

# Five SIU Scholarships Awarded

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No. 10

# SEAFARERS LOG

May 17  
1963

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



Full view of the convention hall shows AFL-CIO President George Meany addressing SIUNA delegates last week in Washington. More than 200 delegates and guests participated.

(Full details on Page 3; related stories on Pages 2, 5, and 12; Four-page Photo Report in centerfold.)

## The Eleventh SIUNA Convention

# Convention Acts On Job Issues

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## Canada Scab-Herder Admits 'Dirty Work'

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## US EYES LAKES' LABOR SPY CASE

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# SIUNA Resumes Membership In ITF, Vows Continued Aid

WASHINGTON—The SIUNA has resumed membership in the International Transport-workers Federation, following a series of conferences between SIUNA representatives and officials of the international transport labor organization. Notification of the SIUNA's resumption of membership was contained in a cablegram received here on May 7 from Oslo, Norway.

The cable, which was read to the delegates at the second morning session of the SIUNA's 11th biennial convention, was signed by Pieter de Vries, general secretary of the ITF. It noted that the "ITF Executive Board today lifted SIU suspension and noted cancellation SIU withdrawal. Membership therefore resumed immediately."

Even as the cable was being read, a resolution was before the delegates calling for continued efforts to resolve the differences between the SIUNA and the ITF in a manner equitable to all parties concerned. The resolution was adopted unanimously.

It pointed to the international's policy of "cooperating with other unions around the world, particularly where the interests of maritime workers have been concerned" and to the SIUNA's "continued policy of close cooperation with, and assistance to, other maritime unions even following its withdrawal from the ITF . . ."

A policy statement adopted later by the convention's International Affairs Committee said the ITF action "will again enable us on a mutually satisfactory basis to take our proper place within the ITF." It was endorsed by the delegates in separate action.

The ITF Executive Board action followed a meeting here on April 27 between DeVries, SIUNA President Paul Hall, and SIUNA Executive Vice Presidents Morris Weisberger and Cal Tanner.

The SIU offered at the Washington meeting to cancel its withdrawal from the ITF provided its rights, privileges and obligations of membership were resumed without prejudice.

Hall said that the ITF action means that the effort to improve the conditions of maritime workers throughout the world will be strengthened.

"The SIU welcomes this opportunity, as the oldest American union of the ITF, to continue its policy of cooperation and participation in the federation's efforts to promote the welfare and security of seafaring people," Hall said.

The SIU, together with the International Longshoremen's Association and the Marine Engineers Beneficial Association, had withdrawn from the ITF on April 17, 1961, following differences of opinion which arose between the SIU and ITF as the result of a dispute between the SIU and National Union of Seamen of Great Britain.

## SIU Ship In Prisoner Swap Role

NEW ORLEANS—Seafarers have again played a key role in the release arrangements for the 1961 Cuban invasion prisoners, by manning the freighter Morning Light (Waterman) which left here Tuesday, May 14, with a \$4.5 million shipment of emergency supplies bound for Cuba.

A large number of Cuban refugees are due to return to the States on the Morning Light after she delivers her cargo to Havana. The Morning Light carried some 8,000 tons of baby food and medical stores that are part of the \$53 million in supplies being turned over to Cuba. The shipments began last December, resulting in the pre-Christmas release of 1,113 prisoners.

Various American companies and private individuals donated the ransom cargoes through the Red Cross. The AFL-CIO Maritime Trades Department and the SIU participated in the early shipping arrangements by helping underwrite the cost of longshore labor in moving the original cargoes to and from Cuba.

Unions and labor leaders were also active in helping form a new nonpartisan "Citizens Committee for a Free Cuba," which has as one of its aims to alert the public of the "growing Castro-Communist infiltration in Latin America." The committee will be based in Washington and includes SIUNA President Paul Hall.

Participation of the Morning Light in the ransom cargo movement was arranged by member companies of the American Maritime Association. She is the only unsubsidized American-flag vessel so far used.

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PAUL HALL, President

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## New Orleans Convention Ballot



Balloting was brisk in New Orleans during last month's election of SIU delegates for the SIUNA convention. Here, Seafarer Sam Hurst (center) signs the election roster, while Joe Powers waits his turn. Rank-and-file Polls Committeemen Phil O'Connor (left), Vic Miorana and Tom Garrity check credentials for the secret ballot.

## US Eyes Canada Ship Dispute, Company Use Of Private Cops

WASHINGTON—Based on disclosures made at the SIUNA's 11th biennial convention here, the US Government may take a hard look at the use of private detectives by the Upper Lakes Shipping Company in its dispute with the SIU of Canada.

This was indicated on May 7, when Congressman Hugh L. Carey of Brooklyn, a member of the House Committee on Labor and Education, addressed the convention. He invited the SIUNA to submit to the committee additional information on the role played by company-hired detectives in the SIU-Upper Lakes controversy. The SIUNA is now preparing full documentation.

The company has hurled many

unsubstantiated charges of violence at the SIU during the dispute. The SIU has denied these charges, pointing out that the use of private detectives in a labor-management dispute is conducive to violence.

During the extended Canadian Government probe into the Great Lakes shipping dispute, SIU attorneys had requested that the company be ordered to make available records showing the extent to which private detectives were employed. However, this request was denied, as irrelevant, by Justice T. G. Norris, who sat as a one-man commission in the inquiry.

The SIU made its request after testimony indicated that Upper Lakes had used private detectives to interrogate crewmembers, employed armed guards on its vessels, and used labor spies to photograph men picketing its ships in the States.

Later, John D. Leitch, head of the company, conceded that company records showed expenditures of at least \$361,000 for the use of private detectives.

Acting on this information, the convention delegates adopted a strongly-worded resolution calling

## Raps Canadian Labour Congress

### Ousted Scab-Herder Admits 'Dirty Work'

MONTREAL—The Canadian Labour Congress, which has been working hand-in-glove with the Upper Lakes Shipping Company to promote Upper Lakes' union-busting campaign, by denouncing the SIU of

Canada as a corrupt organization with no regard for members' rights, is now finding itself on the receiving end of the same charges—and from the same man who was their star witness against the SIU during the hearings into the SIU-Upper Lakes dispute which the Canadian Government conducted for 107 days.

The man is Michael J. Sheehan, former SIU patrolman, who was booted out of the SIU three years ago on charges of misconduct, then ran to the CLC with stories of SIU corruption, violence and dictatorship. These are the same stories he repeated as gospel truth from the witness box, although none were substantiated.

Sheehan, after being ousted from the SIU, turned his attention to the business of recruiting scab crews for the Upper Lakes vessels—crews which were first drummed into the Canadian Brotherhood of Railway, Transport and General Workers.

Later, when CLC and CBRT set up the Canadian Maritime Union, Sheehan became the president of the scab union under circumstances which have never been made clear, since CMU had no members at the time.

Now, however, Sheehan has

been ousted from the CMU presidency and replaced by Jack Staples, whose election, Sheehan is charging in a court action, was "irregular and illegal."

"I had a hunch from the start the CLC would use me to do the dirty work in organizing the CMU and then put the boots to me when it was done," Sheehan recently told newspaper reporters here. "The CLC doesn't want a real sailors' union. It wants a company union that will do what it's told. And the CLC knew I wouldn't go along with it, so I was dumped."

"The CLC doesn't want free elections and it doesn't want union hiring halls. It has set the rights of Canadian sailors back 30 years." Sheehan also had some mighty unkind remarks to make about CLC Executive Vice-President William Dodge, who, Sheehan says, refused to consider CMU members' complaints.

"To hell with the members. They're not going to have anything to do with running this union," Sheehan quoted Dodge as saying.

Interestingly enough, these are virtually the same charges which were leveled against the CLC, and Dodge in particular, when the Executive Board of the Maritime Trades convened here last fall while the hearings were still on.

## US, Canada Meet On Lakes Dispute

WASHINGTON—The dispute between the SIU of Canada and the Upper Lakes Shipping Company was one of the topics of discussion when President Kennedy and Canada's new prime minister, Lester B. Pearson, conferred in Hyannis Port last weekend.

As a result of this discussion, the two heads of state have arranged for a meeting to take place in Washington Tuesday, May 21, between US Secretary of Labor W. Willard Wirtz, Canadian Labour Minister Allan J. MacEachen, AFL-CIO President George Meany and CLC President Claude Jodoin. Sec. Wirtz is scheduled to visit Ottawa today for preliminary discussions with Mr. MacEachen.

on the SIU of Canada "to take all possible steps to obtain Federal legislation in Canada which would bar the use of private detectives in labor-management disputes."

The delegates, in reiterating strong support of the SIU of Canada's position in the dispute, noted that Upper Lakes' union-busting campaign against the SIU, if allowed to succeed, would pose a threat to the entire trade union movement.

The convention also condemned the Canadian Labour Congress for supporting the employer in a contractual trade union dispute, but expressed appreciation to the ILA, MEBA, RLEA, MTD and their affiliated unions for the support given to the SIU of Canada.

The SIU's dispute with Upper Lakes, which is a part of the American-based Norris interests, began nearly two years ago when the company arbitrarily broke a ten-year contractual relationship, locked some 300 Canadian Seafarers out of their jobs and began recruiting scab crews through a previously non-existent union. A report on the Canadian Government hearings, which began last August and ended in March, is now being awaited from Justice Norris.



Addressing SIUNA convention, Rep. Hugh Carey of Brooklyn called for full disclosure on Upper Lakes' use of private detectives in the Canadian beef. Carey is on the House Labor Committee.

# Convention Sets SIUNA Program On Vital Maritime, Labor Issues

WASHINGTON — A vigorous program to promote seamen's jobs and security via an expanded and strengthened American-flag merchant fleet was charted by delegates at last week's 11th biennial convention of the Seafarers International Union of North America in this city. The convention's stand on a broad range of maritime and labor issues also gained important support from speakers representing the trade union movement, Government shipping and labor agencies, and the Congress.

## SIUNA Convention Highlights

WASHINGTON — There wasn't a guest at the capital's new Gramercy Inn who didn't know the Seafarers were having their convention there, since the SIUNA took over practically all of the first floor, including the entire hotel lobby, plus committee rooms, work rooms and meeting rooms on other floors. Regular accommodations for delegates and guests took up about half the hotel's available space.

The lobby was decorated with models of a Cities Service tanker and an Isthmian C-2 freightship, with a huge banner marking the SIUNA's 25 years of achievement in behalf of seamen and allied workers, with plaques expressing appreciation to the SIU for assistance to other unions, besides 16 large panels depicting SIUNA members at work, SIUNA halls, SIUNA publications, the SIUNA's growth over the years, and other aspects of the SIUNA's operations and activities.

In the main ballroom of the hotel, which served as the convention hall, a 56-foot-long backdrop, behind the speaker's rostrum, showed the affiliated unions of the SIUNA. Other areas of the hall were decorated with banners and with a display in which the convention was saluted by the AFL-CIO Union Label Department.

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Difficulties in making necessary housing arrangements kept the convention from being held in New Orleans, as originally scheduled, so "Louisiana" came here. The speakers' list included former New Orleans Mayor deLesseps S. Morrison, now US ambassador to the Organization of American States; Sen. Russell B. Long; Rep. Hale Boggs, House Majority Whip; Rep. Gillis Long, and Clarence Henry, ILA vice-president, plus SIU and

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SIUNA President Paul Hall (at microphone) calls the convention to order on opening day, May 6. Pictured on rostrum (l-r) are Vice-Presidents John Fox, Inland Boatmen's Union of the Pacific; William Jordan, Marine Firemen; Dominic Abata, Transportation Services & Allied Workers, and Les Belinger, Cannery Workers-San Diego.

More than 200 elected delegates and guests participated in the convention, which ran from May 6-10 and transacted the greatest volume of official business in the SIUNA's 25-year history.

Delegates approved 91 separate resolutions and recommendations, plus a large number of reports of affiliated unions, committee actions and other proposals. These covered vital developments in the maritime, fishing, canning and allied industries, in the SIUNA's internal operations, relations with other organizations, in the general labor field and on civil rights and social legislation. (See summary of actions below.)

Among the actions taken by the delegates were a number dealing with such currently pressing issues as the lengthy dispute between the SIU of Canada and the Upper Lakes Shipping Company, and the two measures sponsored by Rep.

Herbert C. Bonner (D-NC), which call for compulsory arbitration in maritime and for a revival of the old Coast Guard "profiling" plan to set physical requirements for seamen.

SIUNA President Paul Hall headed the 15-man SIU-AGLIWD delegation of officers and rank-and-file members, and chaired the convention. Morris Weisberger, SIUNA executive vice-president and secretary-treasurer of the Sailors Union of the Pacific, was convention secretary.

On the second morning of the convention, the delegates were informed, by a cablegram from the Executive Board of the International Transportworkers Federation in Oslo, Norway, that the SIUNA's membership in the international body would resume immediately. The SIUNA, along with the Marine Engineers Beneficial Association and International Longshoremen's Association, had withdrawn from the ITF on April

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## Speakers Cite US Ship Need, Reject Anti-Strike Proposals

WASHINGTON—Delegates to the SIUNA's 11th biennial convention heard speakers from all sections of the labor movement, many Federal agencies and the Congress during their sessions here May 6-10. A number of speakers cited the need to maintain a strong and adequate US-flag merchant marine and the importance of free collective bargaining. Here are excerpts from some of their speeches and remarks:

George Meany, President, AFL-CIO—"This (the maritime industry) is an industry which needs a lot of attention . . . I think America needs a strong merchant marine. I think America needs to have its ships on all the seas . . . I think we should try to impress on the Congress and on all the American people that what the maritime industry needs is not repressive legislation; they need encouragement and support so that they can build up the industry and not tear it down."

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Franklin D. Roosevelt, Jr., Un-

der Secretary of Commerce, pointing out that the Merchant Marine Act of 1936—"the Bible of the industry"—was passed during the Presidency of his late father, and that Joseph P. Kennedy, father of the President, served as the first Maritime Commissioner — "The merchant marine flourished with a Kennedy serving under a Roosevelt. Now it will flourish with a Roosevelt under a Kennedy."

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deLesseps S. Morrison, Ambassador to the Organization of American States, speaking of our relations with the peoples of Latin America—"The members of the Seafarers International . . . present to working people in other countries a living example of free trade unionism in action. What

better symbol could there be of the unlimited benefits of democracy and freedom?"

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John F. Henning, Under Secretary of Labor—"Neither a moral nor a political justification exists for the enactment of legislation designed to provide for the compulsory arbitration of major labor disputes in the maritime industry . . . the proponents of compulsory arbitration are disciples of despair."

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William Feldesman, Solicitor, National Labor Relations Board, speaking of the maritime hiring hall—"History demonstrates that in no more trustworthy hands could seamen have placed the

(Continued on Page 5)



Serving as secretary of the convention, SIUNA Executive Vice-President Morris Weisberger announces proposed committee appointments.

# Convention Actions Set Record

WASHINGTON—Delegates to the 11th biennial convention of the SIUNA authorized a record number of actions dealing with seamen, fishermen, fish cannery workers and allied fields, SIUNA internal operations, the international's relations with other organizations, general labor issues, civil rights and social legislation.

The call for action in these varied areas was embodied in 91 resolutions adopted by the delegates, as well as in the various convention committee reports approved by the delegates.

Delegates took particular note of such pressing problems as the long dispute involving the SIU of Canada and the Upper Lakes Shipping Company; the proposed Bonner bill (HR 1897) which would lead to compulsory arbitration in maritime labor disputes, and the proposed Bonner bill (HR 77), which attempts to revive the Coast Guard "profiling" plan which was defeated by the efforts of maritime unions and was strongly rejected by the 1955 convention in Montreal.

With regard to the Canadian situation, the delegates

recorded their determination to keep assisting the SIU of Canada in its struggle to protect decent wages, working conditions and trade union representation in the face of Upper Lakes' union-busting attempts. The delegates expressed their appreciation to the ILA, MEBA, RLEA, MTD, and their affiliated groups for their support of the SIU of Canada, but condemned the Canadian Labour Congress for violating the basic principle of trade unionism by backing an employer in a purely trade union, contractual dispute.

The delegates also took special note of the fact that Upper Lakes had employed private detectives in its union-busting efforts, and directed the SIU of Canada to take all possible steps to obtain Federal legislation in Canada which would bar the use of private detectives in labor-management disputes. (See story on Page 2.)

The delegates affirmed their unalterable opposition to the Bonner bill on compulsory arbitration—as well as to all other proposals threatening to destroy the right of American workers to bargain freely. They empowered the SIUNA to take all necessary action to secure the defeat of

this measure, as well as defeat of the Dirksen bill (S 21) which would force compulsory arbitration on unions negotiating with subsidized companies.

Vigorous opposition was also voiced to the Bonner bill to revive the "profiling" plan and allow the Coast Guard to establish arbitrary Government physical, mental and emotional standards which could prevent many merchant seamen from earning a living.

In other areas, the delegates acted as follows:

**Merchant Marine Act.** Urged proper implementation of the Merchant Marine Act of 1936 to carry out the intent of Congress to develop and maintain an adequate US merchant fleet.

**Subsidies.** Called for a realistic updating in the methods of applying the subsidy program. Called for subsidy aid to develop the American-flag tramp and bulk cargo fleets.

**Cargo Preference Act.** Resolved to continue spotlighting abuses in the administration of the 50-50 law and to continue to support all efforts to obtain at least 50 percent

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# SEAFARERS ROTARY SHIPPING BOARD



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

April 16 - April 30, 1963

SIU shipping showed a healthy increase during this period, producing a total of 1,413 jobs dispatched from all ports. The gains were all in deck and engine department jobs, since the steward department total was unchanged from the first half of April.

The registration total also climbed again, to reach a figure of 1,452. However, due to the job turnover, the number of men still registered on the beach at the end of April fell way off, to 3,482.

Among the ports, New York showed a decline despite the general uptrend, while Philadelphia, Baltimore, Mobile, New Orleans, Houston and Seattle all listed shipping increases. Philadelphia, Baltimore and Mobile had been relatively slow for several periods. San Francisco also reported being a little busier, but Norfolk and the remaining ports were quiet.

The ship activity figures (see right) reflect a drop in

in-transit visits, but the total of ships in port was up, since there were gains in both the payoff and sign-on columns. The number of sign-ons was the highest since the end of the longshore strike last January. This helped move a number of men off the beach.

Seattle had a very busy time of it with 18 ships moving in for payoff, sign-on and as in-transits during the two-week period. New Orleans and Houston shared runner-up honors with 39 ships in port, and New York ran a close third with 38. Baltimore handled 27 ships and Mobile was host to 20.

The seniority standings show that class A men threw in and shipped to 58 percent of the total jobs, an indication that more "A" men are taking what's on the board. Class B accounted for the same 33 percent it has filled since February. The result was class C dropped off to 9 percent of the total shipping.

## Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	1	0	6	7
New York	21	3	14	38
Philadelphia	3	3	12	18
Baltimore	6	7	14	27
Norfolk	2	2	3	7
Jacksonville	0	0	5	5
Tampa	0	0	2	2
Mobile	8	4	8	20
New Orleans	10	7	22	39
Houston	7	6	26	39
Wilmington	0	0	4	4
San Francisco	1	3	5	9
Seattle	18	18	18	54
<b>TOTALS</b>	<b>77</b>	<b>53</b>	<b>139</b>	<b>269</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	3	1	5	0	1	3	4	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	7	14	7	28	0	4	8	12
New York	26	41	6	73	3	19	21	43	21	29	10	60	1	15	13	29	0	3	6	9	60	29	9	98	76	119	29	224	5	40	54	99
Philadelphia	9	2	4	15	0	4	8	12	4	12	2	18	0	4	8	12	0	2	4	6	18	12	6	36	17	24	8	49	0	4	12	16
Baltimore	13	24	6	43	3	8	16	27	17	25	4	46	4	4	19	27	1	6	0	7	46	27	7	80	13	53	8	74	0	7	27	34
Norfolk	8	7	0	15	1	4	6	11	1	4	0	5	1	0	0	1	0	0	0	0	5	1	0	6	16	20	2	38	2	7	9	18
Jacksonville	2	4	2	8	0	2	0	2	0	2	1	3	0	0	0	0	0	0	0	0	3	0	0	3	7	12	4	23	1	13	11	25
Tampa	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	5	10	1	16	0	2	2	4
Mobile	14	22	5	41	0	2	9	11	13	20	5	38	0	6	7	13	0	0	0	0	38	13	0	51	36	37	6	79	0	2	13	15
New Orleans	15	37	14	66	2	12	11	25	21	37	14	72	1	8	10	19	0	1	0	1	72	19	1	92	60	77	13	150	4	38	89	131
Houston	17	39	10	66	2	13	16	31	19	37	3	59	0	15	20	35	0	0	3	3	59	35	3	97	53	73	23	149	4	30	14	48
Wilmington	3	5	1	9	0	0	0	0	0	5	2	7	0	0	1	1	0	0	0	0	7	1	0	8	11	10	2	23	0	6	2	8
San Francisco	6	9	2	17	0	4	6	10	8	5	1	14	2	0	5	7	0	4	0	4	14	7	4	25	21	21	3	45	1	10	12	23
Seattle	8	9	1	18	2	9	8	19	11	18	7	36	2	6	8	16	3	8	2	13	36	16	13	65	22	19	2	43	1	8	5	14
<b>TOTALS</b>	<b>122</b>	<b>204</b>	<b>52</b>	<b>378</b>	<b>13</b>	<b>78</b>	<b>104</b>	<b>195</b>	<b>116</b>	<b>196</b>	<b>49</b>	<b>361</b>	<b>11</b>	<b>58</b>	<b>91</b>	<b>160</b>	<b>4</b>	<b>24</b>	<b>15</b>	<b>43</b>	<b>361</b>	<b>160</b>	<b>43</b>	<b>564</b>	<b>344</b>	<b>489</b>	<b>108</b>	<b>941</b>	<b>18</b>	<b>171</b>	<b>258</b>	<b>447</b>

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	1	0	1	0	3	0	3	0	2	0	2	0	2	0	2	0	0	0	0	2	2	0	4	2	4	1	7	0	3	3	6
New York	19	51	8	78	9	18	18	45	8	36	1	45	5	14	19	38	0	6	8	14	45	38	14	97	43	114	17	174	9	33	38	80
Philadelphia	2	19	2	23	3	6	7	16	2	11	4	17	0	5	4	9	0	1	1	2	17	9	2	28	3	29	2	34	2	6	10	18
Baltimore	4	32	1	37	1	10	9	20	1	21	1	23	0	14	13	27	0	3	4	7	23	27	7	57	11	45	4	60	3	14	20	37
Norfolk	0	7	2	9	1	4	1	6	1	0	2	3	1	0	0	1	1	1	1	3	3	1	3	7	7	23	2	32	3	9	5	17
Jacksonville	3	2	0	5	1	5	0	6	0	1	0	1	1	3	0	4	0	0	0	0	1	4	0	5	5	7	3	15	1	15	4	20
Tampa	0	6	0	6	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	11	0	11	0	3	2	5
Mobile	6	20	1	27	1	5	7	13	8	18	4	30	0	6	6	12	0	1	0	1	30	12	1	43	10	30	2	42	1	8	10	19
New Orleans	4	25	6	35	5	20	13	38	10	29	8	47	0	19	9	28	0	0	0	0	47	28	0	75	25	74	8	107	6	55	75	136
Houston	9	30	4	43	3	14	21	38	7	34	6	47	1	15	18	34	0	5	3	8	47	34	8	89	27	70	4	101	11	32	39	82
Wilmington	3	5	0	8	0	5	2	7	1	4	2	7	0	2	2	4	0	0	0	0	7	4	0	11	3	10	2	15	3	8	8	19
San Francisco	4	9	0	13	1	3	2	6	3	12	5	20	0	4	1	5	0	0	0	0	20	5	0	25	10	28	4	42	0	3	5	8
Seattle	1	12	0	13	2	4	2	8	1	17	2	20	1	10	0	11	0	6	2	8	20	11	8	39	3	19	3	25	1	5	2	8
<b>TOTALS</b>	<b>55</b>	<b>219</b>	<b>24</b>	<b>298</b>	<b>27</b>	<b>97</b>	<b>83</b>	<b>207</b>	<b>42</b>	<b>187</b>	<b>35</b>	<b>264</b>	<b>9</b>	<b>94</b>	<b>72</b>	<b>175</b>	<b>1</b>	<b>23</b>	<b>19</b>	<b>43</b>	<b>264</b>	<b>175</b>	<b>43</b>	<b>482</b>	<b>149</b>	<b>464</b>	<b>52</b>	<b>665</b>	<b>40</b>	<b>194</b>	<b>221</b>	<b>455</b>

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL	
Bos	0	3	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	2	4	15	0	0	4	4	
NY	1	8	9	28	46	1	6	13	20	6	6	6	17	35	1	1	10	12	0	0	1	7	8	35	12	8	55	25	57	32	71	155	2	8	33	43
Phl	2	6	4	10	22	1	2	12	15	0	0	0	3	3	0	1	7	8	0	0	5	5	3	8	5	16	27	3	11	8	11	33	1	2	15	18
Bal	3	7	6	6	22	1	0	9	10	4	9	3	12	28	0	2	14	16	1	2	8	11	28	16	11	55	8	13	15	10	46	0	0	4	4	
Nor	1	3	0	1	5	2	1	9	12	1	2	0	2	5	0	0	3	3	0	0	1	1	5	3	1	9	1	15	2	5	23	2	2	14	18	
Jac	1	2	1	1	5	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	2	2	2	3	7	1	2	7	10	
Tam	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	11	0	1	1	2	
Mob	3	7	3	5	18	0	0	11	11	0	8	6	9	23	0	0	5	5	0	0	1	1	23	5	1	29	9	17	7	19	52	0	0	23	23	
NO	2	8	3	26	39	2	0	35	37	4	11	2	19	36	1	0	34	35	0	0	1	1	36	35	1	72	19	27	24	72	142	8	4	86	98	
Hou	2	15	9	12	38	3	1	16	20	4	12	5	10	31	4																					

# Sen. Douglas Hails SIUNA Taxi Union

WASHINGTON—"The great victory for honest, decent trade unionism" which was won by Chicago taxi drivers now affiliated with the SIUNA, was cited by Senator Paul H. Douglas of Illinois in addressing the final afternoon session of the SIUNA convention last week.

Sen. Douglas' remarks pointedly referred to the fact that the more than 6,000 Yellow and Checker taxi drivers in Chicago, who were formerly members of the Teamsters, had shown the world that workers seeking honest trade union representation could throw off the shackles of Jimmy Hoffa and of men such as Joey Glimco, Hoffa's mob lieutenant in the Chicago area.

The Chicago drivers are now members of the new SIUNA Transportation Services and Allied Workers, which was chartered by the international in January, 1962, following the Chicago drivers' de-

feat of the Teamsters in an NLRB election.

"There are now no payoffs and no sweetheart contracts, and Teamster locals in other cities want to break away," Sen. Douglas pointed out.

The TS&AW was represented for the first time at an SIUNA convention by Dominic A. Abata, TS&AW president; Joseph Abata, Everett Clark, Chester Gans, William Gilkey and Gregory Grana. Mike Jokubowski, Don Miller, William Whitney and Lloyd Young served as alternate delegates.

During the convention, a plaque was presented by Abata to SIUNA President Hall in recognition of the international's assistance in the cab drivers' fight.

## 'Gallon Donor'



Making his 8th pint donation to the SIU blood bank in Brooklyn, Seafarer Arthur C. Sankovidt (above) is the second man to join the "gallon donor" club since the program began. He's off the John B. Waterman.

# SIU Fleet Wins 5th PHS Award In Row

WASHINGTON—For the fifth year in a row, the SIU's shipboard feeding and sanitation program has earned the entire Bloomfield fleet a perfect rating of 100 from the US Public Health Service and a

Special Vessel Sanitation Commendation Award for 1962. The certificate was presented to the company by the Surgeon General of the USPHS at a ceremony here.

The PHS sanitation rating is determined by 166 factors relating to health and hygiene aboard ship, including handling, preparation and service of food.

The special commendation praises SIU crewmen in the four-ship Bloomfield fleet for working together with company officials to develop the program which brought about the high standards of sanitation current on Bloom-

field ships. "The efforts of Bloomfield seafarers in the continuing success of this sanitation program on their ships have earned for them repeated commendation by the nation's health services and . . . represent a real achievement by the men who man their ships."

**Alice Brown Tops Fleet**  
A company vessel sanitation plaque was won by the Alice Brown in an extremely close contest with other ships of the fleet. In recent years many SIU-contracted ships and fleets have won USPHS sanitation awards, including Waterman, Alcoa, Isthmian, Calmar and Ore Line.



Welcomed to the convention on closing day, Sen. Paul Douglas of Illinois (left) was greeted by SIUNA Vice-President Dominic Abata (center) and SIUNA Pres. Paul Hall.

# Speakers Cite US Ship Need

(Continued from Page 3)  
power of job control than in those of their own organizations . . . So successfully have maritime unions discharged their responsibilities that the American seaman today enjoys a status and a standard of living comparable to those of his land-based fellow workers. This . . . is now a dream come true, after years of loyal and honorable representation by maritime unions in the finest tradition of the trade union movement."

† † †  
Maitland S. Pennington, Special

Assistant to Maritime Administrator Donald W. Alexander, speaking of the MA's new development program to promote cargo and passengers for American-flag ships—"We not only have the best ships, but the most capable seafarers. We have a magnificent maritime tradition in war and peace. The time has come when it appears that all of us—labor, management and government—must recognize that we must move ahead—or die."

† † †  
Congressman Emanuel Celler, New York—"I cannot conceive of what we would do without an adequate merchant marine."

† † †  
William E. Simkin, Federal Mediation Service Director—"I do not believe that arbitration imposed by law is any answer to the problems of your industry. I be-

lieve that these problems can be settled around the bargaining table."

† † †  
Senator Warren G. Magnuson, Washington, Chairman of the Senate Interstate and Foreign Commerce Committee—"With some determination and unity we may be able to make a dent in the problems of the American merchant marine. Be assured that as far as my committee is concerned you will always have a fair and sympathetic audience."

† † †  
Senator E. L. Bartlett, Alaska—"We need to make substantial progress in dealing with the problems of maritime. Those of us in the Commerce Committee will work with you and for you in the things that so urgently need doing."

# Bull Line Hearings Continue

NEW YORK—A reorganization plan which might enable the Bull Line-Kulukundis American-flag shipping operations to resume under a trusteeship arrangement will get a further hearing today in Federal Court here.

Under the reorganization plan, foreign-flag tanker tonnage owned by the brothers of Manuel E. Kulukundis, head of the Kulukundis American shipping empire, would be mortgaged to provide working capital for the reorganized operation. Kulukundis has been negotiating with a British bank for the necessary money. Several postponements of court proceedings have been granted so far.

Meanwhile, eight of the American-flag ships have been sold at public auctions in the US and overseas. The latest were the Sands Point and Mount Evans, which were sold at Baltimore for \$88,500 and \$41,200 respectively, and the Mount McKinley, which brought \$350,000 in Jacksonville. The others were the Kathryn, Star Point, Westhampton, Southampton and Mount Rainier.

Other vessels are scheduled for sale in the US at future dates. Indian authorities in Bombay have also ordered the sale of the Easthampton, which is idled there.

Monies derived from the sale of Bull Line-Kulukundis vessels will be used to pay creditors, which include the SIU and other shipboard unions with a direct interest in money owed to members' welfare, pension and vacation funds, as well as SIU crewmembers who have filed liens against individual ships for wages due.

# Convention Hosts Top Labor, Gov't Leaders

WASHINGTON—Speakers representing the AFL-CIO, national and international unions, Congress and various Government agencies took time off from busy schedules to address the delegates to the SIUNA's 11th biennial convention here last week. Following is the list of speakers:

- LABOR**
  - Andrew Biemiller, legislative director, AFL-CIO.
  - Captain William V. Bradley, president, I.L.A.
  - Mort Brandenburg, president, Distillery Workers.
  - Chuck Brown, president, Long Island Federation of Labor.
  - Irving Brown, ICFU representative to the United Nations.
  - William Buck, president, Fire Fighters.
  - Orrin Burrows, director of government operations, IBEW.
  - Jesse Calhoun, president, MEBA.
  - Edward F. Carrough, Jr., organizing director, Sheet Metal Workers.
  - Howard Coughlin, president, Office Employees.
  - Russell R. Crowell, president, Laundry and Dry Cleaning Union.
  - Nelson Cruikshank, director, AFL-CIO Social Security Department.
  - Charles Feinstein, vice-president, Leather Goods Workers.
  - Thomas (Teddy) Gleason, executive vice-president, I.L.A.
  - B. A. Gritta, president, AFL-CIO Metal Trades Department.
  - Clarence Henry, vice-president, I.L.A.
  - Joseph D. Keenan, secretary, IBEW.
  - Patrick King, vice-president, Masters, Mates & Pilots.
  - Sam Kovenetsky, president, Local 1-S, RWDSU.
  - Steve Leslie, president, Local 25, Operating Engineers.
  - Joseph Lewis, secretary-treasurer, AFL-CIO Union Label Department.
  - Richard E. Livingston, secretary, United Brotherhood of Carpenters.
  - F. H. McGuigan, secretary, Washington (DC) Central Labor Council.
  - George Meany, president, AFL-CIO.
  - Joseph Ramsey, vice-president, Machinists.
  - William F. Schnitzer, secretary-treasurer, AFL-CIO.
  - Anthony Scott, vice-president, I.L.A.
  - Russell M. Stephens, president, Technical Engineers.
  - James A. Suffridge, president, Retail Clerks.
- GOVERNMENT**
  - Sen. E. L. Bartlett, Alaska.
  - Sen. Paul H. Douglas, Illinois.
  - Sen. Henry M. Jackson, Washington.
  - Sen. Russell B. Long, Louisiana.
  - Sen. Warren G. Magnuson, Washington.
  - Sen. Frank E. Moss, Utah.
  - Sen. William Proxmire, Wisconsin.
  - Sen. Harrison A. Williams, Jr., New Jersey.
  - Rep. Joseph P. Addabbo, New York.
  - Rep. Hale Boggs, Louisiana.
  - Rep. James A. Byrne, Pennsylvania.
  - Rep. Hugh L. Carey, New York.
  - Rep. Emanuel Celler, New York.
  - Rep. Dominick V. Daniels, New Jersey.
  - Rep. James J. Delaney, New York.
  - Rep. Leonard Farbstein, New York.
  - Rep. Edward A. Garmatz, Maryland.
  - Rep. Jacob H. Gilbert, New York.
  - Rep. Edna F. Kelly, New York.
  - Rep. Gillis Long, Louisiana.
  - Rep. Abraham J. Multer, New York.
  - Rep. John Murphy, New York.
  - Rep. Robert N. C. Nix, Pennsylvania.
  - Rep. John J. Rooney, New York.
  - Rep. Herman Toll, Pennsylvania.
  - Gerald Brown, member, National Labor Relations Board.
  - William Feldesman, solicitor, National Labor Relations Board.
  - Donald V. Geoffron, labor relations advisor, Office of Naval Material.
  - Prof. William Gomberg, advisor, Federal Mediation Service.
  - Edward Harrington, mayor, New Bedford, Mass.
  - John F. Henning, Under Secretary of Labor.
  - Robert Moore, deputy director, Federal Mediation Service.
  - deLesseps S. Morrison, Ambassador to the Organization of American States.
  - Maitland S. Pennington, special assistant to the Maritime Administrator.
  - Franklin D. Roosevelt, Jr., Under Secretary of Commerce.
  - William E. Simkin, director, Federal Mediation Service.

## SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

### Poultry Rates A Spot On Menu

When planning shipboard menus, SIU stewards should keep in mind the many tasty and nourishing meals which can be centered around poultry as the meat dish.

In food value, poultry does not differ very much from meat. It is more easily digested, however, because the fibers of the flesh are shorter and there is very little fat distributed through the flesh. Most of the fat lies in layers just under the skin. To identify young birds which will make the best eating, such as broilers, fryers, or roasters, some pointers will be helpful as a guide.

The feet should be smooth and limber, and the legs thick and short. The cartilage at the end of the breast bone should be pliable, with the skin containing many pin feathers and no long hairs. The breast should be plump, yet firm when pinched between the fingers. Long hairs and a hardened breast bone denote an older bird which will not make as good eating as a young one. In general, the best birds are fat and well-bled, without any bruises, scratches or deformities.

In taking aboard stores of hard-frozen poultry, the steward should be sure that none is accepted which has begun to thaw to any considerable extent. Unfrozen poultry spoils quickly, and the result is a general loss of flavor. Even if it were placed in the freezer immediately on coming aboard, it would still take several days to freeze and would be subject to some spoilage during that time.

Poultry keeps best at temperatures of zero or below. It will remain in good condition for about six months at temperatures up to 10° Fahrenheit but quality will suffer considerably after this period. The longer it is stored at temperatures above zero, the worse it becomes.

When storing poultry don't unwrap and tuck individual birds in little spaces throughout the box. This will cause freezer burn at a much faster rate than if the birds are left protected in cardboard containers. It's also less sanitary.

To defrost, thaw poultry carefully and slowly in cool air, preferably in the chill box or thaw room if one is available.

Follow these simple rules to preserve the quality of poultry stored aboard ship, and you'll find that turkey, duck and chicken can be served and enjoyed throughout the longest voyages.

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

# Convention Maps Full Program On Major Ship, Labor Issues

(Continued from Page 3)

18, 1961. (See separate story on Page 2.)

To promote more effective functioning of the international during the next two years, and to implement convention actions, the delegates approved a number of SIUNA constitutional changes, authorized the establishment of various new departments and increased per capita payments by affiliated unions to a total of 75 cents per member per month.

The new international departments called for by the convention include departments of Organization, Research and Education, Civil Rights, International Affairs, Legislation, and Public Relations.

During the convention sessions, the delegates heard a number of important speakers, including: President George Meany and Secretary-Treasurer William F. Schnitzler of the AFL-CIO; deLesseps S. Morrison, US Ambassador to the Organization of American States; Under Secretary of Commerce Franklin D. Roosevelt, Jr.; Under Secretary of Labor John F. Henning; Maitland Pennington, special assistant to the Maritime Administrator; William Feldesman, solicitor for the National Labor Relations Board, and Federal Mediation Director William Simkin. Speakers from the Congress included Senators E. L. Bartlett, Paul H. Douglas, Henry M. Jackson, Russell B. Long, Warren G. Magnuson, Frank E. Moss, William Proxmire, and Harrison A. Williams, Jr.

(For a complete list of speakers, see Page 5; for excerpts from speeches, see Page 3.)

On the final day of the convention, all members of the SIUNA Executive Board were reelected as follows:

President, Paul Hall, AGLIWD; executive vice president, Pacific

rea, Morris Weisberger, SUP; executive vice president, Canada, Ial Banks, SIU of Canada; executive vice president, Atlantic, Gulf and Lakes, Cal Tanner, AGLIW; also vice presidents Dominic Abata, TS&AW; Lester Ballinger, Cannery Workers, San Diego; Lester Caveny, Fish Cannery Workers, Monterey County; Captain John M. Fox, Inlandboatmen's Union of the Pacific; Mrs. Andrea Gomez, Cannery Workers,

Los Angeles Harbor District; George Johansen, Alaska Fishermen's Union; William W. Jordan, Jr., Marine Firemen; Burt E. Lanpher, Staff Officers Association; L. P. Taylor, International Union of Petroleum Workers, and Ed Turner, Marine Cooks and Stewards.

The 12th biennial convention will be held in 1965 at a place to be determined by the Executive Board.

## Convention Highlights

(Continued from Page 3)

SIUNA representatives, all from the New Orleans area.

No one has checked the delegate roster of previous conventions, but this convention of SIUNA affiliates seemed to have a record number of lady delegates. Among them were Rose Dacquisto, Birdie Edney and Andrea Gomez, of the Cannery Workers, Los Angeles Harbor District, and Corinne Voughs, United Industrial Workers-Atlantic Region. The Seafarers are ladies as well as gentlemen, as a glance at the delegates in the convention hall proved for many interested guests and onlookers.

A banquet and entertainment is a traditional feature of any SIUNA convention, and this one was no exception. Besides a Meyer Davis orchestra to provide the music, comedy, vocal and specialty acts were on tap to entertain all hands. One of the acts was a "special" that had previously performed for President Kennedy at the White House . . . This convention also set a "first" in the culinary department by having coffee available on the convention deck throughout the business sessions to ease dry palates. Coffeetime is a benefit not to be treated lightly,

even at conventions.

While the press of business prevented him from staying long enough to address the delegates, the first recorded visitor to the convention was Gov. Luis Munoz Marin of Puerto Rico. The Governor visited the hotel on Saturday evening, in advance of the convention opening, to chat with the delegates and express his hope for a successful convention.

One of the favorite spots in the hotel appeared to be the SIUNA "hospitality suite" — otherwise known as the "Diplomat Room" hosted by "Ambassador" Eddie Mooney. This was the scene of many a get-together by groups of delegates after the close of each convention business day, and recalled to many the popular "Casa Mooney" of the 1961 San Juan convention.

Serving as a finale to the convention, on Friday evening, May 10, was the "SIUNA Handicap," a special trotting race run in honor of the convention at the Rosecroft Raceway in nearby Oxon Hill, Md. This, the evening's seventh race, was won by Con Brio, who was appropriately draped with an SIUNA blanket presented by Vice-President Andrea Gomez.

## SOCIAL SECURITY REPORT



Joseph Volplan, Social Security Director

The AFL-CIO has strongly urged the House Ways & Means Committee not to bottle up proposals on medical aid for the aged as part of the Social Security System as it did last year, but to give the House itself a chance to vote on the legislation.

Nelson Cruikshank, director of the AFL-CIO Department of Social Security, in a network radio interview, cited last year's election results as an indication the majority of people want a medical care for the aged program under the Social Security System. "Where this was an issue," Cruikshank said, "the overwhelming number of victories were on the side of those who favored this measure." Cruikshank urged the committee to respond to the "evident wishes of the American people for protection in this area."

Cruikshank expressed hope that this year the Committee would at least report the bill to the House, even though a majority of its members did not necessarily favor it. He pointed out that the Committee this year was slightly more liberal than it was last year and that there was a greater chance of getting a favorable committee vote than in the past.

Once on the floor of the House, Cruikshank thought that the bill would have a good chance. "It would not be one of those landslide affairs," he said, "but even the opponents of the bill have told us frankly again and again that once it were on the floor it would pass." The proposed bill would provide

a "basic floor of protection" against high hospital costs for people 65 and over, Cruikshank noted, but it is not intended to cover all their medical costs. The need for this program is obvious, he declared, since "between 50 and 60 per cent of the people over age 65 have incomes of \$1,000 or less. When you analyze the cost of comprehensive medical care that is being made available under private insurance you find that it is, for most older people, prohibitive."

Questioned about the adequacy of coverage under the existing Kerr-Mills program, Cruikshank observed that only half of the states, plus three of the territories, have any medical assistance for the aged under the program. "State legislatures have to raise matching monies, Cruikshank continued, and are thus confronted with the "dilemma as to whether to provide comprehensive services for a few people or very limited services for a very large number of people . . . Neither one meets the need."

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



A one-time active member of the SIU on the Great Lakes, Nelson Cruikshank, director of the AFL-CIO Social Security Department, is shown addressing last week's SIUNA convention on medicare bill.

# ACTION BY CONVENTION SETS RECORD

(Continued from Page 3)

of all Government-generated cargoes for US-flag ships. Called for at least 50 percent of oil imports to be carried in American tankers.

**Hiring Hall.** Reaffirmed the need to protect the hiring hall as the only fair and equitable means of assuring stability of employment in the maritime industry.

**USPHS Hospitals.** Resolved to continue efforts to obtain adequate funds for PHS hospitals and to obtain waiver of the 90-day eligibility rule to permit treatment of seamen who are obliged to remain on the beach more than 90 days due to circumstances beyond their control. Called for continued medical care by marine hospitals for pensioned seamen.

**Runaways.** Resolved to continue highlighting the implications of runaway operations, and to support the closing of tax loopholes which are the chief incentive for these operators.

**Domestic Shipping.** Resolved to continue attacking the destructive policies of the ICC and to urge changes in the ICC that provide for a shipping point of view. Opposed Senate bill S.926 which would remove present rate regulations on railroad carriage of bulk commodities and allow the railroads to extend their rate-cutting practices in areas where they compete with water carriers. Opposed legislation to impose a fuel tax on inland waterways transportation and additional moves to bring foreign-flag vessels into US domestic trade. Urged extension of Federal minimum wage and hour law coverage, particularly as an aid to unorganized boatmen and fishermen. Called for an end to Ohio's present discriminatory treatment of Great Lakes seamen with respect to unemployment compensation.

**General Maritime.** Reaffirmed support to the program of the National Committee on Maritime Bargaining, as set in 1961, and resolved to continue efforts to promote joint labor-management action to deal with the various problems in maritime. Noted the possibility of an intensified blacklisting of ships that have traded with Israel, by the

United Arab Republic, and resolved to take all necessary steps to protect the members' rights as American seamen. Called for implementation of a long-range ship replacement program. Supported efforts by the Staff Officers Association to obtain trained pharmacist's mates as members of the ship's complement.

Urged continued efforts to advise the public and Government of the US merchant marine's role in maintaining our international balance of payments. Cited a recent statement by Defense Secretary McNamara that passenger vessels are no longer needed for national defense purposes, and urged Congress and the appropriate Government agencies to take a realistic approach to the problem of transporting large quantities of men and supplies to meet any emergency. Called for attempts to incorporate contractual provisions which would reduce the difficulties experienced by seamen, in connection with repatriation and the collection of monies due, in cases where shipping companies experience financial difficulties or are forced into bankruptcy.

**Fishing And Canning.** Determined to seek elimination of the limitation on liability so that fishermen, inland boatmen and others can collect full damages for personal injuries without reference to the value of the vessel on which the injury occurred. Stressed continued efforts to protect American fishermen and cannery workers from damage caused by foreign tuna imports under present tariffs and import quotas. Endorsed pending legislation to control the sale of foreign salmon in American markets, to promote state commercial fishery research and development projects, to provide construction subsidies for new fishing vessels and to provide that domestic fish products be made available to the Food-for-Peace program and be distributed as a surplus agricultural commodity. Supported the Fishermen's Medical Bill and the Fishermen's Bargaining Bill.

**SIUNA Operations.** Approved discussions aimed at achieving consolidation of SIUNA unions in Alaska. Urged the expansion of union training and upgrading pro-

grams by SIUNA affiliates, as well as the expansion of health and safety facilities and more programs of preventive medicine through union clinics. Endorsed continued organizing activity under the direction of the international and authorized special organizing conferences to implement this program. Urged revision of the international's operation to fit current-day needs by establishing new departments of Organization, Research and Education, Legislation, Civil Rights and Public Relations.

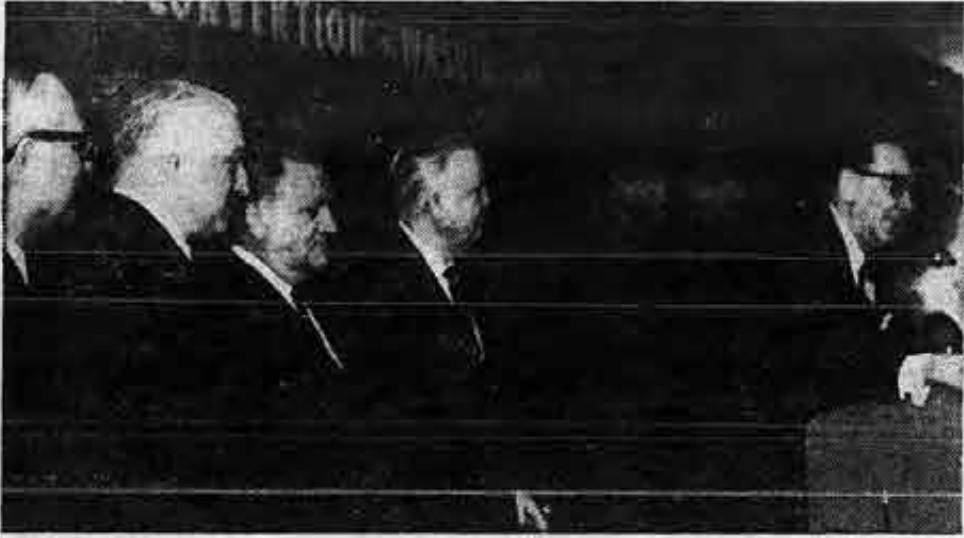
**Relations With Other Organizations.** Called on all SIUNA affiliates to maintain membership in their respective state and local central bodies and to participate in them to the greatest degree possible. Reaffirmed support of the ICFTU as a bulwark of free trade unionism and a bar to the spread of communism and totalitarianism. Urged the full support of COPE by the international and affiliates. Called on the International Transportworkers' Federation to establish a Caribbean Secretariat to deal with the specialized problems of workers in this area.

**Civil Rights, Social Legislation.** Reaffirmed vigorous support of the principle laid down by the AFL-CIO that equal rights and opportunities should be within the grasp of every American, and called for appropriate legislative action to achieve this objective. Called for the approval of medical care for the aged and other needed social legislation.

**General Labor.** Reaffirmed opposition to the Landrum-Griffin Act and resolved to seek modification of this union-busting legislation and review of the Taft-Hartley Act. Resolved to continue efforts to bring about the defeat of state "right-to-work" laws, and to oppose attempts to bring labor under the anti-trust statutes. Resolved to work toward promotion of a single union label. Called on Congress to impose a moratorium on railroad mergers pending investigation of rail finances. Called for the protection of workers displaced by automation. Reaffirmed opposition to the authority of the New York-New Jersey Waterfront Commission over longshoremen and other maritime workers, and pledged efforts to win legislation to provide fairer treatment for these workers.



Remarks of ILGWU Vice-Pres. Charles Zimmerman (at mike) scored with Morris Weisberger, Andrea Gomez and Ed Turner.



Congressional speakers included Rep. Edward Garmatz (Md.) of House Merchant Marine Committee. Herman Toll (Pa.), Dominic Daniels (NJ) and James Bryne (Pa.) also brought Congressional greetings.

# PHOTO REPORT

## The Eleventh SIUNA Convention

Some of the highlights of last week's SIUNA convention in Washington are pictured on the following pages, to record some of the people and events which made the 11th biennial convention a memorable one for all hands.

The convention, which also marked the SIUNA's 25th anniversary, charted important policy for the international in the next two years on a wide range of shipping and labor issues, transacted a record amount of business and also hosted an impressive number of guests and speakers.

Since pictures can't tell the whole story, full coverage of the news and actions of the convention is carried elsewhere in this issue of the SEAFARERS LOG.



Sen. Paul Douglas Of Illinois



George Munroe SIU of Trinidad



Irving Brown ICFTU Rep. To UN



Opening session huddle features (l-r) Andrea Gomez, Cannery Workers-Los Angeles; George Johansen, Alaska Fishermen, and Pres. Paul Hall.



Lindsey J. Williams SIU-AGLIW Report



Mayor Edw. Harrington New Bedford, Mass.



Franklin Roosevelt, Jr. Commerce Under Sec'y



Fred Stewart, SIU Civil Rights Committee



Ambassador Morrison of OAS (center) meets Puerto Rico delegates (l-r) J. Diaz, R. Hernandez, K. Terpe, F. Marrero, C. Flores, and Mrs. Marrero.



Cong. Hale Boggs Of Louisiana



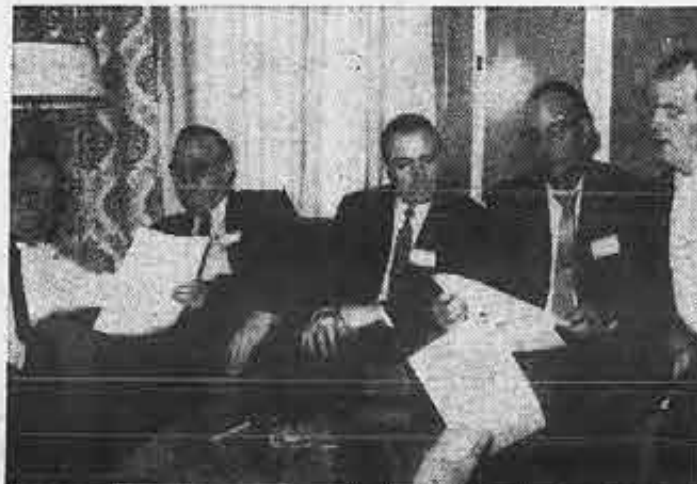
Sen. Harrison Williams Of New Jersey



William Jenkins, SIU Resolutions Committee



Cong. John J. Rooney Of New York



Lakes SIU's F. Farnen, G. Wolf; Canada's S. Devine; H. Workman, SIU-AGLIW; P. Crannle of Canada were on Great Lakes Seamen's Committee.



Clarence Henry Vice-President, ILA



Candid shot catches SUP delegates Blackie Ellis (left) and Jim Dooley during convention break.



Sen. Russell B. Long Of Louisiana



SIU-AGLIW had largest convention delegation of officers and rank-and-file members from several ports. Among elected delegates pictured here (reading from l-r) are L. Hall, E. Mooney, J. DiGeorge, M. Carlin, F. Drozak, E. Erazo, D. Butta.



AGLIW's Bill Hall and Bertie Edney, Cannery Workers-Los Angeles, go over civil rights report.



Sen. William Proxmire Of Wisconsin



Lobby of convention hotel made it plain that the Seafarers were in town. Displays, banners, ship models highlighted varied activities of international union.



Pres. Joseph Lewis Union Label Trades



Pres. B. A. Gritta Metal Trades Dept.



Steve Leslie



Prof. William Gomberg Federal Mediation Advisor



Thomas (Teddy) Gleason



Resolutions committee group shows (clockwise) F. Marrero, Puerto Rico; Corinne Voughs, Industrial Workers, Atlantic; Joe Goren, chairman, MCS; Ray Doucette, Canada; H. Williams, Inland Boatmen-Atlantic; J. McQuaig, Canada.



Rep. Emanuel Celler of NY draws thanks for his support of US-flag merchant shipping.



Anthony Scott Vice-President, IILA



Opening session started round of reports submitted for information of delegates by different affiliates. SUP report is being distributed here. Canada's Bill Glasgow, C. Flores and J. Dias of Puerto Rico are in foreground.





Ambassador deLessups S. Morrison, US rep. to the Organization of American States, lauded labor's help in improving conditions of Latin-American workers. Intent listeners are Lindsey Williams and Andrea Gomez.



Sen. Warren G. Magnuson Of Washington



Photo mural of SIUNA members at work catches eye of a visitor, Seafarer Al Stracciolini.



Another new SIUNA affiliate, Trinidad SIU sent delegation including F. Mungroo, R. James.



Capt. William Bradley President, ILA



Capt. Pat King Masters, Mates & Pilots



Close-up of convention displays features charts showing SIUNA 25-year growth, publications, union halls, welfare-vacation benefits and other gains.



Sen. Henry M. Jackson Of Washington



Among newest International affiliates are cab drivers and garage workers in SIUNA Transportation Services & Allied Workers. Delegates pictured here include (l-r) Everett Clark (with pipe), Gregory Grana and Mike Joubowski, all of Chicago.



Joseph D. Keenan Secretary, IBEW



Pres. Bill Buck Fire Fighters



Pres. James A. Suffridge Retail Clerks



Delegates paid close attention to resolutions and reports presented, and carefully followed texts being read from rostrum. The pair concentrating on text here are Ross Daculato and Frank Rivera, of Cannery Workers-Los Angeles.



Pres. Russell Stephens Technical Engineers



Under Secretary of Labor John Henning cites dangers of compulsory arbitration.



Two SIU-AGLIW alternate delegates, Seafarers H. Workman and N. Dubois, admire photos of SIUNA members on job.



International Affairs Committee included M. Carlin, SIU-AGLIW; Randolph James, Trinidad; Bill Glasgow, Canada.



Lester P. Taylor  
SIUNA Petroleum Wkrs.



Cong. Gillis Long  
Of Louisiana



Pres. Jesse Calhoon  
Marine Engineers



Sen. E. L. Bartlett  
Of Alaska



Gerald Brown  
Member, NLRB



William Feldesman  
Solicitor, NLRB



Cong. Robert Nix  
Of Pennsylvania



Maitland Pennington  
Special Asst., MA



William F. Schnitzler  
AFL-CIO Sec.-Treas.



Donald Geoffrion  
Navy Labor Advisor



Dick Livingston  
Sec'y, Carpenters



Edw. Carlough Jr.  
Org. Dir., SMWIA



William E. Simkin  
Fed. Mediation Dir.



Seafarer Ernest V. Erazo, part of SIU-AGLIW delegation, looks over convention display of SIUNA publications.



Busy on rostrum are SIUNA Vice-Presidents Ed Turner, Marine Cooks; Hal Banks, Canada; Burt Lanpher, Staff Officers.



Lonnie Young  
V-P, Boiler Makers



Sen. Frank E. Moss  
Of Utah



Leonard McLaughlin  
Canada SIU Report



'Baltimore Sun' and 'NY Times' marine editors Helen Bentley and Geo. Horne talk with Herb Brand, SIU-AGLIW.



Copies of reports, proposed resolutions were distributed regularly during business sessions for delegate action.

# COPE REPORT



## AFL-CIO COMMITTEE ON POLITICAL EDUCATION

Questioning voices are being raised in states which enacted so-called "right-to-work" laws on the assurance that banning the union shop would attract new industry and speed economic growth. Some influential newspapers, and even some business groups, in "right-to-work" states, are now asking aloud if in fact the reverse may be true.

At the same time, in Congress, the first steps have been taken to lay the groundwork for repeal of Sec. 14b of the Taft-Hartley Act. Although the 1947 labor law allows workers and employers to negotiate a union shop, Sec. 14b enables states in effect to supersede Federal law and make union shop agreements illegal. Sen. Harrison A. Williams (D-N.J.) has introduced a bill to repeal 14b, and similar bills are being prepared by other members of Congress.

The AFL-CIO Executive Council, at its February meeting, called for an intensified drive against "right-to-work" and Sec. 14b which, it declared, "invites states to compete in passing anti-union laws on the erroneous supposition that they attract industry." Warning that collective bargaining "is being emasculated by state 'right-to-work' laws," Williams said repeal of 14b is the only path out of "the jungle of industrial strife."

Newspaper and business criticism from "right-to-work" states centers largely on the failure of the union shop ban to fulfill the promises of its sponsors. The business editor of the "Atlanta Constitution," Jim Montgomery, wrote on April 30 that "Georgia's so-called 'right-to-work' law may be crippling the state's economic progress." He suggested that repeal may be "long overdue."

The states which have banned the union shop, "Georgia among them, are still dominated by low-wage industries," Montgomery pointed out. He cited a "carefully documented indictment" of such laws by University of Vermont Prof. Milton J. Nadworny, which appeared in the publication of New York University's Institute of Economic Affairs. Nadworny pointed out that in states which have adopted "work" laws, "both hourly manufacturing wages and per capita personal income have been falling farther and farther behind the national averages."

Montgomery cited wage statistics for Georgia as an example of the "right-to-work" lag. In 1950, he said, its average manufacturing wage was 39 cents below the national average. Last year it was 62 cents below. In 1950, per capita income in the state was \$474 under the US average. In 1962 it trailed the national average by \$643.

The handful of northern states which have banned the union shop are also hearing some second thoughts on the issue. In Indiana, the "South Bend Tribune" said "we think Indiana's six-year-old law banning union shops has failed to right any wrongs and, worse, has increased labor tensions. We favor its repeal."

### SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

#### For Safety Always—Think First

The record shows that Seafarers are generally pretty careful these days when working aboard ship. They not only know what to do but how to do it safely.

Accidents do happen, however, and sometimes they are caused by simple thoughtlessness. These mishaps are among the toughest ones to prevent. The only way they can be avoided is for everyone to be constantly alert and to keep in mind what any action might possibly lead to in the way of trouble.

For example, using a CO-2 fire extinguisher to chill a bucket of canned drinks may not lead directly to an accident or injury. But just think what disaster this kind of an action might lead to later, if a fire broke out and the same fire extinguisher, now half-empty, was needed to put out the flames? I don't think we have to draw any diagrams about this; it's an extreme example anyway.

A simple act like lighting a cigarette also can lead to disaster at the wrong time and place. You're in a tank spraying paint, let's say, when you unconsciously reach for a cigarette without even thinking about what you are doing. You may get away with it a couple of times, but sooner or later the paint fumes in the tank will be just a little more concentrated than usual and you'll find you've had it, brother.

If you see an oil spill, do you just ignore it and go around it, or do you drop some rags or other absorbent on it? If you are on the alert for possible danger, you should realize that the spill could not only be the cause for a shipmate to slip and break a leg, but it's also a fire hazard.

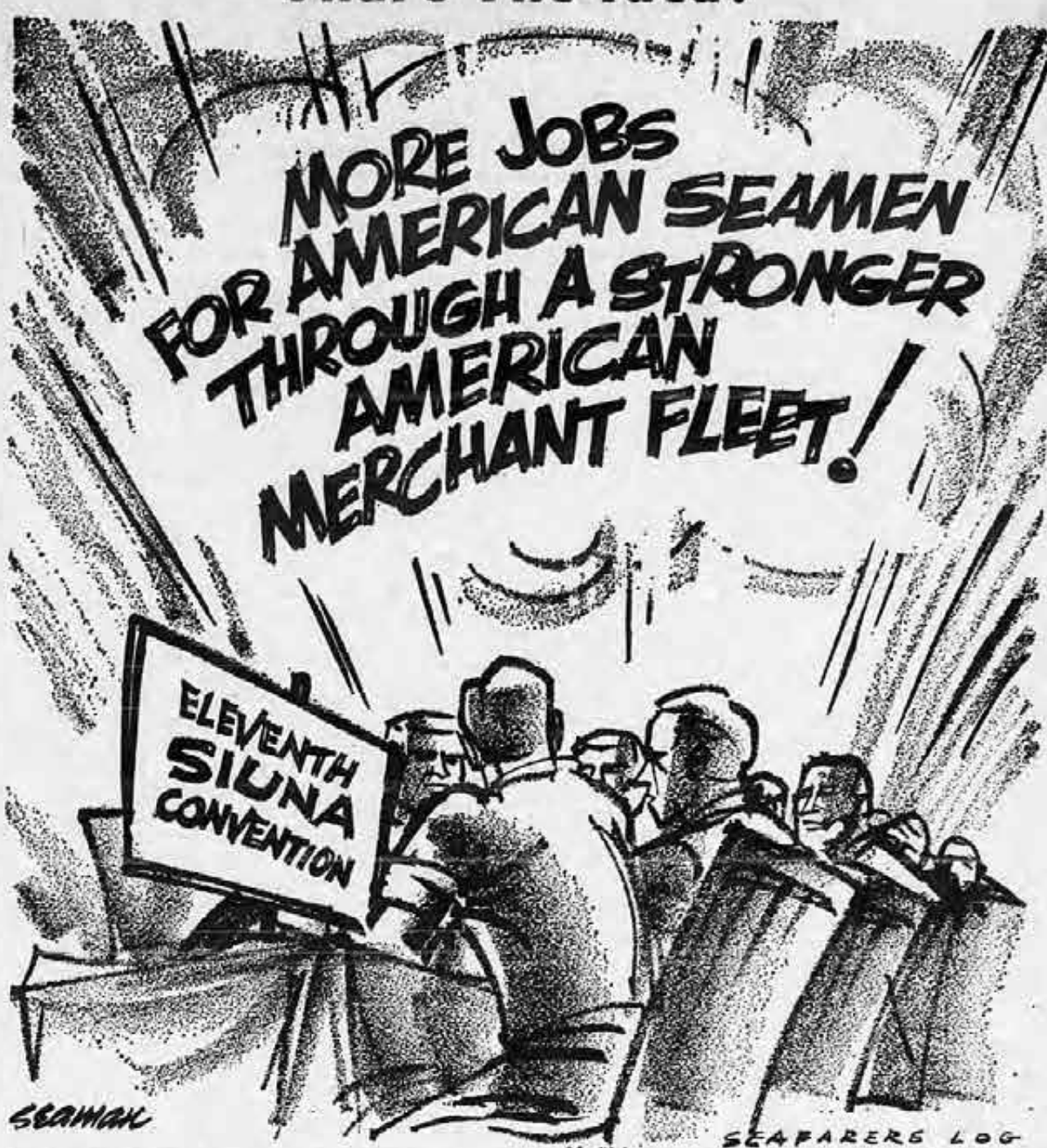
Have you ever used oxygen from a burning torch to cool a compartment or to blow out the fumes created while you were burning or welding? The oxygen is not a poisonous gas, so there seems to be no danger. But remember that oxygen makes many things, your clothes for instance, burn much faster than they ordinarily would. Under these conditions, a spark that would normally burn a pinhole in your clothes could cause them to blaze up just like a torch.

Speaking of torches, a common unsafe practice is to leave a torch in a compartment during the meal hour, or worse, overnight, with only its valves shut while the cylinder valves are open. If the torch valves or other connections should leak, even slightly, the room could be filled with enough gas by the time you get back to make lighting-off again your last act on earth.

When you stop work and leave a torch unattended for any length of time, at least make sure you leave it out in the open after first closing off the valves on the oxygen and acetylene cylinders as well as the torch valves.

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

## 'That's The Idea!'



In concluding what will probably go down in the record books as the biggest, most active and fruitful convention in its history to date, the Seafarers International Union of North America demonstrated once again last week that it represents a vital and growing force in maritime.

At this point in its 25 year of progress since 1938, the SIUNA, under the AFL-CIO banner, continues to move ahead into many new and expanding areas. At the same time, it has not lost sight of its basic trade union role—to provide and maintain jobs, under decent conditions, for its membership.

Certainly job issues, in the midst of a period of heavy unemployment in the US, were on the minds of all of the delegates, and those who elected them. Their actions clearly reflected this concern. And while much of what's said here might sound like backslapping, no amount of rhetoric can undo this single fact:

In Washington last week, the SIUNA convention was the sounding board for important points of view from responsible people in high places—both labor and Government—whose statements and policies directly affect the livelihood of those who work in maritime, as well as the growth of the industry itself.

They set the keynote emerging from this 11th biennial SIUNA convention, almost as much as the delegates themselves. For the representatives of the SIU and its affiliates have long stressed the point that a healthy American-flag merchant fleet means job stability, and that this applies here as in any industry.

Now, with the speech-making over, is the time to put these ideas to work, to end the piecemeal attacks on inter-related problems. Let's get on with such business as sealing off escape routes for tax-dodging runaway operators and also curb railroad rate-making practices that destroy domestic shipping. One cannot do the job of rebuilding the American merchant marine without the other.



As this is being written, an American astronaut is still circling the globe in outer space every 90 minutes. Yet this industry

lives by a 1936 Merchant Marine Act that long ago outlived its usefulness and creates many of its basic problems today. Isn't it time for a change?

### Off Course

Originally announced as the subject of possibly three weeks of hearings 'way back in March, the Bonner proposal on compulsory arbitration has generated much more heat than was expected. It has been the subject of committee hearings for many weeks, and the last word is not in yet.

The SIUNA's position on the idea of compulsory arbitration in maritime labor disputes was presented in direct testimony before the committee on two occasions in March and was reaffirmed at last week's convention.

Numerous convention speakers from labor and Government also stressed their opposition on this issue, because it would interfere with and limit free collective bargaining; it would set a dangerous precedent for labor-management relations everywhere. Like the SIUNA, they also said that moves to "get labor" are not going to solve or undo the problems in the maritime industry.

It's worth recalling that the Bonner bill was put forth as an amendment to the Merchant Marine Act of 1936, and calls for the reenactment of Title X of the Act, which governed maritime labor relations from 1938-42. The proposal was drafted in this manner so that the Merchant Marine Committee would have jurisdiction over the bill, rather than the Labor and Education Committee.

The real "loser" here is the US merchant marine, however, since the House MM Committee has had limited time for discussion and action on other pending maritime issues while dealing with the arbitration matter.

If anything can get the committee back on the right course it's mail from home. We therefore urge all Seafarers, their families and friends, to continue sending protests to the committee against the Bonner proposal. This will help bring about its outright rejection in the interests of merchant seamen and all American workers.

# SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$18,500 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Francisco Casasco, 67: A liver ailment was fatal to Brother Casasco on April 1 1963, at Johns Hopkins Hospital, Baltimore, Md. He joined the SIU in 1941 and sailed in the engine department until he went on pension last year. His stepdaughter, Natalie Lapinskas, of London, England, survives. Burial was in Sacred Heart Cemetery, Baltimore. Total benefits: \$1,000.

Alvin Headrick, 63: Brother Headrick died of a heart ailment on March 20, 1963 at Mobile General Hospital, Mobile, Ala. He had shipped in the steward department since joining the SIU in 1957. His wife, Ora L. Headrick, of Chickasaw, Ala., survives. Burial was at Pine Crest Cemetery in Mobile. Total benefits: \$4,000.

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$1,400 in maternity benefits and a maturity value of \$175 in bonds:

Sofia Guerrero, born March 16, 1963, to Seafarer and Mrs. Gustavo Guerrero, Houston, Texas.

Tammy Ann Foley, born March 30, 1963, to Seafarer and Mrs. Harold D. Foley, Crestview, Fla.

Tonette Gallant, born March 28, 1963, to Seafarer and Mrs. Joseph R. Gallant, Baton Rouge, La.

Angela Snyder, born February 18, 1963, to Seafarer and Mrs. Hobert Snyder, Portsmouth, Va.

Micha Purifoy, born March 7, 1963, to Seafarer and Mrs. Eddie P. Purifoy, Mobile, Ala.

Angelina Endres, born March 16, 1963, to Seafarer and Mrs. Michael Endres, Baltimore, Md.

Patricia Flanagan, born March 6, 1963, to Seafarer and Mrs. John Flanagan, Philadelphia, Pa.

William J. McLean, 45: Heart failure was fatal to Brother McLean at his home in Jacksonville, Fla., on November 5, 1961. He joined the SIU in 1960 and had sailed in the deck department. P. W. Safer of Jacksonville was named administrator of his estate. Burial was at Riverside Memorial Park, Jacksonville. Total benefits: \$4,000.

Harry F. Price, 52: A stomach ailment proved fatal to Brother Price at the Savannah, Ga., USPHS Hospital on October 31, 1962. He had joined the SIU in 1958 and shipped in the engine department. He lists no next of kin. Burial was in St. Augustine, Fla. Total benefits: \$500.

Moses M. Landavazo, 24: Brother Landavazo died on August 14, 1962 at Rolling Hills Estates in Los Angeles, Calif. He had sailed in the deck department with the SIU since 1962. No next of kin was designated. Burial was in Albuquerque, NM. Total benefits: \$500.

Kenneth E. Foster, 57: Brother Foster died of natural causes at the Galveston, Texas, USPHS Hospital on March 6, 1963. He had sailed in the steward department after joining the SIU in 1949. His wife, Eva Foster, of Galveston, survives. Burial was in Pea Ridge Cemetery, Pea Ridge, Ark. Total benefits: \$500.

Sticel A. Thompson, 52: Brother Thompson died of a heart ailment in Houston, Texas, on January 21, 1963. He had sailed in the deck department since he joined the SIU in 1956. His daughter, Cherie F. Thompson, of Maplewood, La., survives. Burial was at Riverside Cemetery, Monroe, La. Total benefits: \$4,000.

Martin G. Ohstrom, 45: Brother Ohstrom died of accidental causes at his home in Port Arthur, Texas, on February 25, 1963. He had shipped in the deck department after joining the SIU in 1953. Burial was at Greenlawn Cemetery in Port Arthur. Total benefits: \$4,000.

## SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. The following is the latest available list of SIU men in the hospitals around the country:

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
  - Felimon Barlizo
  - Thomas Blackledge
  - Bobby Butts
  - Car Carlson, Jr.
  - Samuel Clincales
  - E. Constantino
  - Joseph Curtis
  - Thomas Deale
  - James Donahue
  - Lionel Doucet
  - Ralph Dougherty
  - Wesley F. Cannon
  - Clinton Franks
  - Eugene Gallaspy
  - James Gardner
  - Salvatore Gentile
  - Leon J. Gordon
  - Edgar Goulet
  - Joseph Hamilton
  - Carle Harris
  - Frank James
  - Walter Johnson
  - Oscar Jones
  - William Kirby
  - Ernest Kirkpatrick
  - Steve Kolins
  - Harold Laumann
  - Anthony Maxwell
  - Arnold Midgett
  - Rosindo Mora
  - Clinton Newcomb
  - Mario Pacheco
  - William Paris
  - Coy Presley
  - August Princen
  - Wm. E. Roberts
  - Calvin Rome
  - Aubrey Sargent
  - Joseph Savaco
  - Melvin Spires
  - Ashton Stephens
  - Francis Stirk, Jr.
  - Fins Strickland
  - Adolph Swenson
  - Harvey Thomas
  - Robert Tripp
  - William Wada
  - James Walker
  - August J. Williams
  - Joseph Williams
  - Roy Young, Jr.
- USPHS HOSPITAL GALVESTON, TEXAS**
  - Napoleon Blanchard
  - William Bedgood
  - Alvah Burriss
  - Pedro Ecobbar
  - Marcel Frayle, Jr.
  - Clayton Frost
  - Orval Gray
  - Malden Ribbs
  - Albert Hammal
  - William Blanchard
  - Ebbie Markin
  - William Pereyra
  - Rafael Pereira
  - Clarence Simmons
  - Emanuel Vatis
  - Polo Vasquez
  - Bailey Walker
  - Julius Weinstein
- VA HOSPITAL HOUSTON, TEXAS**
  - John Butler
- USPHS HOSPITAL SEATTLE, WASHINGTON**
  - Gus Skendelas
  - Tommy Lamphear
  - Fred Reimott
  - George Yeager
  - Robert Young
- USPHS HOSPITAL NORFOLK, VIRGINIA**
  - Ellis Cottrell
  - William Grimes
  - Charles Hurlbut
  - William Mason
  - Adolphus Murden
  - Charles Raynor
  - Wille Stone
- USPHS HOSPITAL BALTIMORE, MARYLAND**
  - Charles Adams
  - Adolfo Anavitaris
  - Charles Berick
  - James Bergerias
  - William Burton
  - Sidney Day
  - Roy Hartorn
  - Everett Hedges
  - John Hopper
  - Julio Lazu
  - George Lesnansky
  - Edward Moore
  - Manning Moore
  - Ralph O'Neal
  - Emmett Phelan
  - Harold Reed
  - Sergio Rivera
  - Edward Ruley
  - Clarence Smith
  - Joseph Townsend
  - Stanley Vernuz
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
  - A. Anivitaris
  - John Barone
  - A. D. Caramas
  - Mario Carrasco
  - Carmine Cassano
  - Louis Covette
  - Thomas Correll
  - Ezell Crocker
  - Will Denny
  - Thomas Duncan
  - Kwing Gee
  - Robert Goodwin
  - John Hansen
  - Richard Haskin
  - J. Hopkins
  - John Jelllette
  - Miles King
  - Sulo Lepisto
  - A. Louqueira
  - Sam Manning
  - John Milos
  - Sylvester Mullins
  - James Murphy
  - Francis Nevez
  - Joseph Orbreza
  - Eugene Mora
  - George Pilaris
  - T. Pilkington
  - Joseph Raymond
  - F. Regalado
  - Alfredo Rios
  - Joseph Romero
  - I. B. Schneider
  - Joseph Scully
  - James Shiber
  - Manuel Silva
  - William Smothers
  - James Stripp
  - Lee Summers
  - Ivan Tarkov
- Thomas Tighe**
- Carlos Travieso**
- James Webb**
- Yu Song Yee**
- Ching You**
- USPHS HOSPITAL BRIGHTON, MASS.**
  - Robert Davis
  - Joseph Donovan
  - Edward Farrell
  - Florence Letle
  - Charles Robinson
  - Walter Schlect
- USPHS HOSPITAL SAVANNAH, GEORGIA**
  - R. Canady
  - C. Colthran
  - Ignazio D'Amico
  - John Epperson
  - V. Gonzalez
  - Austin Henning
  - Richard Johnson
  - J. R. Miller
  - Jesse Morris
  - Frank Throp
  - John Morris
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Paul Arthofer
  - Harry Baum
  - Arthur Caruso
  - Dominick Bendornz
  - John Donnelly
  - Donald Hampton
  - Chas. Hazelton
  - Juan Leiba
  - William Langford
  - Robert Murray
  - Ragner Olson
  - John Polvchovich
  - Harold Taylor
  - Vernon Williamson
  - David Wilson
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
  - Thomas Isaksen
  - William Kenny
  - Ernest Webb
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - Warren Alderman
  - Gerald Algornon
  - Robert Banister
  - Benjamin Deibler
  - Claude Doyal
  - Abe Gordon
  - Joseph Gross
  - Alberto Gutierrez
  - Burl Haire
  - William Hampel
  - Lenoard Higgins
  - Thomas Leahy
  - Arthur Madsen
  - Max Olson
  - Charles Slater
  - Willie Young
- VA HOSPITAL WEST ROXBURY, MASS.**
  - Raymond Arsenault
- VA HOSPITAL ANN ARBOR, MICHIGAN**
  - Ralph Dust
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
  - James McGee
- US SOLDIERS HOME WASHINGTON, DC**
  - William Thomson
- PINE CREST HAVEN COVINGTON, LOUISIANA**
  - Frank Martin
- VA HOSPITAL NORTHAMPTON, MASS.**
  - Maurice Roberts

### Suggests Clause For Time Off

To the Editor: I am writing this letter as a comparative newcomer to the business of going to sea.

Though new to the industry, I have noticed a considerable change in the attitudes of some shipmates. A lot of the old-timers have also sensed and seen a change.

It seems to me that the general feeling of late—which is

clause in port, on an optional basis with pay.

Contracts should also state that the boarding patrolman hold a meeting prior to the pay-off with every crewmember present. Contract clarifications would be read to all hands, beefs would be taken care of and would be eliminated.

I figure that this new payoff pattern would create interest in the present contracts and create new ideas at the same time. It would stimulate a greater interest in the SIU on the part of crewmembers who don't know the difference between overtime and routine duties and only gripe to no purpose.

R. J. Henninger

### 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.

heard too often—is that if you don't care for the way things are aboard a particular ship, just ball out. "Why worry, let the next crew square things up." seems to be the feeling.

Even from topside it's the same spiel, like, "We'll fix things up next trip." Only no one ever mentions which future trip he means.

I, for one, don't think a few legitimate changes in living conditions on board can break any company—especially these trailer outfits. They seem to be forging ahead without any regard for changing conditions which have been the same for many years.

It is my opinion that some overhauling of conditions is necessary. I don't advocate locking up jobs but, with the turnaround time becoming shorter each trip, I feel that we should move for a time-off

### Union Library Lends An Assist

On behalf of Marian Council, Knights of Columbus, in Homewood, Illinois, I would like to thank you for a favor which is possibly not known to you.

Your SIU representatives in Chicago have turned over to me excess copies of paperback books from the SIU Ships' Library which I, in turn, have been able to place in many local hospitals, firehouses, county and state institutions on behalf of the Marian Council and the SIU.

Because of this generosity on the part of the SIU, we have been able to do something for many people which we otherwise would not have been able to do.

We would appreciate it if you would extend our thanks to your membership and to the local SIU representatives for this fine gesture.

William F. Slobig  
Grand Knight

### Honor Simmons, Johnson

## Convention Cites Loss

WASHINGTON—Two deceased members of the SIU were honored by the delegates to the SIUNA convention for their contributions to the welfare of seafaring men and their families.

They were Claude (Sonny) Simmons, SIU vice-president in charge of contracts and contract enforcement, and Leon Johnson, SIU patrolman on the West Coast.

Others honored posthumously for their work in behalf of seamen and other workers were Art Coleman, vice-president of the Marine Firemen's Union; Anthony (Tony) Anastasio, vice-president of the International Longshoremen's Association, and Silas B. Axtell, a close associate of Andrew Furuseth in the struggle to emancipate American seamen.

In each case, the delegates authorized that copies of the memorial resolutions be prepared in appropriate form and presented to the men's families.

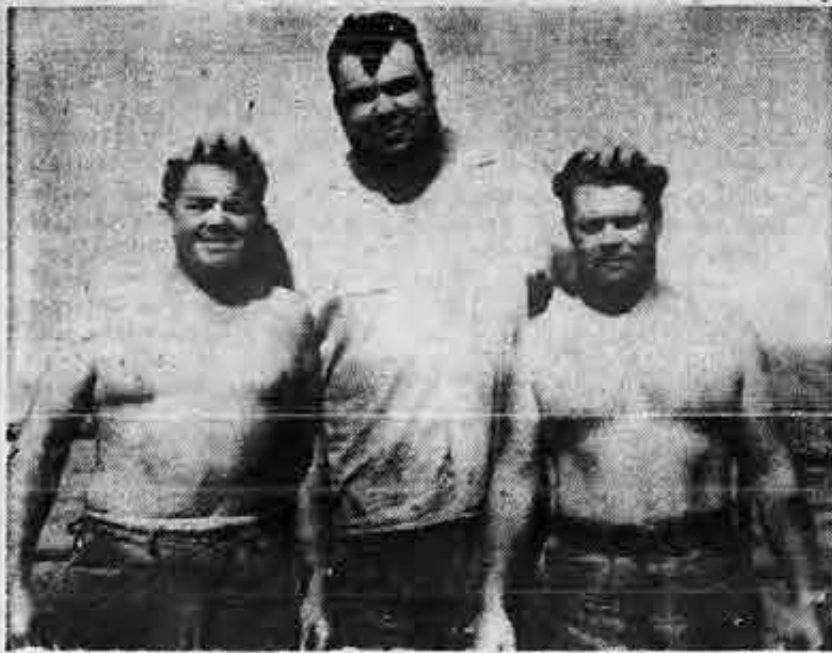
### Get Certificate Before Leaving

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.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY  
I would like to receive the SEAFARERS LOG—please put my name on your mailing list.

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STREET ADDRESS \_\_\_\_\_  
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CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

### Big Man On The Vivian



Flanked by shipmates Jim Brown, engine (left), and Benjamin Mignano, deck, Seafarer Martin 'Tiny' Trieschmann is wiper aboard the Vivian (Maritime Overseas). It's not sure whether Trieschmann is the biggest man in the Far East right now, but he certainly looks like the biggest on the Vivian. The photograph was taken in Chittagong, East Pakistan, where the crew reports everything running pretty smooth.

## From the Ships at Sea

A safety drive aboard the Fanwood (Waterman) is in full swing and getting results. At a recent safety meeting, suggestions were asked for and several crewmembers came up with the suggestions. A number of the ideas put forward are already in effect.

W. Rhone, steward, pointed out that there was slack in some of the door hooks, causing doors to sometimes come adrift. It was decided to check the ship and replace any defective hooks.

H. Arlinghaus, bosun, suggested that there should be a ladder on the after mast to give access to the range lite and the antenna downhaul. The matter is now being considered.

R. Eden, chief electrician, suggested that gear stored in mast-houses be kept away from doors so that access to the compartment is not impaired.

J. Hoggie, NCB, brought up the problem of securing chairs in heavy weather so they won't come adrift and endanger the men sitting in them or others in the room. His suggestion was that hooks be placed in the deck and straps from

the chair to the hook would hold it in place. The idea has been referred to the home office for advice.

From the Steel Traveler (Isthmian) comes this tip forwarded to the LOG by Harry K. Kaufman, ship's delegate. All Seafarers are



Rhone Eden

warned to be careful about taking items ashore in Korea because the Korean government has adopted a very tough policy toward this practice. The Traveler crew reports that a crewmember was fined \$375 at Incheon for six boxes of face powder he was taking to his wife. Forewarned is forearmed, so Seafarers beware!

A fiscal dilemma came up aboard the New Jersey (Seatrains), when the ship's fund got down to a new low of eleven cents. Ship's meeting chairman Roy M. Ayers reports that a drive for voluntary donations by the crew is underway. The fund should be up to respectable proportions in short order.

As a service to new crewmembers aboard the Steel Seafarer (Isthmian), the crew has asked the

captain to post a notice on the bulletin board regarding the various laws to watch out for in Saudi Arabia. Crewmembers who have not visited the area recently will thus know how to avoid doing anything frowned upon by the local authorities.

The crew of the Steel Artisan (Isthmian) is starting an all-out drive to replace its ancient washing machine, which has developed many bad habits with advanced age, like constantly breaking down, and tearing clothes. The machine has a worn-out shaft that wobbles the agitator and wreaks havoc with clothes, the crew reports. In a further effort to protect clothing, the crew has suggested that the tanks holding the laundry water should be thoroughly cleaned to eliminate damage from rusty water. If they succeed, the Artisan crew may soon be the best dressed in the Isthmian fleet.

Nineteen months after the Seatrain New York sailed for Liberia



Kaufman Ayers

in 1961 with a cargo of 12 locomotives, 195 specialized cars and other assorted railway gear, for developing a new Liberian iron ore field, the first batch of ore has just completed traveling the 165-mile route to the newly-built port of Buchanan on the West Coast of Africa. The \$2 million Seatrain load was stacked in a specially-designed manner and provided the first offshore voyage for an SIU-manned Seatrain since the days of World War II.

Seafarers who hit the port of Visagapatam, India, and want to buy some souvenirs to bring home to the States will get a square deal at the Eastern Art Museum in that port, reports the crew of the SIU-manned Anton Bruun (Alpine Geophysical). The shop handles everything from carpets to ebony elephants, says the research vessel's crew, and the prices and quality are always good.

### Shorthanded?

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

### On Deck



Seafarer Jerry Miller, deck, and his wife, Shirley, are the proud parents of little Charlotte Ann, whose birth announcements announce her "arrival tonnage" as 8 pounds, 9 ounces, and the home port as Daphne, Alabama. Dad's last ship was the Natalie (Intercontinental Transport).

**HENRY** (American Bulk Carriers), Oct. 14—Chairman, Jim Bullock; Secretary, S. T. Arales. Frank Donovan elected to serve as ship's delegate. \$15 in ship's fund. Suggestion made that the steward look into the quality of food stuffs, especially bacon and sausages, as the items aboard are of low grade. Discussion on rusty food cans. Vote of thanks to chief cook for a job well done.

**HURRICANE** (Waterman), Oct. 6—Chairman, John R. Bailey; Secretary, Eugene Ray. No beefs reported by department delegates. Discussion on fresh canned milk and motion made to eliminate this as no one drinks it. Vote of thanks to steward department.

**BETHTEX** (Bethlehem Steel), Oct. 13—Chairman, S. Garcia; Secretary, Kocanusk. Motion made to see doctor every four to six months instead of every nineteen days. Suggestion to see patrolman about more money being put aboard for draws.

**DEL RIO** (Delta), Sept. 30—Chairman, Abner Abrams; Secretary, Iluminado R. Llenos. Two men missed ship, one at Montevideo and one at Belem, Brazil. Two men were left in hospitals. Money in ship's fund was given to sick member who was left at hospital in Buenos Aires. Suggestion to see food representative or patrolman about getting better quality of fruits.

**DEL MUNDO** (Delta), Oct. 5—Chairman, J. Craft; Secretary, A. W. Hansen. Some disputed OT in deck and engine departments. D. P. Eldemire was elected to serve as ship's delegate. Ship should be fumigated for roaches and rats.

**JEFFERSON CITY VICTORY** (Victory Carriers), Sept. 18—Chairman, Homer L. Ringo; Secretary, none. No beefs reported by department delegates. Ship should be fumigated for roaches. Vote of thanks to steward department for a job well done.

**TOPA TOPA** (Waterman), Sept. 30—Chairman, William B. Sender; Secretary, Charles E. Rawlings. Two men hospitalized in La Pallice, France. Vote of thanks to the steward department for excellent service and fine preparation of food.

**IBERVILLE** (Waterman), Sept. 30—Chairman, R. B. Hall; Secretary, R. Carmichael. Ship's delegate Robert Hyer resigned and John J. Guard was elected to serve. \$13.47 in ship's fund. Everything running smoothly.

**LA SALLE** (Waterman), Oct. 14—Chairman, John Burk; Secretary, Ramon Irtarray. One man hospitalized at Southampton. \$7.50 in ship's fund. Motion made to purchase fresh milk in foreign ports where it is available. Use of power tools to be brought to the attention of patrolman.

**DEL NORTE** (Delta), Sept. 30—Chairman, Frank Sempie; Secretary, Michael Lonergan. One man left in hospital at Buenos Aires. \$471.47 in ship's fund. Two SIU libraries were picked up in New Orleans by unauthorized person and never reached the ship. Balance on hand in movie fund, \$91.00. Anthony Marano elected to serve as ship's delegate.

**INES** (Bull), Oct. 16—Chairman, O. C. Bailey, Jr.; Secretary, Phil Giacobbe. No beefs reported by department delegates. Twenty-five cents will be collected from each crewmember for ship's fund.

**NIAGARA** (Sea Transportation Co.), Sept. 29—Chairman, C. Shirsh; Secretary, R. Theiss. No beefs reported. Motion made that when ships are crewed from the boneyard or laid

## DIGEST OF SIU SHIP MEETINGS

up, they be supplied with SIU library brought aboard by the patrolman at sign-on. Motion that the manning scale for this vessel be increased. When a vessel has been laid up for a ten-day period and the crew is called on the eleventh day, Sunday and/or holidays be eliminated when computing the ten-day period.

**MAIDEN CREEK** (Waterman), Oct. 1962—Chairman, James McRae; Secretary, Marcel Jette. Vote of thanks to the ship's delegate for a job well done. \$12.74 in ship's fund. No beefs reported. Vote of thanks to steward department for good chow all the trip around.

**ROBIN GOODFELLOW** (Robin), Oct. 14—Chairman, A. Bearden; Secretary, L. Gadsen. No beefs reported. One man hospitalized in Capetown. Ship needs to be fumigated.

**SEATRAN NEW JERSEY** (Seatrains), Oct. 20—Chairman, S. Miller; Secretary, W. Bannerson. Ship's delegate to see patrolman about wages due. Check with Food Plan representative concerning quality of ice cream put aboard ship.

**MT. VERNON VICTORY** (Mount Vernon Victory Co.), Oct. 16—Chairman, John Paareis; Secretary, W. Langford. Crew discussed transportation and meals due. Captain agrees to pay one meal in lieu of two. No word on transportation. Two men missed ship. Vote of thanks to steward department.

**SHORT HILLS** (Sea-Land), Oct. 20—Chairman, Lee deParlier; Secretary, Lonnie B. Doolley. Motion that ship pay off every two trips, company to furnish transportation or pay cab fare to Newark Airport from Port Elizabeth on same basis as launch service. Need telephone on dock near ship. Motion that company pay transportation from hall to ship when man joins vessel. No beefs reported.

**AZALEA CITY** (Sea-Land), Oct. 18—Chairman, A. E. Howse; Secretary, John Coyle. \$4.68 in ship's fund. Some disputed OT in deck and engine departments. Clarence Hemby elected to serve as ship's delegate. Vote of thanks to steward department.

**STEEL DIRECTOR** (Isthmian), Oct. 19—Chairman, T. E. Smith; Secretary, C. Lee. Ship's delegate reported that everything is running smoothly. Vote of thanks to steward department. Men leaving ship asked to leave keys and a clean room.

**COE VICTORY** (Victory Carriers), Oct. 14—Chairman, J. H. Henning; Secretary, Frank Allen. \$21.45 in ship's fund. No beefs reported. Vote of thanks to members who donated their time and work in painting and furnishing library. All hands pleased with the new look and comfort.

**ROBIN SHERWOOD** (Robin), Oct. 14—Chairman, Edward J. Wright; Secretary, Lou Butts. Ship needs to be fumigated for mice and rats all over ship. Vote of thanks to ship's delegate, department delegates, purser and steward department. Crew asked to keep messhall clean at all times.

**YORKMAR** (Calmar), Oct. 4—Chairman, Fred Miller; Secretary, C. Wright. No beefs reported by department delegates. Ship's delegate would like to know if someone could be around when vessel is taking stores for voyage to check same.

**DEL SOL** (Delta), Oct. 21—Chairman, L. Nicholas; Secretary, Howard Mentz. One man missed ship and one was hospitalized. \$20 in ship's fund. No beefs reported by department delegates. Frank Pastrano was elected to serve as ship's delegate.

**MARYMAR** (Calmar), Oct. 21—Chairman, Charles Kellogg; Secretary, Al Whitmer. Ship's delegate reported this a smooth trip and fine crew. \$24 was collected for United Fund. \$35 in ship's fund. Vote of thanks to steward department for its fine operation.

**ROBIN TRENT** (Robin), Jan. 13—Chairman, None; Secretary, Allen Raymond. Ship's delegate talked to chief engineer about heating system. Engineer is not cooperative. Water that came aboard in Bombay was very foul-tasting and caused half of crew to become ill.



# Seafarer Cautions Shipmates: Watch Your Pay In Subic Bay!

Now about halfway through a round-the-world voyage aboard the Steel Advocate (Isthmian), Seafarer Luis A. Ramirez has had many adventures in foreign ports and has lots of new memories and fresh stories to tell. One of them took place at the town of Alalongapo in the Philippine province of Lambales. In a letter from Saigon, South Vietnam, Ramirez described his Philippine adventure on Subic Bay.

It all started when the Advocate docked at Alalongapo, and Ramirez

decided to make a trip inland to locate some people he had known in Manila several years ago. For this purpose he hired a young man as a guide for the trip.

They were ready to start out when the guide said he wanted to

stop at his home first to change into some clothing more appropriate for an inland trek. They both went to the guide's house, where it was suggested that since it was such a hot day, Ramirez too should change into something more comfortable.



Ramirez

Ramirez accepted a pair of walking shorts and left his own trousers in the room where he changed, with his wallet still in his pockets.

The heat was becoming oppressive when the guide suggested they have a cool drink before starting out. The offer was gratefully accepted, and before they could finish their drinks and begin their trip, some friends of the guide dropped in, and were naturally invited to join the party. As more and more friends dropped in, the guide's small house became hotter and hotter, until Ramirez decided it either was time to leave or be practically roasted alive.

Changing clothes once more, but not checking his wallet at all, he left. It wasn't until he got out of the "jeepney" near his destination, that he found that his wallet contained only two pesos in cash and two \$10 travelers checks out of the five he had started with.

Ramirez immediately decided it was time to call the police, and he did so, starting with the Shore Patrol at the Navy Base and then the local police or "OPD." There is a good deal of crime in this area

## The Bride Cuts The Cake



First cut in the wedding cake is made by Mrs. Alice Bugajewski, bride of Seafarer Leonard S. Bugajewski, at reception marking their wedding on March 23 in Elizabeth, NJ. Bugajewski last shipped on the Steel Executive (Isthmian) in the deck gang. The couple is now living in Elizabeth.

around Subic Bay, Ramirez says, and very often small thefts are not even reported to the police. This only complicates the police's job and makes for more crime, so Ramirez decided to report the whole affair.

He was fortunately able to describe his guide and the house so accurately that the police had no difficulty in finding it again, and he went there with them. Everyone in the house acted as if they had never seen him before, but he was able to describe the interior so well that it became obvious he had been there. Now the occupants merely denied having stolen anything from him while he was there. As they left the house, one of

the detectives told Ramirez he was sure the money would be recovered before sailing time, and sure enough a couple of hours later word was sent by way of the Navy police that he could come down and pick up his money. He got back most of his dough and two of the three travelers checks. The other had already been cashed with a forged signature.

The next day, Ramirez learned how fortunate he had actually been as he listened to the stories told by his shipmates. The second electrician had lost about \$50, probably to a pickpocket, and the ship's delegate had lost 13 travelers checks at \$10 each plus \$40 in pesos, for a grand total of \$170.

**ROBIN HOOD (Robin), Oct. 6**—Chairman, A. Pickur; Secretary, R. Sedowski. Ship's delegate reported that a special meeting will be called on arrival in New York. Motion to have Union official see some high authority in Washington regarding Indonesian customs. Men are stripped and searched going and coming ashore. Need more safety meetings on board ship. Steward department and ship's delegate given a vote of thanks for jobs well done.

**ROBIN LOCKSLEY (Robin), Oct. 16**—Chairman, Rocco Albanese; Secretary, Maximo Bugawan. Meeting was called to find out what the chief steward is going to do about subsistence stores that are running short. \$31.25 in ship's fund. Motion to have

Secretary, D. O. Coker. Entire crew to be congratulated for work and conduct during voyage. Very enjoyable trip. Vote of thanks to ship's delegate for a job well done. Delegate to see patrolman about boots for tank cleaning, and compensation.

**OVERSEAS EVA (Maritime Overseas), Dec. 9**—Chairman, P. L. Whitlow; Secretary, David Blumko. Crew requested to cooperate in keeping all passageway doors closed in foreign ports and to keep unauthorized personnel out of quarters. Vote of thanks to steward department.

**ALCOA PENNANT (Alcoa), Dec. 7**—Chairman, J. Steeber; Secretary, L. A. Williams. Motion made that Union officials see that the ship pays off every trip instead of every second trip. When ship pays off every second trip, crew loses one day when it is a 31-day month.

**ALCOA PATRIOT (Alcoa), Jan. 8**—Chairman, James Archie; Secretary, A. Case. \$30.00 in ship's Movie Fund. No beefs reported. Ship needs to be fumigated. Check to see if possible to get some means of mechanical hoisting of lifeboats from water during lifeboat drill.

**CITIES SERVICE NORFOLK (Cities Service), Jan. 9**—Chairman, T. A. Pedersen; Secretary, L. Chapman. Discussion regarding ship's delegate's duties. Discussion about restriction to ship at Lake Charles for Coast Guard investigation on sinking of Boston Marine Buoy.

**HENRY (American Bulk Carriers), Jan. 10**—Chairman, D. Wagner; Secretary, D. Barnes. Vessel rescued fourteen Cuban refugees 40 miles north of Cuba, in the Crooked Island passage. They were carried into Miami and assistance and donations were provided by the crew and officers. Urgently request patrolman and Headquarters to investigate loggings and other grievances originating in engine department. Vote of thanks to steward department for job well done.

**ALCOA PIONEER (Alcoa), Jan. 20**—Chairman, J. M. Davis; Secretary, J. Fanning. Ship's delegate will ask captain to contact agents in an effort to have mail forwarded. Some crew members had no mail. Ask captain to put out draws before arrival. Gifts given to orphanage in Pusan.

**MAIDEN CREEK (Waterman), Jan. 20**—Chairman, Maurice Kramer; Secretary, Thomas Liles. Motion that headquarters study revising retirement plan. A man should be able to retire with seventy-five percent disability. Vote of thanks given to steward department.

**SAN JUAN (Sea-Land), Jan. 27**—Chairman, S. Setliff; Secretary, E. Kamm. Discussion about getting crew's quarters air-conditioned. Discussion on all Saturdays, Sundays and holidays being added to basic wages, whether at sea or in port, to meet the rising cost of living.

**YORKMAR (Calmar), Jan. 27**—Chairman, Cliff Bellamy; Secretary, Fred Miller. Issue raised concerning duties of 2nd cook and baker. Standard agreement does not coincide with Calmar agreement. Crew request better night lunch.

**PETROCHEM (Valentine), Jan. 27**—Chairman, W. Smith; Secretary, J. Longfellow. Motion made that headquarters submit clarification on penalty cargo as per standard tanker contract. Motion made to get combination utilityman for galley and pantry. Vote of thanks to W. House for job well done as ship's delegate. Vote of thanks to steward department.

**STEEL VENDOR (Isthmian), Jan. 20**—Chairman, Fred Shala; Secretary, Ralph Masters. A couple of beefs were settled at the payoff, \$43.19 in ship's fund. F. Shala resigned as ship's delegate and James Adams was elected to serve.

**GLOBE PROGRESS (Maritime Overseas), Feb. 2**—Chairman, Dick Cummings; Secretary, W. Veach. Motion to send letter to headquarters asking for representation in resolving differences between engineers and crew. Crew reluctant to sign articles unless this is settled.

**DEL MONTE (Delta), Feb. 2**—Chairman, P. Rubis; Secretary, Henry C. Gerdes. Vote of thanks extended to the steward for his exceptionally fine menus and to the cooks for excellent preparation of food. Motion made that a speaker be installed from saloon pantry to galley.

## DIGEST of SIU SHIP MEETINGS

headquarters see that the company puts more bleach on this ship. Discussion about putting sick men in the ship's hospital.

**STEEL MAKER (Isthmian), Jan. 13**—Chairman, E. H. Keffer; Secretary, Tony Gaspar. Ship left New York short one fireman-water tender. Wiper promoted. \$42 in ship's fund. Motion to contact Union regarding the Master carrying workaways in with the wipers. Vote of thanks to the steward department.

**BRADFORD ISLAND (Cities Service), Jan. 19**—Chairman, John W. McDonald; Secretary, B. Gullioy. Motion to have Union take up the matter of placing nylon stoppers on ships using synthetic mooring lines with companies involved.

**PENN CHALLENGER (Penn Shipping), Dec. 24**—Chairman, B. M. Moyer; Secretary, A. Kerr. Non-skid paint should be used on decks as several men fell on slippery decks. Ship's delegate to see captain and suggest safety committee be formed. Discussion on sailing board time. Ship was delayed twice. Steward department was refused shore leave and delayed sailing was disputed.

**STEEL NAVIGATOR (Isthmian), Dec. 16**—Chairman, Frank Balisaj; Secretary, K. Winters. \$49.50 in ship's fund. Food beef and suggestions on same. Motion to have boarding patrolman straighten out food beef and the matter of rusty water.

**ORION COMET (Orion), Dec. 23**—Chairman, Edward F. Lamb; Secretary, Thomas G. Jones. Brother Charles C. Rickard passed away in Korea. Donation of \$270 was sent to his widow. Motion to have Food Plan representative see that the ship is stored properly. Vote of thanks to steward department.

**SEAMAR (Calmar), Dec. 29**—Chairman, Joseph Kumors; Secretary, Earl Taylor. \$7.50 in ship's fund. Ship's delegate to check which department is responsible for scraping and painting messroom fans. Delegate reports that mate promises to start painting crew lockers next trip. This to be checked with patrolman if new mate takes over. Vote of thanks to steward department for holiday food and general feeding.

**STEEL AGE (Isthmian), Dec. 15**—Chairman, R. Harrison; Secretary, E. Hansen. Collection of \$23.65 was donated to Seamen's Church Institute for Christmas packages. Each department asked to elect a safety delegate. Motion to see chief mate about having a lock put on screen door going into crew messhall, recreation and crew pantry. All doors and portholes should be checked so they will be water-tight. \$8.52 in ship's fund.

**ALCOA PENNANT (Alcoa), Jan. 3**—Chairman, J. Steeber; Secretary, F. Cornier. Patrolman should sign his name in book when dues are paid to avoid difficulty when receipt is lost. Suggestion that patrolman see the port steward about obtaining a better grade of coffee and sufficient fruits for the trip.

**TRANSBAY (Hudson Waterways), Dec. 23**—Chairman, A. H. Reasko;

## Butch Zhemek Looks In On The 'Feeders'

Seafarer Butch Zhemek has been a LOG cartoon contributor for many years. Here he takes a look at a steward department that we hope never existed—at least not on any SIU ship. If it did, remember it's all in fun, fellas, whoever and wherever you are.



Seagoing Messman



The Cook's 'Iron Cake'



Fried-Chicken Dinner

**PERSONALS and NOTICES**

**Charles (Chuck) Aldridge**  
Contact Pat Harris, 8218 Gehring, Apt. 24, Houston, Texas, regarding an insurance settlement in your favor. Phone RI 7-6751 or MI 4-4380.

**Kenneth Joseph Lewis**  
Contact your wife at 556 West 184th Street, NY, NY, on an extremely urgent matter.

**Robert H. Newell**  
The above-named or anyone knowing his whereabouts is requested to contact Mrs. R. H. Newell, 1208 Prince Road, Windsor, Ontario, Canada, as soon as possible.

**John A. Owen**  
An important letter containing urgent personal news is being held for you at SIU headquarters in Brooklyn.

**John Henry Heaney**  
Contact your son John F. Heaney, 916 Park Avenue, Corpus Christi, Texas, on a matter of importance and benefit to you.

**David L. A. Wood**  
The above-named or anyone

knowing his whereabouts is urged to contact Mrs. Martha Wood Perry, c/o Routt's Auto Parts, 8015 Van Dyke Place, Tampa 4, Fla., on a matter of importance.

**Anderson J. Johns**  
Get in touch with Roger L. Hall, 382-4th Street, Beaver, Pa., regarding an important personal matter. The phone is 775-3455.

**Henry Strayer Gordy Jr.**  
The above-named or anyone knowing his whereabouts is asked to get in touch with Barry L. Gordy, 413 Harwood Road, Catonsville 28, Md., whenever possible.

**Income Tax Refunds**  
Income tax refund checks for the following are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:  
John J. Doyle, Charles R. Hum-

**SIU HALL DIRECTORY**

**SIU Atlantic, Gulf Lakes & Inland Waters District**  
PRESIDENT Paul Hall  
EXECUTIVE VICE-PRESIDENT Cal Tanner  
VICE PRESIDENTS  
Earl Shepard Lindsay Williams  
Al Tanner Robert Matthews  
SECRETARY-TREASURER Al Kerr  
HEADQUARTERS REPRESENTATIVES  
Bill Hall Ed Mooney Fred Stewart  
BALTIMORE.....1216 E. Baltimore St. Eastern 7-4900  
Rex Dickey, Agent  
BOSTON.....376 State St. Richmond 2-0140  
John Fay, Agent  
DETROIT.....10225 W. Jefferson Ave. Vinewood 3-4741  
HEADQUARTERS .. 675 4th Ave., Bklyn BYacnth 9-6800  
HOUSTON.....5804 Canal St. Walnut 8-3207  
Paul Drozak, Agent  
JACKSONVILLE 2608 Pearl St. SE, Jax William Morris, Agent ELgin 3-0987  
MIAMI.....744 W. Flagler St. FRanklin 7-3364  
Ben Gonzalez, Agent  
MOBILE.....1 South Lawrence St. HEmlack 2-1754  
Louis Neira, Agent  
NEW ORLEANS.....630 Jackson Ave. Tel 529-7546  
Buck Stephens, Agent  
NEW YORK.....675 4th Ave., Brooklyn BYacnth 9-6800  
NORFOLK.....418 Colley Ave. Gordon Spencer, Acting Agent 625-6505  
PHILADELPHIA.....2604 S. 4th St. DEwey 6-3618  
Frank Drozak, Agent  
SAN FRANCISCO.....450 Harrison St. Douglas 2-4401  
Frank Boyne, Agent  
E. B. McAuley, West Coast Rep.  
SANTURCE, PR 1313 Fernander Juncos. Stop 20  
Keith Terpe, Hq. Rep. Phone 723-0603  
SEATTLE.....2505 1st Ave. red Babkowl. Agent MAIN 3-4334  
TAMPA.....312 Harrison St. Jeff Gillette, Agent 229-2788  
WILMINGTON, Calif 505 N Marine Ave George McCartney, Agent TErminAl 4-2528

**New Boating Rules Begin**

WASHINGTON—Seafarers who are pleasure-boat skippers when they're home from offshore voyages are reminded that since April 1, all numbered motorboats must be in strict compliance with the vessel identification requirements of the law.

Improper display of a number on a motorboat may mean a "notice of violation" for the erring skipper. A \$50 penalty can also be imposed.

The best way to comply with the legal requirements, the Coast Guard says, is to follow these rules:

Paint or otherwise permanently attach your numbers to each bow so they are clearly visible and legible; use a plain block design, not less than three inches high and a solid color, which contrasts with the background. The hyphens or spaces separating the numerals from the letters must be at least equal to the width of any letter except "I," or any number except "1."

Skippers must carry at least one Coast Guard-approved lifesaving device for each person on board their motorboats.

**Schedule Of SIU Meetings**

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:  
New York.....June 3 Detroit.....June 7  
Philadelphia.....June 4 Houston.....June 10  
Baltimore.....June 5 New Orleans.....June 11  
Mobile June 12

**West Coast SIU Meetings**

SIU headquarters has issued an advance schedule through June, 1963, 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
May 20	May 22	May 24
June 17	June 19	June 21

mel, Jr., Jorgen G. Pedersen, Marvin E. Satchell, Harold A. Thomson, Leo Wills.

intentions, so that he will know what to do.

**Nicholas E. Peters**

**Monte Fila**  
Contact Ed Piela, 43 Mt. Pleasant Ave., Wallington, NJ, or phone him at GENEVA 8-3658, as to your

Contact Mike Marlot at the YMCA, 357 9th Street, Brooklyn, NY. He has some favorable news for you.

**Arthur G. Andersen**  
Get in touch with home or the SIU hall at Seattle, Wash., as soon as possible.

**Sammy Lawrence**  
Your brother Johnny asks that you call him collect at 876-8209, Tampa, Fla., as soon as possible.

**SIU BULLETIN BOARD**

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:  
Max Harrison, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1630, New York 4, NY  
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for 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. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

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

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

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

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

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

**KNOW YOUR RIGHTS**



Panel of educators which met in NY to study qualifications of candidates competing for the 1963 SIU scholarship awards (l-r) are: Dr. Elwood C. Kastner, New York University; Dr. Bernard P. Ireland, Columbia University, NYC; Dr. F. D. Wilkinson, School of Engineering, Howard University, Washington; Dr. Richard M. Keefe, St. Louis University; Dr. Charles D. O'Connell, University of Chicago, and Miss Edna M. Newby, Douglas College, New Brunswick, NJ.

## Seafarer, 4 SIU Children Awarded '63 Scholarships

NEW YORK—The tenth anniversary of the SIU scholarship awards program was celebrated here last week when Seafarer William W. Williams and the children of four other SIU members were named winners of the 1963 Seafarers' scholarships worth \$6,000 each. The awards will enable the five winners to attend the college of their choice for an unrestricted course of study beginning this fall.

The five scholarships given to date boost the number of awards since 1953 to a total of 53, with a combined value of \$318,000.

In addition to Seafarer Williams, 35, of New Orleans, the other 1963 winners are:

Diana Ortega, daughter of Seafarer Alfredo Ortega, Jr., Tampa, Fla.

Elaine Marie Evankovich, daughter of Seafarer John Ivankovic, Struthers, Ohio.

Lee Manuel Castro, step-son of Seafarer William M. Hand, Tampa, Fla.

Patricia Ann Weaver, daughter of deceased Seafarer D. C. Weaver, Mobile, Ala.

A panel of six prominent educators met here May 3 to study the records of the candidates and recommend the winners for trustee action last week.

As in previous years, they recommended one alternate winner, Stella Irene Hopkins, daughter of SIU tugman Wiley S. Hopkins of Lowland, NC.

An alternate is named in the event none of the winners uses the award.

Ten years after its founding, the SIU scholarship plan is still recognized as one of the most liberal and no-strings-attached programs of its kind. Both active SIU members and their children compete for the awards each year, one of which is automatically reserved for an active seaman.

Of the 53 awards made so far, 22 have gone to active Seafarers and the balance to SIU men's children. Last year, one Seafarer and four children also won the awards in brisk competition.

Born in Tennessee, Williams is a deckhand who joined the SIU at New York in 1946, and recently shipped with Delta Line. He never actually completed high school, but managed to make his own way and pass the necessary exams for an equivalency certificate by reading whatever material he could find on a variety of subjects.

He says he was "talked into" taking some General Education Development Tests and did so well



Lee Castro & W. Hand



Patricia & D. C. Weaver



that he earned eighteen semester hours of credit. He's aiming for a career in engineering or might possibly teach that subject after study at Louisiana State University or Georgia Tech.

Miss Ortega, 17, is a senior at Thomas Jefferson High School in Tampa, and hopes to teach speech or speech therapy after attending the University of South Florida. Her father ships in the deck department and has been a member of the SIU since 1939.

A very active senior at Struthers (Ohio) High School, Miss Evankovich is 17 and hopes to attend Bowling Green University in her home state and become an elementary school teacher. Her proud father joined the SIU at Baltimore in 1958 and ships in the deck department.

The step-son of steward William M. Hand, Lee Castro is 17 and attends the H. B. Plant School in Tampa. Avidly interested in art, he hopes to study at Emory University in Georgia and prepare for a career in art or as a teacher in that field. His step-father has shipped with the SIU since 1954.

Miss Weaver is the daughter of

deceased Seafarer D. C. Weaver, who joined the SIU in 1957 and shipped as a 2nd cook until his death last August. He would have been proud of his 17-year-old daughter whose activities in Mercy High School, Mobile, have strengthened her desire to enter the field of medicine. She hopes to attend Springhill College or the University of Alabama. Her decision to become a doctor was "intensified" after her father died, she says, and made her realize, that "we need more and more research to find cures for the diseases which shorten man's life span."

## SIU Tanker Hits Reef Off Florida

KEY LARGO, Fla.—The SIU-manned tanker Capri (Peninsular Navigation) was grounded off the Florida coast here April 29 after running ashore on a coral reef. No injuries were reported to her crew of SIU men.

Cruising at a speed of 15 knots, the 9,899-gross-ton vessel suddenly stopped when her pumproom became flooded and she found herself unable to refloat on her own power.

She immediately wired coastal ports in the area to send help and the Merritt, Chapman and Scott salvage tug, SS Cable, was the first craft to come to her aid. At last report, the tug had dispatched a diver down to the ocean bottom to make all necessary repairs to assist the disabled 502-foot ship and get her on her way.

The vessel left Providence, RI, to pick up cargo at Smithbluff, Texas, when the accident occurred.



Elaine & John Ivankovic



Diana & Alfredo Ortega



## Job Agency License Suspended; SIU Nips Jay-Kay Scab Move

LONG ISLAND CITY, NY—An employment agency which was trying to send scabs into the struck Jay-Kay Metals plant here, had its license suspended this week by the New York City Department of Licenses after action by the SIU United Industrial Workers.

The Department of Licenses found Atlas Employment Agency, 80 Warren Street, New York City, guilty of sending job applicants to Jay-Kay without informing them that a strike was going on.

Actions have already been filed with the Department against three other employment agencies on the same charges. Agencies are obligated under law to advise job applicants of the existence of a labor dispute before sending them out.

Meanwhile, a move by Jay-Kay for an injunction to stop SIU-UIW picketing against its struck plants got nowhere at a hearing in Queens County Supreme Court May 14. A decision on the injunction bid was reserved.

The strike by 600 Jay-Kay workers has been highly effective and has completely cut production at Jay-Kay's plant here and at a Bronx subsidiary, Fox Metal Plating. Many large orders had to be canceled by the company, which took action to hire scabs after a back-to-work movement fizzled.

Seafarers have shown their solidarity by joining picketlines outside the struck plants and at the employment agencies to show that the SIU is fully behind the fight to gain decent wages, work-

ing conditions and an effective job security program. The strike began after the breakdown of contract renewal talks that followed a 3-1 SIU-UIW win in balloting by the National Labor Relations Board.



Seafarer Raymond Gonzalez is pictured on picket duty at Atlas Employment Agency in NY, which drew a 10-day license suspension for trying to send scabs into struck plant.

## SIU MEDICAL DEPARTMENT



Joseph E. Logue, MD, Medical Director

### Want To Lose Weight? Eat Less

Just eat less, there is no other way to lose weight, according to Alan R. Bleich, MD, Health Insurance Plan of Greater New York. A man preparing to climb a mountain will cut all the weight he can from his equipment and get the lightest climbing gear available. Even hikers carry a light pack.

How much more important it is to lighten the burden of excess pounds that so many of us carry constantly! The mountain-climber and the hiker make their efforts only occasionally, but the overweight person carries his useless burden every step he takes.

Where does that extra weight come from? Overweight people, young and old, join in denying over-eating, yet those extra pounds represent food eaten in excess of actual need. Some blame their wives' or mothers' delicious home-cooking—but the truth is they can still enjoy this cooking, yet cut many unwarranted calories from their diets.

(A very few people gain weight because of medical reasons, and they require careful diagnosis and treatment. Also, remember that normal weight increases with age. The 40-year-old weighs more than he did at 18, and these additional pounds may not make him overweight.)

It's the heart that bears the brunt of extra pounds. To lift each pound up and down stairs and carry it through work and play, the heart must pump that much harder. If you've had heart disease from some other cause, then obesity will further harm your heart and lead to serious trouble.

Overweight is also hard on the legs. The mechanics of carrying the extra pounds may lead to varicose veins and possibly trouble in your joints. Excess weight also has its psychological difficulties. Especially in young people, it is embarrassing and injures self-esteem. It also tends to limit sports and other healthful activities.

Any serious effort to reduce usually means a fundamental and lasting change in diet. This diet is not necessarily unpleasant and may merely mean limiting what you eat of your favorite foods, rather than eliminating them.

Plan your weight reduction, and make sure the extra pounds aren't due to some underlying condition. For this, your doctor's guidance is essential. He may suggest one of the newer appetite removers, and he will probably tell you how to get the essential foods while you diet.

Daily weighing is a simple encouragement. Do it on the same scale, with more or less the same clothing, and at the same time each day.

These newer appetite removers your doctor may prescribe are much more efficient than smoking. For smoking complicates the picture with its own special hazards and isn't the answer to overweight. Later on, self-control and forbearance are all you'll need.

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