6,507.64
Accounts Payable	7,395.46
Contributions Held in Escrow	20,319.27
Due to Other Plans	490,272.95
	\$524,495.32

EXHIBIT B-1 — Statement of Significant Unrecorded Assets and Liabilities

ASSETS

Contributions Receivable—Note	\$1,385,882.12
Interest Receivable on Bonds	26,803.11
	\$1,412,685.23

LIABILITIES

Incurred Benefits Payable	\$ 429,446.20
Administrative Expenses Payable	32,469.54
	\$ 461,915.74

Note: Included herein are delinquent contributions in the amount of \$272,000 due from A. H. Bull Steamship Company, as principal for its own vessels and from its subsidiary, A. H. Bull & Company, Inc., as agents for several steamship companies. Attorneys for the Plan have instituted suits libeling various vessels under the control of the companies and the parties, involved are presently engaged in proceedings for reorganization under the Bankruptcy Act.

EXHIBIT B-2—Line 8 and Page 2—Item 7

Benefits provided other than through insurance carrier or other service organization. Cost of Benefits Paid	\$3,306,861.82
Cost of fixed assets acquired for purpose of providing specific benefits	162,726.88
	\$3,469,588.70

EXHIBIT B-2—Line 10—Other Disbursements

Trustees Meetings	\$ 7,081.83
Travel Expenses	4,789.91
Furniture, Fixtures and Equipment	27,430.96
Maintenance of Real Estate	4,439.23
Information Booklets	2,008.43
	\$45,750.36

(Continued on page 18)

ANNUAL REPORT

(Continued from page 17)

EXHIBIT B-2—Line 15(B)—Other Increases or (Decreases) in Funds

Increase in Reserve for Welfare Benefits to Pensioners and their Dependents	(\$423,573.00)
Acquisition of Fund Balance Resulting from Consolidation with Other Plan	64,038.68
	(\$359,534.32)

15. Accrued payrolls, taxes and other expenses .....	.....
16. Total liabilities .....	.....
17. Funds and reserves	
(a) Reserve for future benefits and expenses	5,159,773.45
(b) .....	.....
(c) .....	.....
(d) Total funds and reserves ...	5,159,773.45
18. Total liabilities and funds	5,159,773.45

* Indicate accounting basis by check: Cash Accrual Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities.
 * The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (a) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): Bonds, Stocks and Treasury Bills—At Cost.
 * If A (2) in Item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

ANNUAL REPORT OF THE

SEAFARERS WELFARE FUND

STATE OF New York }
 COUNTY OF New York } ss.

Trustees of the Fund and
 being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee: [Signature]

Subscribed and sworn to before me this
5th day of April
 1964 [Signature]
 JOHN J. RAGUSEO
 NOTARY PUBLIC, State of New York
 No. 39-842295
 Qualified in Nassau County
 Cert. Iss'd in Nassau Co. & N.Y. Co.
 Commission Expires March 30, 1969

Employee trustee: [Signature]

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For Year Ending November 30, 1963

(Name of plan) Seafarers Pension Plan

(Address of plan's principal office) 17 Battery Place, New York 4, NY.

RECEIPTS

1. Contributions		
(a) Employer	\$3,236,783.00	
(b) Employees .....	.....
(c) Others (Specify) .....	.....
2. Interest, dividends, and other investment net income	110,683.54	
3. Gain (or loss) from disposal of assets, net	27,788.18	
4. Dividends and experience rating refunds from insurance companies .....	.....
5. Other receipts		
(a) .....	.....
(b) .....	.....
(c) .....	.....
6. Total lines 1 to 5, inclusive	\$3,375,254.72	

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits .....	.....
8. Benefits provided other than through insurance carriers or other service organizations	790,145.58	
9. Administrative expenses		
(a) Salaries (Schedule 1)	46,961.42	
(b) Fees and commissions	23,677.93	
(c) Interest .....	.....
(d) Taxes	2,463.02	
(e) Rent	3,284.64	
(f) Other administrative expenses	44,838.61	121,225.62
10. Other disbursements		
(a) Trustees Meeting Expense	5,462.78	
(b) Traveling Expense	845.68	6,308.46
11. Total lines 7 to 10, inclusive	917,679.66	
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)	2,457,575.06	

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year	-0-	
14. Excess (deficiency) of receipts over disbursements (line 12)	2,457,575.06	
15. Other increases or decreases in funds		
(a) Net increase or decrease by adjustment in asset values of investments. Adjustment in Bond Carrying Value from Amortized Cost to Cost	869.67	
(b) Net increase in Reserve for Future Benefits and Expenses	(2,458,444.73)	(2,457,575.06)
16. Fund balance end of year	-0-	

ANNUAL REPORT

For the fiscal year ended November 30, 1963

SEAFARERS PENSION PLAN

17 Battery Place, New York 4, NY

to the

SUPERINTENDENT OF INSURANCE

of the

STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York 38, NY.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1963

(Name of plan) Seafarers Pension Plan

(Address of plan's principal office) 17 Battery Place, New York 4, NY.

ASSETS*

	Column (1)	Column (2)	Column* (3)
1. Cash		\$ 102,484.38	
2. Bonds and debentures			
(a) Government obligations ...	\$ 251,785.00		
(b) Nongovernment bonds	1,578,442.40		
(c) Total bonds and debentures ..	1,830,227.40		
3. Stocks			Not Applicable
(a) Preferred	345,427.48		
(b) Common	1,889,164.81		
4. Common trusts			
5. Real estate loans and mortgages ...	295,384.73		
6. Operated real estate			
7. Other investment assets, U.S. Treasury Bills	199,213.77	4,559,418.19	
8. Accrued interest paid on investments ..		1,397.93	
9. Prepaid expenses			
10. Other assets			
(a) Accounts Receivable	496,472.95		
(b) .....	.....	
(c)		496,472.95	
11. Total assets		\$5,159,773.45	

LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable .....	.....
13. Reserve for unpaid claims (not covered by insurance) .....	.....
14. Accounts payable .....	.....

ANNUAL REPORT OF THE

SEAFARERS PENSION FUND

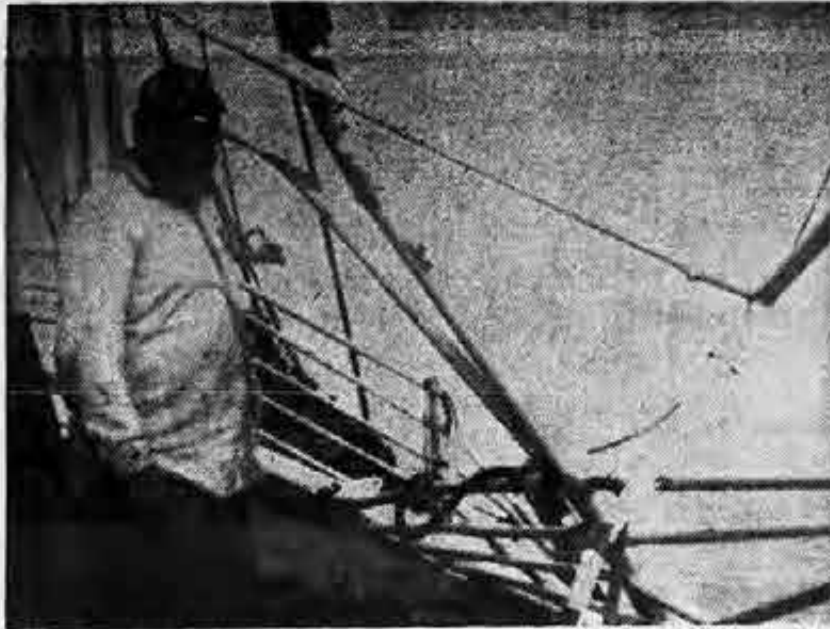
STATE OF New York }
 COUNTY OF New York } ss.

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 1964 [Signature]
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 Commission Expires March 30, 1969

Employee trustee: [Signature]



The damage sustained by the Steel Seafarer (Isthmian) when she was in a collision with the MV Zeta below New Orleans on the Mississippi is seen in the two photos. Bosun Enrico Torelli (top photo), is seen surveying part of the wreckage topside. Damage to the bridge is seen in the picture below. Neither ship was seriously injured in the accident.

Steel Seafarer Suffers Slight Crash Damage

After a midnight bump on the fog-bound Mississippi River, the Steel Seafarer (Isthmian) was forced to turn about and head back to New Orleans for repairs.

The Isthmian vessel, which was bound for New York to take on cargo, was involved in a collision with the Yugoslav-flag Zeta, which was sailing for New Orleans off Port Surphur. No one was injured in the accident.

Enrico Torelli, bosun on the Steel Seafarer, had several photos taken of the damage caused by the crash while the ship limped back to New Orleans. The photos, seen on this page, show some of the damage which the Steel Seafarer suffered.

The SIU-contracted Seafarer suffered damage to several plates on the starboard side in the vicinity of No. 1 hatch, the chain rail, which was swept away, and slight injuries to her bridge.

It was reported that injuries suffered by the Zeta were confined to the area around her bow. Although the Steel Seafarer was not damaged seriously, repair work in New Orleans delayed her sailing for about a week.

The Isthmian vessel sailed from New York late in March for Basrah, Iraq and other ports in the Middle East. She is scheduled to pay off in New York on May 28th.

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.



Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

From the Ships at Sea

The crew aboard the Penn Transporter (Penn Navigation) experienced some anxious hours on the first leg of their trip to Port Said. Five days out the ship sprang a leak which filled the port tank with 14 feet of water, and the crew was forced to dump 186 tons of corn over the side. James H. Bales, ship's delegate, reports that by the time the Transporter reached Spain for repairs, the corn cargo in four tanks and one hold became waterlogged.

R. De Boissiere, ship's delegate on the Transorient (Hudson) was given a special vote of thanks for taking care of C. D. Simmons, deck engineer, who was injured at sea. Simmons was hospitalized in Bombay, India and later sent home. After learning the rudiments of medical care from taking care of the deck engineer, De Boissiere feels that he is in a special position to appreciate the work of the SIU clinics. In a short note to the LOG, the ship's delegate expresses his thanks to the clinics for taking care of the Union members and their families.

Crewmembers on the Sacramento (Oriental Exporters) seem to have developed a yen for seafood. A Good and Welfare resolution requested the steward to make sure there were plenty of shrimp, scallops and oysters on the menu for the next trip. Ship's delegate Ralph O. King reports the Sacramento recently came out of layup in Jacksonville and was being brought around in good SIU order.

The antics of the amateur cooks on the Steel Maker (Isthmian) are giving the galley staff a headache. Crewmembers have been asked to cease using the toaster for a hot plate. Ship's delegate William Bushay gave a vote of thanks to N. A. Huff, deck delegate, Joseph Cyr, engine delegate, and P. Saquilayan, steward delegate, for



Bales



DeBoissiere

their cooperation in making the trip a smooth one.

Joe E. Block, meeting chairman on the Seatrain Louisiana (Seatrain), sends word that Alfonso Sandino, the ship's former bosun, would appreciate hearing from his friends and former shipmates while he recuperates from a recent illness. Block says Sandino is making a good progress and will be moved to the USPHS Hospital in Galveston, Tex. shortly.

Ships whose steward departments know that their best efforts are not going unnoticed by the votes of thanks they receive from grateful crews include the Transglobe (Hudson), Alcoa Roamer (Alcoa), Kyska (Waterman), Mobile (Sea-Land), C. S. Long Lines (Isthmian), Elizabethport (Sea-Land), Norberto Capay (Liberty Navigation), Del Rio and Del Campo (Delta), Alice Brown (Bloomfield), New Yorker (Container Ships), Bienville (Sea-Land), La Salle (Waterman), Bonanza (American Asia), and Puerto Rico, (Motorships of Puerto Rico).

Reinaldo Alamo, crew pantryman on the Transglobe (Hudson), is reported doing fine after being hospitalized in Bremerhaven, Germany. Alamo was visited recently

by a delegation from the Transglobe including Anthony Palino, ship's delegate, Jorge Ripoll and Patrick Maeklin.

When the Afoundria (Waterman) sailed recently, the crew found that R. W. Corns, chief electrician, was breaking in a new camera he had just bought at the Seachest. Taking advantage of this new talent, Corns was quickly elected as reporter-photographer at the first ship's meeting.

The best way to provoke a quarrel between a bunch of apple connoisseurs is to ask them what variety makes the best eating. However, the apple fanciers aboard the Commander (Marine Carriers) are all agreed that on the next trip, the steward better serve them the eating rather than the cooking kind!

Crewmembers on the Del Mundo (Delta) were disgruntled when the company agent wouldn't furnish launch service to shore say-



Corns



Block

ing it was too expensive. On the other hand, they did find the chow up to the highest SIU traditions and gave a resounding vote of thanks to the steward department.

MONTPELIER VICTORY (Victory Carriers), March 8 - Chairman, J. Whalley; Secretary, G. H. Wright. Ship sailed short two men from San Francisco, \$7 in ship's fund. Some disputed OT in deck and steward departments. Patrolman to be contacted regarding deck department rules and regulations as covered in agreement. Vote of thanks to steward and his department for an exceptional job well done.

FORT HOSKINS (Cities Service), March 7 - Chairman, George B. McCurley; Secretary, R. O'Rourke. Captain has been complaining about orange peelings and other refuse thrown about the decks. Some men complained that the steward is too harsh with them. Vote of thanks to ship's delegate McCurley for good job.

DEL MONTE (Delta), Jan 4 - Chairman, James M. Hand; Secretary, P. L. Shauper. Brother C. P. Moore was elected to serve as ship's delegate. \$10 in ship's fund. Motion made to have Union make arrangements for men at sea to vote on dues raise and in general elections. Vote of thanks to steward departments especially the galley gang.

GATEWAY CITY (Sea-Land), Mar. 21 - Chairman, Richard Adamson; Secretary, R. Hernandez. Ship's delegate informed crew that payoff will be held on Monday due to delayed arrival. No bees or disputed OT. New gaskets are required in crew's

quarters as too much water is coming through porthole whenever the ship rolls. Cigarettes should be sold aboard ship. Suggestion that yellow paint be used on the stairway aft so that crewmembers can see the overhead.

MARINE (US Shipping), Mar. 7 - Chairman, F. J. Johnson; Secretary, none. Ship's delegate reported delayed sailing at Yokohama. Lack of

DIGEST of SIU SHIP MEETINGS

Launch service at Chittagong to be taken up with patrolman. All department delegates extended a vote of thanks for excellent cooperation during voyage. Some disputed OT in deck department. Chief mate continually working on deck. Vote of thanks to the chief steward, Eddie Miller, for a job well done. Excellent menus and good food and service put out by all members of the steward department.

A & J FATH (Pacific Seafarers) Mar. 5 - Chairman, B. McNulty; Secretary,

Julius Johnson. Two men missed ship in Bombay. One man had to get off due to illness. No bees reported by department delegates.

BONANZA (America A's), Feb. 11 - Chairman, Ted Chlinski; Secretary, Ray Rosemont. A letter was read from headquarters concerning launch service in Chittagong. Crew to be paid if launch service is not available. Beef concerning daymen standing weekend gangway watches. Crew wants clarification. Disputed OT in deck and steward departments. Motion made to attempt to obtain American currency for draws instead of Travellers' checks. Vote of thanks to the steward department.

SAN FRANCISCO (Sea-Land), Feb. 22 - Chairman, R. A. Eden; Secretary, R. C. Williams. Ship's delegate reported everything running smoothly. \$10.50 in ship's fund. Motion made that negotiating committee negotiate for time off in the next negotiations. The matter of fresh milk and ice cream to be taken up with patrolman. Discussion on motions made aboard ship.

TOPA TOPA (Waterman), Feb. 13 - Chairman, C. L. Arndt; Secretary, C. G. Brissett, Sr. Disputed OT beef in deck department will be taken up with patrolman. One man left in hospital in Karachi, Pakistan. Vote of thanks given to the steward department for a job well done.



Blowout Makes Up For Holiday At Sea

Nobody, least of all a Seafarer, likes to be away from home for the holiday season. While a traditional Christmas dinner or New Year's celebration on board ship may be something to look forward to on a long voyage, the day-to-day work routine is always there to remind a seaman that he is a long way from his family and friends.

These thoughts were very much on the minds of the crew of the

crew consists of West Coast Seafarers, who signed on in Seattle, Wash. "A more grand bunch I never sailed with," he declares.

Fine Chow

Adding to the spirit of friendliness on board, was the fine chow served up by the ship's steward department. The good galley situation was, in turn, enhanced by the entertainment provided by Barney McNally, the singing waiter from Pittsburgh, who was the sole East Coast representative aboard. McNally's vocal efforts "made the voyage even more enjoyable," Richard said.

The idea of the postponed New Year's party kept growing all the way to Korea. When the ship hit Inchon, the great moment was at hand, and the crew of the Rose turned out for the occasion in style. Not only did the party make up for the delay in celebrating New Year's 1964, but it also got a headstart in welcoming 1965, judging from Richard's description.

Among the merrymakers attending the blowout were Richards, Stanley Johns, Walt Cleaver, John Hourigan, Hank Roberts, Buddie Davidson, Stew Ginsberg, Ken Kunstsen, Eddie Lee and Barney McNally.



Johns Hourigan

Overseas Rose (Maritime Overseas) which sailed for Korea in early December. When the holidays rolled around, the crewmembers were separated from their homes by several thousand miles of the Pacific. At this point a bunch of the crew resolved that they would celebrate the coming of the new year in an appropriate SIU style, even if it had to be somewhat delayed. According to wiper Ronnie Richards, the idea for a blowout was actually first conceived soon after the ship left the States.

Richards writes that the Rose's

MARGARET BROWN (Bloomfield), February 2—Chairman, D. B. Jordan; Secretary, S. Rothschild. Ship's delegate reported one man was hospitalized in France. Some disputed OT in deck department to be taken up with patrolman. Bosun suggested that department delegates handle all beefs at payoff in order to expedite payoff procedures. Vote of thanks to the steward department for an exceptionally well done job.

DEL CAMPO (Delta), November 14—Chairman, William Goff; Secretary, James Barnette. Repair list turned in. Beef between saloon messman and BR to be handled by patrolman. Beef about engine department sanitary work in general. Safety meeting attended by all delegates and department heads.

JOHN C. (Atlantic Carriers), March 1—Chairman, F. Jankowski; Secretary, L. B. Kelly. Ship's delegate reported one man was hospitalized in Yokohama. \$22.20 in ship's fund. Motion made that travelers' checks be eliminated. Vote of thanks extended to the steward department and a special vote of thanks to the steward.

SACRAMENTO (Oriental Exporters), Feb. 16—Chairman, Ralph O. King; Secretary, John L. Mummslyn. Everything is ship-shape. Ralph O. King was elected to serve as ship's delegate. Ship sailed short one AB. Crew requested to keep messhall and washroom clean, and to make less noise in passageways.

March 7—Chairman, Ralph O. King; Secretary, Zane Netherton. Ship in good SIU order. \$9.75 in ship's fund. Zane Netherton elected to serve as ship's delegate. Crew requests fresh water tanks be cleaned and reconnected as drinking water was dirty during entire voyage. Vessel sailed short one AB without replacement.

SEATRAN LOUISIANA (Seatrains), March 23—Chairman, Joe B. Block; Secretary, Herbert C. Justice. Ship is running along very smoothly. \$7.93 in ship's fund. Former bosun, Alfonso Sandino is progressing satisfactorily at the USPHS hospital in Norfolk. He will be moved to the USPHS hospital in Galveston soon. Drop him a line, as he'll appreciate it.

TRANSORIENT (Hudson), March 15—Chairman, W. H. Thompson; Secretary, J. W. Haggerty. Deck engineer hospitalized in Bombay and then sent home. No beefs reported by department delegates. Vote of thanks extended to steward W. H. Thompson and department for excellent feeding. Special vote of thanks to ship's delegate R. DeBoissiere for taking care of injured man. Delegate expressed thanks for the SIU clinics in all ports for taking care of all the membership and their children.

ELDORADO (American Asia), March 19—Chairman, Cyril A. Scott; Secretary, L. Paradise. Ship's delegate reported there was no water for drinking or showers for five days. Letter sent to headquarters. Leo Paradise

was elected to serve as ship's delegate. Crew requested to keep doors below closed and not to dump garbage on deck in port. Repair lists to be submitted to ship's delegate who in turn will submit them to the captain.

VOLUSIA (Suwanee), March 8—Chairman, W. Fernwood; Secretary, Joseph Crage. One oiler failed to join ship in Portland. \$10.50 in ship's fund. No beefs reported by department delegates. Joe Harty was elected to serve as ship's treasurer. The Midway incident should be brought to attention of the Union.

OVERSEAS JOYCE (Maritime Overseas), Feb. 21—Chairman, Jack Redding; Secretary, John Gardner. One

DIGEST of SIU SHIP MEETINGS

man missed ship in San Francisco. One man taken off ship with not-fit-for-duty slip. N. J. Kerngood was elected to serve as ship's delegate. \$9.26 in ship's fund. No beefs reported. Discussion on cold drinks. Discussion on steward department situation.

WASHINGTON CARRIER (Destiny Carriers), Jan. 1—Chairman, J. F. Dickerson; Secretary, H. M. Smith. Brother J. F. Dickerson was elected to serve as ship's delegate. No beefs reported. Discussion on taking up collection for ship's fund. Fuel's and passageways need souceeing after loading grain.

HASTINGS (Waterman), March 13—Chairman, Gary Scott; Secretary, John Wells. \$4.20 in ship's fund. Delegates requested to make up repair lists. Everything is running smoothly.

STEEL APPRENTICE (Isthmian), Jan. 21—Chairman, Jose Fidalgo; Secretary, Fred Durham. Ship's delegate reported that the crew has been dissatisfied with the preparation of menus and food for the past two months. Crew would like to have more of a variety of meats and night lunch.

PENN TRANSPORTER (Penn), Jan. 19—Chairman, H. Workmen; Secretary, C. Lee. Ship's delegate reported that one fireman failed to join ship on sailing day. James H. Bales elected to serve as new ship's delegate. Five days out the ship sprang a leak in No. 3 port tank and took on 14 feet of water. Had to dump 185 tons of corn over the side. Stopped in Spain for repairs.

DEL MONTE (Delta), Feb. 23—Chairman, Charles Moore; Secretary, Daniel Robinson. Ship's delegate reported no beefs. Some logs and application for hospital slip to be discussed with boarding patrolman. Crew requested to remove clothes from line when dry. Suggestion made to get timer for washing machine. Vote of thanks extended to steward department.

COUNCIL GROVE (Cliffes Service), Mar. 1—Chairman, T. Faulkner; Secretary, G. Swift. Motion made that company provide an awning for fan-tail, and keys for fo'c'sle doors. Disputed OT in all three departments. Vote of thanks to the steward department for its fine work.

MIDLAND (Clearwater), Feb. 23—Chairman, Jack Guard; Secretary, R. H. Simpson. No beefs except for a few hours disputed OT and for repairs. Check patrolman for clarification re souceeing of the officers' rooms. Motion made that any welding or burning done off regular working hours is to be paid as time and one-half. Check why company has not forwarded mail to the ship, and on prices for stopchest. Vote of thanks to steward department, especially to Frenchy, crew messman, for an exceptional job. Contact patrolman about keeping natives off ship.

TRANSGLLOBE (Hudson Waterways), Mar. 11—Chairman, Guy DeBaers; Secretary, A. Caram. Ship's delegate reported that crew pantryman had to be hospitalized in Bremerhaven, Germany, for operation, and is doing fine. Some disputed OT in engine department will be taken up with patrolman on arrival. Vote of thanks to the steward department for job well done.

SEATRAN GEORGIA (Seatrains), Mar. 16—Chairman, B. Derol; Secretary, Roberto Hannibal. \$4.50 in ship's fund. Brother McCullough volunteered for ship's delegate job. No beefs reported by department delegates.

STEEL MAKER (Isthmian), Mar. 15—Chairman, N. A. Huff; Secretary, Fred Tampil. \$65 in ship's fund. Donated \$5 to the American Seamen's Friend Society. Some disputed OT in deck and engine departments. Motion made to have more specialized training ashore so that men are trained according to job they wish to do on board ship. Deck delegate complained about the sanitary work not being performed properly.

TRANSARTFORD (Hudson Waterways), Mar. 17—Chairman, Covert; Secretary, Kennedy. Crew was glad to hear about 50-50 finally coming to a head. Patrolman did a very good job on all beefs. Crew hopes the company will live up to its end.

FAIRPORT (Waterman), Mar. 8—Chairman, Steve Thayer; Secretary, Peter Goodzuk. \$5.80 in ship's fund. Letter to be sent to headquarters regarding empty rooms midships for deck maintenance. Vote of thanks to steward department for job well done.

Unbending In Calcutta



Relaxing after the long trip to Calcutta, crewmembers of the Hudson (Victory Transport), smile for engine delegate L. Paradeau's camera (above). Among those gathered around the table are (l-r) W. O'Connor, F. Blandino, C. Wiggins, H. Krause, and F. Coggins. Paradeau takes his turn before the camera (below), as he stands besides Brother Blandino in the lobby of Calcutta's Grand Hotel.



Rates Welfare Care As Tops

To the Editor:

I have just returned home from the Staten Island USPHS Hospital where I was a patient from January 7 to March 26, 1964. I was drydocked after I fell and broke my leg on the Ponderosa, my last ship. I am now an out-patient at the Marine Hospital in Galveston.

After being in the hospital, I have really found out what an efficient Welfare Plan we have.

The first day I was laid up,

SIU, but were members of other unions. When they would see our representatives coming to see us every week, they couldn't help noticing how much more consideration we SIU members received than they did. Even the boys in the NMU admitted that we had the best benefits.

Milburn L. Hatley

Welfare Help Draws Praise

To the Editor:

I don't have enough words to express my thanks for all the help I received from the Welfare Plan during my wife Christine's illness.

She was operated on for cancer and later passed away.

I want to thank all the SIU officials and members who have made it possible to help us retired Seafarers in time of need.

Sherwood Piner

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.

SIU welfare representatives came around and took care of everything that needed to be done. They also made arrangements to get me to the airport when I was ready to leave. A person can really feel proud to be a member of the SIU, especially when we have such a good welfare plan and such fine fellows representing it.

Some of the boys in the hospital did not belong to the

Lauds Seafarers Aid On Claim

To the Editor:

I find it very difficult to express my deepest thanks to all who took part in helping my husband, Earnest Cochran, put through his welfare claim on my behalf.

The checks were a tremendous help in paying back bills. Please accept our humble thanks for everything.

Estelle Earnest Cochran

Final Journey



William A. Hendershot's former shipmates paid him their final respects when they acted as pallbearers, bringing him to his final resting place at Rose Hills Cemetery, Calif. Among the Seafarers pictured are A. Ellingsen, T. Navarro, M. Yurko, J. La Coste, R. Richardson and G. McCartney.

LOG-A-RHYTHM:

Without Answer

By E. A. King

Safe on the steady sun-warmed beach I stand
To gaze upon the ever-restless sea,
As oft before I seek to understand
What charm that cold deep ocean holds for me.

From whence the distant almost pleading call?
That cry that comes from way off there somewhere?
Cold reason tells me none there speaks at all
But logic silenced still a call I hear.

Not one I love lies buried in the deep
My sons sailed there but all come safely home;
I love the land bound cottage that I keep
I do not crave in ships the sea to roam.

Yet feeling with the heavy breathing tide
I count the waves that crest and break and roll,
Responding to a kinship known inside
That bonds the sea as one to my soul.

Did I once have my native home therein?
Is memory built of stuff that never dies?
Is spirit homesick for some far has-been?
Is it from in myself a something cries?

Unanswered; all unanswered. Even so
As now it is, so it will always be;
For looking now to seaward, this I know
There's something in myself that's of the sea.

Warns Against Ship Performing

To the Editor:
We have just returned from the second voyage of this old Liberty since she came under the SIU banner. The entire crew from the captain down, and even the SIU patrolman who paid off the ship commented that this crew was one of the best.

should be invoked and enforced more freely.
I find that these bad actors are not the oldtimers who built this Union, God bless them, but the ones who came in lately. They have no investment in our organization, and don't know how to make their way properly.

Walter Marcus

Timely Help Gets Praise

To the Editor:
I want to take this opportunity to thank the Union for its friendly help to me at a time when I was in great distress. My husband was hospitalized in Staten Island because of injuries last October, and I rushed to New York from my home in Mobile, Alabama, to see him.

I arrived in Brooklyn as a complete stranger. I was so worried and upset that I found it very difficult to find out how to locate him. However, the Union came to my aid and provided me with a ride to the Staten Island USPHS Hospital, enabling me to see my husband.
By publishing this letter you will be letting everyone know that the Union stands ready to assist the families of its members in their times of trouble.
I am proud my husband is a member of such a fine union—the SIU.

Mrs. Ernest Vitou

To the Editor:
I am sending along a few brief words of thanks for the help given to me in my hour of need by the crew on the SS Fairland. We were a day out of Houston when I learned that my son, Fred, had passed away.
The gang on the Fairland, hearing of my loss, got together and collected enough money to get me home in time for the funeral. In addition to this, I was able to hand a sizeable contribution from the crew over to my daughter-in-law.
Believe me, both my daughter-in-law and myself don't have enough words to thank the boys on the Fairland. It's only in the SIU that you can find generosity like this at a time when it really counts.

Richard Heffley

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.

foul-ups and the payoff was really clean. In one word, the Warm Springs came in SIU-style. It should be an inspiration to many of our members to bring a ship in from a long voyage to India without any beefs or disparaging incidents. These bad apples bring no credit to our Union, but do help those who desire to destroy or embarrass us by providing them the ammunition to accomplish their objectives.

There was a contrast between this ship and a sister ship which happened to be docked in the same port at the same time in India. Whereas the crew of our vessel was acting in true SIU style, some of the members on the other ship acted just the opposite way. They had fights and scrapes all the time.

It got so bad that our crew forbid some of the men on the other ship from coming aboard. Their performance was not only something to give our Union a black eye from the standpoint of the company, but also gave our nation a setback in the eyes of the local population.

Such a performance on the part of any irresponsible segment of our membership should be stopped, and those responsible should be dealt with according to our rules. Our constitution provides penalties commensurate with every violation of our contract, and they

SEATRAN TEXAS (Seatrains), March 22—Chairman, H. Bjerring; Secretary, E. O. Johnson. Two men missed ship in New Orleans. \$52.72 in ship's fund. \$39.75 in coca-cola fund. Motion made to take ship's fund and coca fund and pay off coke machine. H. Bjerring was elected to serve as ship's delegate.

TRANSEASTERN (Transeastern), March 20—Chairman, James Sheets; Secretary, Gustav V. Thobe. Motion made to carry one more wiper. Crew cited the impossibility of regulating the heat aboard ship in order to be comfortable. It is either too hot or too cold. Suggestion made to move steam table from saloon to galley. Vote of thanks to the steward department.

COMMANDER (Marine Carriers), March 15—Chairman, R. Noren; Secretary, none. Motion made that 12 years of seetime with 20 years of good standing in SIU should make member eligible for pension regardless of age. Suggestion was made that steward get fresh fruit aboard whenever available while in Port of Rotterdam. Crew would like eating apples instead of cooking apples and more of a variety of meats at breakfast. Bosun hospitalized in Philadelphia. Disputed OT in engine and steward departments.

DEL ORO (Delta), March 9—Chairman, Whitey Moya; Secretary, Henry C. Gerdes. Ship's delegate explained proper procedure for handling beefs aboard ship for the benefit of new men. No beefs reported at the present time. Ship's delegate resigned, and was extended a vote of thanks from crew. Whitey Moya was elected to serve in his place. Metal guard needed over pipe line on main deck. Crew told that door leading from messhall to forward cross passageway should be kept closed when not in use.

OLGA (Marine Managers), Feb. 29—Chairman, C. J. Quinly; Secretary, J. Moore. Ship's delegate explained situ-

DIGEST of SIU SHIP MEETINGS

ation on water rationing, and amount of lodging involved. Sent cablegram and letter to headquarters about draw problem in Yokohama and other ports. Fifty cents in ship's fund. Motion to increase OT rate in all departments up to 50% more than present rates. All hands requested to cooperate by keeping doors closed while in Indian ports. Vote of thanks to all departments for their interest in running a smooth ship.

PENN VANGUARD (Penn Shipping), March 1—Chairman, Carl T. Feary; Secretary, Charles J. Mitchell. Six men sent to hospital in Calcutta. Two more men may be taken off in Suez Canal. Some disputed OT in deck and engine departments. Everything OK in steward department in spite of shortage. Everyone requested to declare all foreign articles purchased. Vote of thanks to the steward department for a good job.

KYSKA (Waterman), March 7—Chairman, Justin Burde; Secretary, Howard Menz. Ship's delegate checked hospital with chief officer and found all okay. Faulty lockers in crew's quarters to be repaired or replaced. Ship to be fumigated. Some disputed OT and division of wages to be taken up at payoff. Motion that SIU should furnish identification card with photo similar to Z-card to be used for identification in foreign countries. Crew seeking information about increase in benefits, wages and pension plan. Check with patrolman about topside getting milk and fruit at night during latter part of the voyage. Deck gang working on main deck after fish-rolling same. Need chairs for recreation room. Inadequate slopchest this trip.

LOS ANGELES (Sea-Land), March 5—Chairman, Frank Arena; Secretary, J. J. O'Hara. \$16.60 in ship's fund. Everything running smoothly. Motion made to have payoff on day of arrival if possible. Patrolman to check bunks as they are too narrow. Air-conditioning or some sort of ventilation needed for rooms. Telephone should be available on gangway in all ports.

STEEL ARCHITECT (Isthmian), March 1—Chairman, W. Suska; Secretary, R. DeVirgiles. Crew requested to contribute to ship's fund for a new TV set or repairs on the old one. \$10 in ship's fund at present. Vote of thanks to engine delegate for job well done. Motion made that the practice of getting money draws in traveller's checks should be abolished. Ship's delegate to inquire about the possibilities of an individual room for baker, so that other cooks in fore'sle may not be disturbed by early-morning calls. Patrolman to be notified about smoke and gas in an engine room 24 hours a day, and ventilation problems. Vote of thanks to steward department.

LA SALLE (Waterman), March 1—Chairman, W. C. Bill Sellers; Secretary, William J. Emerson. No beefs reported. \$2.80 in ship's fund. Steward requested that all members cooperate on linen days. Vote of thanks to steward department.



Fred Shaia, chief steward on the Steel Vendor (Isthmian), poses in New Orleans with the plaque awarded to the ship's crew for their aid to the Kwang Myung Orphanage and School for the Blind at Inchon, Korea.

Charitable Steward Cited By Orphanage

NEW ORLEANS—The crew list of the Steel Vendor (Isthmian) shows that Fred Shaia sails as the ship's chief steward. However, Shaia has another job which doesn't show in the official records, and which he performs for nothing.

Shaia's "moonlighting" isn't the kind which the Union frowns upon. It does make hundreds of destitute Korean orphans both happy and healthier. For, when he visits a Korean port, it's a pretty sure bet that a group of children in a neighboring institution will be getting more to eat, having more clothes to wear, or sleeping on something other than straw.

While Shaia works hard at fulfilling his role as a seafaring angel of mercy, other crewmembers on the Steel Vendor are right behind him doing their part. Both Shaia and several members of the crew were recently singled out for special praise by one of the steward's favorite projects, the Kwang Myung Orphanage and School for the Blind at Inchon, Korea.

The praise came in the form of a plaque, signed by Kyung Sam Lim, director of the school, and was addressed to Captain James White and the crew of the Steel Vendor. The plaque said:

"To Master White and All Friends, SS Steel Vendor. On behalf of the staff and children of the Kwang Myung Orphanage and School for the Blind, I wish to extend my sincere gratitude to Mr. Fred Shaia and all friends in your control for their meritorious contribution to our blind children with many foods and bedding materials.

"Your meritorious donation will

commend highly to all people who want to live in peace and freedom.

"Commemorating your kindness and love of the blind children, I hereby present a letter of appreciation to you."

Crewmembers who contributed to Shaia's personal aid mission included Seafarers Emilio Sierra, Savario Sbriglio, John A. Smith, Clarence Hancock, Joseph Goude and Chief Mate Barry Dennis. The Isthmian Line gave a number of surplus mattresses to the orphanage.

Aids War Orphans

Another one of Shaia's favorite charitable projects, which was reported in the LOG (February 23, 1963), is the Bidulgi Home School for War Orphans in Pusan, Korea. The children at that orphanage received more than 180 items of baby food and clothing donated by the Steel Vendor's SIU crew, the captain and the Grace Church of Baltimore, Md.

The Bidulgi home, which was founded by Mrs. Schoon Kyung Kim in 1953, has been an object of Shaia's attentions since 1957. The home has space for 40 children who live in a building constructed by donations of American soldiers stationed in the Pusan area.

Shaia whose home is in Farmville, New York, was born in Syria. A member of the Union since 1944, he is a veteran of World War I.

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

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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:

Laurie Kay Duvall, born October 30, 1963, to the Joseph Duvalls, Toledo, Ohio.

Gloria Luna, born November 1, 1963, to the Carlos M. Lunas, Kenners, La.

Mary Penton, born November 12, 1963, to the James E. Pentons, McLain, Miss.

Timothy Ambrose, born November 23, 1963, to the John Ambroses, Vidor, Tex.

Jennifer Donahue, born December 11, 1963, to the James W. Donahues, New Orleans, La.

PERSONALS and NOTICES

James Ockovic, born October 24, 1963, to the James J. Ockovics, Santurce, PR.

Lydia Joyce Brack, born November 19, 1963, to the William Bracks, Woodside, NY.

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

Bryon Platt, born October 30, 1963, to the Carl W. Platts, Sulphur, La.

Nathan H. Eldridge, Jr., born December 25, 1963, to the Nathan H. Eldridges, Sr., Mobile, Ala.

Joseph A. Alves, Eigel E. Hjelm, N. Kushelevsky, All Nasroen, Jorgen G. Pedersen and Bernardo Tombocon.

Theresa Timmons, born November 2, 1963, to the Frank A. Timmons, Tacoma, Wash.

Gerald Joseph Stowe, born November 16, 1963, to the Gerald A. Stowes, Petoskey, Mich.

Harold Whitman
The above-named, a former wiper on the Natalie, is asked to contact Stanley A. Schnitzer, 1756 St. Charles, New Orleans, La.

Anita Marie Long, born October 9, 1963, to the James A. Longs, Baltimore, Md.

Kyle Jerry Reed, born November 16, 1963, to the Andrew Reeds, Hattiesburg, Miss.

Matthew Stephen Harris, born November 12, 1963, to the Ove W. Harris, Conroe, Tex.

Mary Jane Jackson, born January 5, 1964, to the Junior Jacksons, Silas, Ala.

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):

Luis E. Salazar, 63: Brother Salazar died January 17, 1964 of natural causes at the Staten Island USPHS hospital. A member of the SIU since 1940, he shipped in the deck department. He is survived by his wife, Rosa Salazar, of the Bronx, NY. Burial was in St. Raymond's Cemetery, Bronx.



Angelo Polatos, 55: Brother Polatos died of natural causes on October 30, 1963 in Rotterdam, the Netherlands. A member of the deck department, he joined the Union in 1949. No survivor was designated. Burial was in Mt. Airy Cemetery, Baltimore, Md.



Earl Boatright
Contact Thomas M. Breen, attorney, 160 Broadway, New York 38, NY, about a claim he is handling for you.

Charles M. Barkins
Get in touch with Howard Schulman, attorney, 250 West 57 Street, New York, New York, regarding check he is holding for you representing money due from the SS Kathryn.

Brooks H. Berrie
Your wife would like to hear from you as quickly as possible.

Frank Atkins
Contact your landlady, Mrs. Stewart, about the clothing she is holding for you.

Johnny Young
Get in touch with V. H. Coates, Bothell, Wash. Urgent.

Thurston Lewis
"Salty" Dick Martinez
Zeke (Prince) Jablonsky
E. Reyes is retired and says he doesn't need anything, but would like to hear from you. Get in touch with him wherever you are at 1269 SW 5 Street, Miami, Fla. 33135.

Hulbert Nurkett
You are asked to get in touch with Sheffield Nurkett, 325 Mechanic Street, Orange, New Jersey.

Canada, SIU Joint Talks

(Continued from page 2)

The disputes leading to establishment of a Canadian government trusteeship over the SIU of Canada arose when ships previously under contract with the SIU moved to a contract with the newly-chartered Canadian Maritime Union and the ships were picketed in Great Lakes ports.

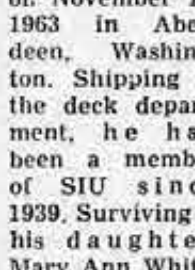
Millard, a government-named trustee, paid tribute in a separate statement to the "initiative" shown by Hall and the SIU in seeking meetings to work out the agreement. He pointed out that the legislative act affecting the affairs of the Canadian maritime unions "provides that trusteeship shall end as early as possible" and said he hoped the "spirit of co-operation marking negotiations" will be continued.

In a separate statement, Hall said the SIU maintains that the trusteeship law is anti-union and undesirable and said that as a union "our responsibility is to continue our fight for its recession."

He paid tribute to Meany, to US Secretary of Labor W. Willard Wirtz, Assistant Sec. James Reynolds and others "for unremitting efforts to assist" in resolving the immediate trusteeship problem.

He also urged that the SIU of Canada "continue to function as an autonomous organization, making its own decisions," but expressing "firm and solid fraternal ties" between Canadian and US SIU members.

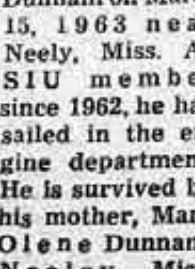
Robert R. White, 56: A heart failure was fatal to Brother White on November 10, 1963 in Aberdeen, Washington. Shipping in the deck department, he had been a member of SIU since 1939. Surviving is his daughter, Mary Ann White, of Thomson, Ga. The place of burial was not listed.



Melvin A. Cowhy, 43: A heart attack was fatal to Brother Cowhy on December 9, 1963 in Wyandotte General Hospital, Wyandotte, Mich. A member of the SIU since 1960, he shipped in the engine department. He is survived by his wife, Lucy Jean Cowhy, of Port Huron, Mich. Burial was in Kenockee Cemetery, Emmett, Mich.



William Lynn Dunnam, 26: An auto accident was fatal to Brother Dunnam on March 15, 1963 near Neely, Miss. An SIU member since 1962, he had sailed in the engine department. He is survived by his mother, Mary Olene Dunnam, Neely, Miss. Burial took place in Neely Cemetery.



Social Security Fund Seen Sound

WASHINGTON—Based on latest reports, the nation's Social Security trust fund as a whole is in good shape. The trustees have reported to Congress that assets of the Old-Age and Survivors Insurance trust fund amounted to \$18.9 billion at the end of fiscal 1963. As of the same date the disability insurance trust fund totaled \$2.4 billion.

According to the report, income to the program as a whole is expected to exceed outgo over the five fiscal years 1964 through 1968 and the combined assets of the fund are estimated to increase by about \$5 billion at the end of June 1968.

Benefit disbursements from the disability fund are expected to increase as the number of beneficiaries continues to increase. There has been a \$1.2 billion decrease in the disability fund, but this can be largely corrected by a recommended small reallocation of future income between the two trust funds beginning with January 1965.

"If this is done," the report said, "on the basis of long-term cost estimates, not only the program as a whole, but also each of the two subdivisions would be in close actuarial balance." The Old-Age and Survivors trust fund has increased by \$6.2 billion so that the system as a whole is well in the black.

SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
- | | |
|--------------------|------------------|
| James Alexander | George Lawson |
| Samuel Bailey | Theodore Lee |
| Richard Barnes | Millard Lockliar |
| Edward Barry | Claude Lomers |
| Edgar Barton | Henry Maas, Jr. |
| Fred Brand, Jr. | Mike Martinovich |
| Byron Broadus | Mont McNabb |
| Wilbert Burke | Jerry Mitchell |
| George Burleson | Cleon Mixon |
| Charles Burns | James Morgan |
| Harry Cameron | John Nuss |
| Steve Crawford | William Padgett |
| R. Cumberland | Harry Peeler |
| Thomas Davis | Harold Robinson |
| C. R. Deane | John Robinson |
| Claude Deane | Heinrick Schnoob |
| Leo Dingman | Chester Seymour |
| Wm. Donahue | J. Shaugnessy |
| Peter Dufour | Murray Smith |
| James Egan | Daniel Sommer |
| Malrie Ellis | Finis Strickland |
| Salvatore Fertitta | Adolph Swenson |
| Jesse Green | Louis Vanacore |
| Willie Hardeman | Howard Waters |
| James Jackson | Leon Webb |
| Eugene Jones | Robert White |
| John Kennedy | Robert White |
| Robert Kinchen | William Woolsey |
| Duska Korolova | Heike Yonker |
| Anna Lanza | |

- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
- | | |
|------------------|-------------------|
| John Aha | Laurel McDougal |
| Arthur Andersen | Thomas Malone |
| Lenzy Barney | Haakon Moun |
| Henry Callahan | Clifton Nelson |
| Victor Bonet | Jose Pacheco |
| Gabriel Colon | William Peevers |
| E. Constantini | Pedro Pinott |
| Hamilton Dailey | Eugene Plahn |
| George Daniels | Jacques Rion |
| Frans Dekeyzer | James Sealy |
| Lionel Desplant | R. Shanholter |
| S. A. Foscolos | Charles Shaw |
| Ramon Galarza | Francisco Solis |
| Lynwood Gregory | James Stathis |
| Al Hanstvedt | Al Straccolini |
| Fawzi Hamboussie | Lester Sturtevant |
| Ralph Hayes | Ignasio Tirado |
| John Hock | Jose Toro |
| William King | Christos Tsambis |
| Ralph Knowls | Ernest Viton |
| W. Kowalczyk | Henry Watson |
| Paul Llotia | Julian Wilson |
| Serafin Lopez | |

- USPHS HOSPITAL BALTIMORE, MARYLAND**
- | | |
|---------------------|----------------|
| Howard Albersen | Steven Cornell |
| Chas. Campbell, Jr. | Gorman Glaze |
| David Cincore | George Graham |

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.

- | | |
|------------------|------------------|
| Carl Hartman | Lou Nelson |
| Charles Hippard | Leon Norczyk |
| Donald Joyce | Pablo Pacheco |
| Gustave Loeffler | James Redden |
| Billy Michael | James Selmon |
| James Mirehell | Carl Smith |
| Russell Morrison | Luther Wing |
| Donald Murphy | Hubert Wolverton |
| Philip Navitsky | William Wung |

- MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND**
- | | |
|---------------|--|
| Hector Durate | |
|---------------|--|
- USPHS HOSPITAL GALVESTON, TEXAS**
- | | |
|-------------------|-------------------|
| Eural Alverson | Lloyd Akin |
| G. K. Brown | William Outland |
| Woodrow Balch | Frederik Ouweneel |
| William Bruce | Roy Poston |
| Alvan Burris | Roy D. Peebles |
| Raul DeLos Santos | Frank Revia |
| Hugh Grove | Charles Silcox |
| Charles Kimball | Peter Scranio |
| Henry Myers | James Warmack |
| Charles Martin | George Yeager |
| Roscoe Milton | Charles Young |
| Frederick Neely | |

- USPHS HOSPITAL DETROIT, MICHIGAN**
- | | |
|------------------|------------------|
| Robert Allen | Clarence Lenhart |
| Isaac Aulio | Joseph Mrkua |
| William Behnke | Donald Murray |
| Hugh Bent | Jessie Pace |
| Charles Campbell | A. E. Sandberg |
| Homer Campbell | Gilbert Sargent |
| Steve Fortine | Jack Wiley |
| Richard Horton | |

- USPHS HOSPITAL CHICAGO, ILLINOIS**
- | | |
|-----------------|----------------|
| Vincent Carroll | Marshall Ness |
| Raymond Kersten | Ralph Salsbury |
- USPHS HOSPITAL NORFOLK, VIRGINIA**
- | | |
|--------------|-------------|
| Sammy Creof | Fred Murphy |
| Claude Denny | Carl Warren |
- USPHS HOSPITAL SAVANNAH, GEORGIA**
- | | |
|-----------------|---------------|
| Frank L. Seaman | F. R. Pekarek |
| C. E. Mosley | |

- USPHS HOSPITAL SEATTLE, WASHINGTON**
- | | |
|------------------|-----------------|
| Peter Dolan | Joseph Stringer |
| Richard Harnden | George Thayer |
| Peter Kruptavich | Thomas Johnson |
| Chas. Muscarella | Anthony Stanton |
| Robert Nielsen | |

- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
- | | |
|-----------------|-----------------|
| Kirk Anderson | E. Humbird, Jr. |
| Raymond Boston | Warren Lane |
| Edward Calvillo | Henry Hock |
| Henry Delodfano | Robert Noonan |
| Robert Farrar | Victor Shavroff |
| John Fifer | Udo Strickmann |
| Francis Fisher | Virgil Wiseman |
| Charlie Gedra | F. Weatherly |
| Alfred Gordon | David Wilson |
| Melvin Grant | |

- USPHS HOSPITAL FORT WORTH, TEXAS**
- | | |
|------------------|-----------------|
| Arthur Collett | George McKnew |
| Benjamin Deibler | Samuel Mills |
| Abe Gordon | Max Olson |
| John Gotseff | James Webb |
| Thomas Leahy | Willie A. Young |
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
- | | |
|-------------------|----------------|
| Daniel Gorman | Thomas Isaksen |
| Alberto Gutierrez | William Kenny |

- VA HOSPITAL WEST HAVEN, CONNECTICUT**
- | | |
|-----------------|--------------|
| Raymond Arsenal | Forney Bowen |
|-----------------|--------------|
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
- | | |
|-------------|--|
| James McGee | |
|-------------|--|
- PINE CREST HAVEN COVINGTON, LOUISIANA**
- | | |
|--------------|--|
| Frank Martin | |
|--------------|--|
- US SOLDIERS' HOME WASHINGTON, DC**
- | | |
|-----------------|--|
| William Thomson | |
|-----------------|--|

Unions Hit Gov't Agencies

(Continued from page 3)
problems. AFL-CIO President George Meany, who negotiated the settlement, was to head the labor group.

The settlement on the Russian wheat dispute also called for the establishment of a tri-partite committee of labor, management and Government representatives to consider a wide range of maritime problems. However, the Joint Maritime Committee charged in its telegram of April 10 that Government agencies were stalling on setting up this committee and establishing grievance machinery.

The unions charged that this was a "double cross" and an abuse of the good offices of President Meany who participated with President Johnson in the discussion which led to the wheat settlement. "Unless immediate action is

forthcoming to assure that these and all shipments of grains to the Soviet Union and its satellites will be handled in accordance with the clear understandings, our unions will have to act accordingly," the telegram stated.

The following day, on April 11, Secretary of Labor Wirtz, in behalf of President Johnson, told the unions that prompt action will be taken to establish committees to deal with shipping problems.

However, Wirtz' telegram did not assure an immediate decision on whether half of all grain bound for the East European communist countries would be shipped on American-flag vessels, only that "policy views . . . will be given priority attention and there will be further discussions with those representatives" of industry and labor.

Trial Set for Unmanned 'Weather Ship'

WASHINGTON—The US Weather Bureau is going ahead with plans to test its new unmanned, ocean-going weather data collector this spring in the waters off Long Island's South Shore. MAMOS is what the marine automatic meteorological observing station has been dubbed for short.

It is the Weather Bureau's newest tool in the attempt to provide more accurate information about atmospheric conditions for ships at sea. The unmanned sea-craft is capable of operating unattended for a full year. The craft will contain numerous

weather-measuring instruments, together with data-processing and transmitting equipment. Air temperature, barometric pressure, wind direction and velocity will all be recorded and transmitted from MAMOS every six hours.

However, when the wind reaches 25 miles per hour or more, transmission will automatically switch to hourly intervals.

Outside Of Busy Areas

MAMOS will be anchored outside of well-traveled shipping lanes to insure maximum value to sea-going ships. The data will be transmitted to another station located 1,500 miles away. The receiver is constructed so as to be able to be directly connected to an international teletype line, thus making the information immediately available to all ships in the area.

Storage batteries charged by three wind-driven generators will power the vessel's electronic equipment, thus making it possible for MAMOS to operate unattended for long periods.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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	May 4	Detroit	May 8
Philadelphia	May 5	Houston	May 11
Baltimore	May 6	New Orleans	May 12
Mobile	May 13		



West Coast SIU-AGLIWD Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
April 20	April 22	April 24
May 18	May 20	May 22
June 15	June 17	June 19



Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	April 20—2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	April 20—7 PM



SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia	May 5—5 PM
Baltimore (licensed and unlicensed)	May 6—5 PM
Houston	May 11—5 PM
Norfolk	May 7—7 PM
N'Orleans	May 12—5 PM
Mobile	May 13—5 PM



RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	May 11
Philadelphia	May 12
Baltimore	May 13
*Norfolk	May 14



GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	May 11
Milwaukee	May 11
Chicago	May 12
Buffalo	May 13
†Sault Ste. Marie	May 14
Duluth	April 17
Lorain	April 17

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

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Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Lindsay Williams
Al Tanner
Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
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Ed Riley, Agent 276 State St.
DETROIT 10225 W. Jefferson Ave.
Vineyard 3-4741

HOUSTON 5804 Canal St.
Paul Drozak, Agent Walnut 8-3207
JACKSONVILLE 2608 Pearl St., SE, Jax
William Morris, Agent ELgin 3-0987
MIAMI 744 W. Flagler St.
Ben Gonzales, Agent Franklin 7-3564
MOBILE 1 South Lawrence St.
Louis Neira, Agent Hemlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892
PHILADELPHIA 2604 S. 4th St.
Frank Drozak, Agent DEwey 6-3818
SAN FRANCISCO 450 Harrison St.
Paul Gonsorshk, Agent DOuglas 2-4401
E. B. McAuley, West Coast Rep.
SANTURCE PR 1313 Fernandez Juncoa
Stop 20

Keith Terpe, Hq. Rep. Phone 724-2843
SEATTLE 2505 1st Ave.
Ted Bakkowski, Agent MAIN 3-4334
TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2789
WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent TERminal 4-2528

Great Lakes

SECRETARY-TREASURER
Fred J. Farnen

ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL 4-3616

BUFFALO, NY 735 Washington
TL 3-9259

CHICAGO 8383 Ewing Ave.
So. Chicago, Ill. Saginaw 1-0733

CLEVELAND 1420 West 25th St.
Main 1-5450

DULUTH 312 W. 2nd St.
Randolph 2-4110

FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 267 ELgin 7-2441

HEADQUARTERS 10225 W. Jefferson Av.
River Rouge 18, Mich. Vineyard 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR
Robert Matthews

GREAT LAKES AREA DIRECTOR
Pat Finnerty

BALTIMORE 1216 E. Baltimore St.
EASTern 7-4900

BOSTON 276 State St.
Richmond 2-6140

HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE
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United Industrial Workers

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Phone 229-2788

Lauds USPHS



Seafarer G. L. Gomez takes the microphone during the good and welfare portion of the regular monthly membership meeting at SIU headquarters to praise the services of the USPHS hospital system.

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

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

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

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

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

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

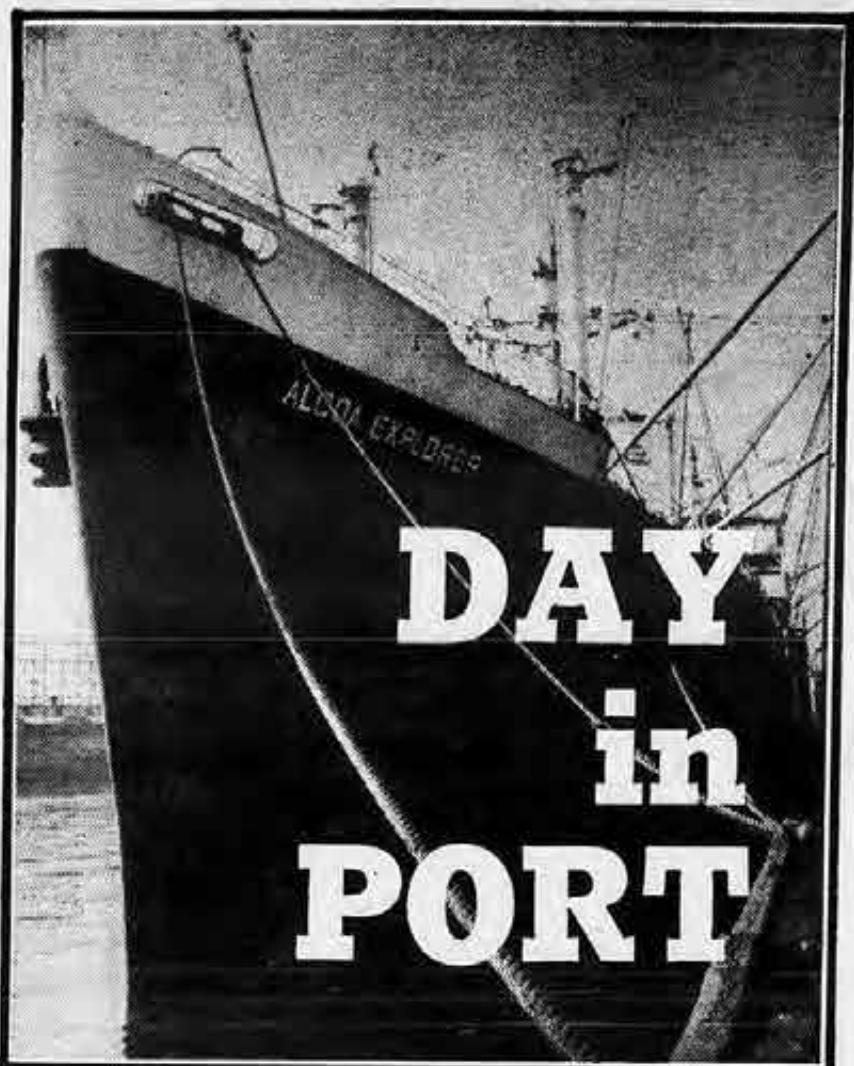
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you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

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

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

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

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



DAY in PORT

SIU crewmembers aboard the Alcoa Explorer were paid a visit in Baltimore recently, when a LOG photographer came aboard the vessel shortly before she sailed for Puerto Rico with her holds full of general cargo. The Explorer, a former US Lines' freighter, is one of several C-2s acquired by Alcoa lately under a trade-in program that upgraded the tonnage in the company's fleet. The ship has been completely refurbished for sailing under the SIU banner on runs to the Caribbean and to Puerto Rico.



Chat over a smoke and a cup of java features Stack Carlyle, 2nd electrician (left), and SIU rep. Roland Williams in Baltimore.



Pausing in work of getting galley in shape for next voyage are SIU steward department veterans John C. Drummond (left) and Humberto Ortiz.



It was a raw, windy day when the LOG photographer boarded the Explorer, so Clarence Brockett, OS (right), really appreciated that coffee prepared by Luis Santiago, MM.



Looking for a good book to take up spare time during the voyage, Chester Allen, OS, checks titles in ship's library, including packages provided for all ships by the SIU.



Sailing with the SIU since '44, Dimas Rivera, AB, gets foc'sle in condition prior to sailing by giving bunk last-minute straightening.



Chief electrician Donald Dickson was checking power readings on gauges when the LOG photographer happened to come by.



Engine department duo of Steve DiGirolamo, oiler (left), and Brooke Butler, FWT, was also in engine room. Butler's gloves are for changing hot burners.