

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

Hearings End On Bonner Bill

FIGHT ON ARBITRATION NEARING A SHOWDOWN

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No. 20,000
The 20,000th Seafarer to go through the SIU clinic, AB Marion Egge gets electrocardiogram from RN Mary Larsen in Brooklyn.

SIU Rips ICC Role In Railroad Beef

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Canada Labor Concern Mounts Over Norris Trustee Proposals

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Threat To Unsubsidized Co's Seen In NMU's 'Peace' Offer

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Lifeboat Class. Members of 88th SIU lifeboat training class, who successfully passed Coast Guard tests July 31, included (kneeling, l-r) John Naughton, Herman Burton; sitting, Richard Almojero, Charlie Bloom, Raphael Quinonez; standing, Christ Yurk, Bill Cevasco, instructor Arni Bjornsson, Ejvind Sorensen, Richard Crosbie. Other members of class, who also passed CG tests, were John McHale, Eugene Van Sobczak, James Ramsay, Miguel Eala, Patrick White, Paul Wolf, Jose Acosta, Charles Newman, Jose Velazquez, Salvatore Calabro and Abele Nicolich.

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SIU Raps Role For ICC In Rail Rules Dispute

WASHINGTON—SIU President Paul Hall told the Senate Commerce Committee last week that the proposed bill to give the Interstate Commerce Commission authority to settle the railroad dispute over work rules is clearly compulsory arbitration, "no matter how you splice it or slice it."

In addition to attacking the compulsory arbitration aspects of the bill, the SIU president said it is "unthinkable" to consider allowing the ICC to decide the work rule issues between railroad management and labor. He described the ICC as a "management-oriented agency" which is incapable of objectivity in dealing in an issue of this nature.

Hall testified at the July 30 night session of the Senate committee hearing on President Kennedy's proposal to refer settlement of the dispute over the size of train crews to the ICC for a two-

year interim period. Railroad management is in favor of the proposal but the unions oppose it.

SIU In RLEA

As a union representing railroad marine workers, the SIU is affiliated with the Railway Labor Executives Association.

AFL-CIO President George Meany advanced a plan supported by the unions, which would order both sides into bargaining under the eye of a 10-man special Congressional committee. A bill embodying this plan was introduced on July 31 in the Senate by five Democrats—Clair Engle of California, Ralph W. Yarborough of Texas, Vance Hartke of Indiana, E. L. Bartlett of Alaska and Howard W. Cannon of Nevada.

Hall told the Senate group that before any action is taken by the Government in regard to the issue of work rules, a full examination of the whole railroad setup, including management practices and finances, should be undertaken.

Reviews SIU Strike

The SIU president reviewed the attempt of the railroads to set a precedent in achieving their work rule changes in 1960-61 by seeking to reduce the size of railroad tug crews which forced the SIU to strike the railroads to protect the jobs of its members against this arbitrary action.

In support of his charge that the ICC is strictly a management group, Hall pointed to the agency's role in favoring the railroads over domestic shipping by supporting the railroads' selective rate cutting practices. He said that as a result, the ICC has destroyed the domestic shipping industry.

The Senate committee hearings were started after President Kennedy asked Congress to adopt a joint resolution referring the dispute over the size of train crews to the ICC for a two-year interim settlement. Meanwhile, unilateral changes in work rules by the carriers or a strike by the five operating unions involved would be barred.

If Congress is to act at all, it must do so before August 29 when the moratorium on work rules changes by the carriers expires.

NLRB May Boot Teamster Taxi Local In Chicago

CHICAGO — Joey Glimco's Teamster taxi local, which has already gotten the boot from the 6,000 SIU-affiliated cab drivers in this city, may now also be knocked out of the box by the National Labor Relations Board, if the recommendation of an NLRB trial examiner is adopted.

NLRB trial examiner John J. Funke recently recommended that Glimco's Teamster Local 777 be denied the right to use the labor board's facilities, because of threats, beatings and other unsavory tactics during Glimco's unsuccessful attempt to organize the Crown Metal Manufacturing Company here.

Glimco, the Chicago mobster who is a personal friend of Teamster boss Jimmy Hoffa, was knocked out as representative of the 6,000 Chicago cabbies in an NLRB election in July, 1961, which was decisively won by the Democratic Union Organizing Committee established by Dominic Abata.

Chartered By SIUNA

In January of 1962, the DUOC, to obtain the support of a strong and militant union in its contract negotiation, chose affiliation with the SIUNA, because of its record in fighting Hoffa, and was chartered as the SIUNA Transportation Services and Allied Workers.

Funke, in recommending that Glimco's outfit be banned from the use of NLRB facilities, said it was "incredible" that the bargaining rights of any group of people should be entrusted to Glimco, and blasted the Teamsters' international for allowing Glimco to operate.

Glimco and his lieutenants failed to show up at Funke's hearing and Funke commented that the Teamsters, "possessed of sufficient courage to kick a man in the face as he lay in the street, did not have the courage to appear and testify at the hearing."

Labor board lawyers said that if the board adopts Funke's recommendation, the board will seek a US Court of Appeals decree to enforce it, and make Glimco and his agents liable for criminal contempt if they refuse to obey.

Glimco and his local are already under a citation for civil contempt for violating a consent decree of 1961. In this consent, the Teamsters agreed not to interfere in any way with the activities of the DUOC, but since then there have been many incidents of violence.

Veteran Seafarers Get Their Pension Checks



At left, Seafarer Carl Petersen, 66, gets \$150 pension check from SIU welfare representative J. Dwyer. Carl, who sailed in steward department, hails from Woodcliff Lake, N.J. At right, recipient of \$150 pension check is Manuel Lopez, 66, of Manhattan, who sailed in engine department.

SIU Vessel, 'Dead' 3 Years In Italy, Sold To Pay Wages

NAPLES—The saga of the SIU-manned Valiant Force, which has been a "dead" ship in Italy for the past three years, finally drew to a close last week when the vessel was auctioned off here to satisfy wage claims by its crewmen as well as the claims of other creditors.

The 10,920-ton Liberty ship's long voyage began early in 1960 when the ship, carrying an unlicensed SIU crew, left Houston with a cargo of grain bound for Indonesia.

On February 20, 1960, the ship put into Augusta, Sicily, for fuel oil, but her owners at that time were unable to pay the fuel bill, and the Indonesian Supply Mission then paid the fuel bill as well as the crew's wages for the time it took to shift the ship to Naples, where her grain cargo was transferred to another vessel and the crew was repatriated.

The 441-foot Liberty was then operated by Ocean Carriers for the Force Steamship Company, owned by Elias and Anthony Kulukundis, nephews of Manuel Kulukundis, whose American-flag shipping empire is now in the process of financial reorganization.

Proceedings Started

The crew of the Valiant Force then began legal proceedings in US courts to recover some \$37,841 in wages due to both the licensed and unlicensed personnel.

In addition, judgments were sought for welfare, pension and vacation monies due to the various plans of the SIU, Marine Engineers Beneficial Association, Radio Officers Union and Masters, Mates and Pilots. These totalled about \$56,000.

Under Italian law, judgments had to be obtained from US courts before the ship could be put up for auction.

Sold To Kulukundis

Bidding on the ship started at last week's auction at \$70,400, the minimum price set by the Italian court, and ended when the vessel was repurchased by Anthony Kulukundis, one of its former owners, for \$88,700. Of this amount, sufficient money must be set aside to satisfy the crew's wage claims.

The Valiant Force was not the only US-flag tramp ship to become involved in financial difficulties during the winter of 1959-60. Nearly 30 trampships owned or managed by three companies—Ocean Carriers, World Tramping and North Atlantic Marine—were hung up by creditors' claims in ports in this country and abroad. All but two of these cases were settled before the Valiant Force sale.

Emilia Sold; Titan Bids Due

As part of the plan to reorganize the American-flag shipping empire of Manuel Kulukundis, the C-2 freighter Emilia was sold at auction in Brooklyn last week.

The ship was bought by Consolidated Mariners, Inc., an American-flag operation headed by Mario Taddai, for \$250,000.

The Emilia was hung up last December by creditors' claims, including wage claims by her SIU crew, as she was preparing to sail for Red Sea ports with 9,000 tons of cargo, including 5,000 tons of US foreign aid items destined for Pakistan and Sudan.

First Sale Fails

About two months ago an attempt was made to auction off the vessel but failed when prospective buyers refused to bid on her so long as she remained loaded. Subsequently, a US District Court ordered the vessel unloaded, paying the way for the sale last week.

In another development, the US Maritime Administration last week asked for bids on the 45,500-ton Kulukundis tanker Titan, which it recently bought for \$7.5

million at a marshal's sale at Chester, Pa.

The Titan is one of three modern Kulukundis tankers built with mortgage funds guaranteed by the MA. The MA had it returned to the States in March, after it had been tied up in East Pakistan for almost two months, and it was then ordered sold by the court as part of the Kulukundis reorganization proceedings to meet creditors' claims. The tanker had been owned by the Overseas Oil Corporation, a Kulukundis subsidiary.

The MA has placed a \$10 million floor on bids, which will be opened in Washington on August 30.

Reorganization Plans

Meanwhile, in New York it was reported that the Emilia may be the last ship in the Kulukundis fleet to be sold at public auction since the operators ran into financial difficulties last winter.

Since then, about a dozen of the Kulukundis ships have been sold, but if preliminary reorganization plans advanced by the trustees of the company are approved by the courts, the six dry cargo vessels as yet unsold will be retained to serve as the nucleus of the future operations.

In addition, two tankers under long-term charter also figure in the trustees' plans for the company's future operations.

The two trustees have asked the court for more time to come up with a final plan for reorganizing the company, but have told the court that they would have a preliminary formula ready by today, August 9.

NLRB Upholds SIU Win In Sabine Tugboat Fleet

HOUSTON—Contract negotiations are underway between the SIU Inland Boatmen's Union and the Sabine Towing Company of Texas following NLRB action in upholding the results of an IBU victory in a runoff election against the Sabine Towboatmen's Federation, an independent organization.

The National Maritime Union's United Marine Division had previously had a contract covering the Sabine boatmen. Early this spring, the Sabine Towboatmen's Federation petitioned the NLRB for a representation election on the company's vessels and the SIU-IBU intervened to obtain a place on the ballot.

In that election the SIU-IBU received 78 of the votes cast. The Sabine Towboatmen's Federation got 58 votes and the NMU's United Marine Division, Local 340, received 21 votes. Two ballots were challenged.

A runoff election was then ordered by the NLRB between the SIU-IBU and the independent union. In the runoff balloting, the

SIU-IBU received 81 votes to 72 for the Sabine Towboatmen's Federation with four challenged ballots.

The Towboatmen's Federation then filed objections to the conduct of the election with the NLRB which, after a thorough eight-weeks' investigation of the charges, ruled in favor of the SIU-IBU. The Board dismissed all of the independent union's claims and certified the SIU-IBU as the collective bargaining agent for the Sabine Towing Company employees.

One of the largest boat operations in the Gulf area, the Sabine Company's 22 boats operate as harbor tugs in Port Arthur and Orange, Texas, and traverse the intercoastal Canal and the Mississippi River. They are also engaged in deep-sea towing and tidelands operations.

SEAFARERS LOG

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San Juan Repairs To Take Month

HOBOKEN, NJ—The container-ship San Juan (Sea-Land), which was involved in a collision with the Norwegian tanker Honor on July 21, is undergoing repairs of her damaged bow at the yard of the Bethlehem Steel Company here. The repairs are expected to take about a month to complete.

The 620-foot San Juan's bow was smashed 33 feet up from the keel and more than 60 feet back toward the stern in the collision which occurred in the Atlantic about 225 miles east of New Jersey while the ship was enroute to San Juan, Puerto Rico, with a cargo of about 300 loaded containers. A Coast Guard investigation of the accident is underway.

Until repairs are completed, the San Juan will be replaced by other Sea-Land vessels, primarily the Fairland, which was slated to arrive at Sea-Land's New Jersey terminal yesterday and is scheduled to leave for Houston today.

The Fairland, as well as the containership Raphael Semmes, have been pulled off the Baltimore-Jacksonville run and replaced by the partially containerized ships, the Mobile and New Orleans. Both of these vessels were on the Baltimore-Jacksonville-San Juan run until last June, when they were replaced by the Fairland and Raphael Semmes.

All Hands Safe

While both the San Juan and Honor suffered heavy damage in the crash, there were no injuries to the SIU crew of the San Juan and the only injury aboard the Norwegian vessel was to a seaman who received head cuts when he was hit by a ladder while abandoning the ship.

Waterman Seen Nearer Subsidy

WASHINGTON—The Waterman Steamship Company came a little closer to getting a subsidy for its foreign trade operations when the US Court of Appeals here refused to rehear an appeal by Seatrain Lines calling for a public hearing before the Maritime Administration to look into Waterman's corporate organization.

Seatrain, a non-subsidized domestic operator, claimed that the public hearing should have been held to examine whether Waterman, under a corporate reorganization plan, still had any connection with Sea-Land Service which might be disadvantageous to Seatrain.

Seatrain and Sea-Land are competitors in a mainland-Puerto Rico service. The Merchant Marine Act of 1936 forbids a subsidized line in the foreign trade from having connections with a non-subsidized domestic service unless the Maritime Administration finds that it will not hurt a strictly domestic operator.

No Links Found

The reorganization of the Waterman and Sea-Land firms, the MA decided, was complete and left no remaining connections to be examined. When Seatrain challenged the MA's decision in first the District Court and then the Court of Appeals, both courts ruled in favor of the MA and upheld its decision.

The question of the possible connection between Waterman and Sea-Land has been one of the things holding up the granting of Waterman's subsidy. Seatrain may still appeal the case to the US Supreme Court but has not indicated whether it will do so.

Decision On Arbitration Looms As Hearings On Bonner Bill End

WASHINGTON—The long and bitter fight over the compulsory arbitration of maritime labor-management disputes is nearing a showdown here, following the wind-up of five months of pro-and-con testimony, before the House Merchant Marine Committee, on the arbitration bill proposed by the committee's chairman, Rep. Herbert C. Bonner of North Carolina.

In Port Of New York Hiring Hall



Chess game engrosses Seafarer Fritz Rethemeyer, oiler (left) and Bernard Post, messman, as they wait to ship out of port of New York hiring hall.

The compulsory arbitration provisions of the Bonner bill were strongly supported by management spokesmen for shipping, the railroads and other transportation industries, but were condemned by labor representatives including SIU President Paul Hall, who opposed the bill in testimony before the committee on March 14 and again on March 19.

Hall, who served as spokesman for both the SIU of North America and the AFL-CIO Maritime Trades Department, told the committee that the Bonner bill threatened free collective bargaining and also that it would solve none of the real problems besetting the American merchant marine. As an alternative, he offered a program to overhaul and update America's maritime policies to bring them into line with present-day needs and conditions.

Both the SIU and the MTD also

pointed out that the adoption of compulsory arbitration in maritime could serve as an unhealthy precedent which would threaten other segments of the labor movement, and this prophecy was borne out when President Kennedy proposed giving the Interstate Commerce Commission the authority to resolve the current work rules dispute between railway labor and management.

Opposed ICC Role

Hall, opposing the proposal in testimony before the Senate Commerce Committee on July 30, said that the proposal clearly called for compulsory arbitration, "no matter how you splice or slice it." (See story on page 2).

The hearings on the Bonner bill, which had been going on intermittently since last March, ended on August 1 following testimony by Secretary of Commerce Luther H. Hodges and Secretary of Labor W. Willard Wirtz. Both of these Cabinet officers told the committee that they opposed the compulsory arbitration provisions of the bill and favored strengthening Federal mediation procedures and other Government actions for assisting the collective bargaining process.

Wirtz, the final witness before the committee, said that the bill's arbitration provision would become a substitute, not only for strikes, but also for collective bargaining in maritime.

A similar position was taken by SIU President Hall when he testified in opposition to the bill. Hall at that time warned that the Bonner bill "would be the end of true collective bargaining because the compulsory arbitration machinery would supplant the give-and-take of bargaining as we know it."

Wirtz blamed the state of labor-management relations in maritime on a "centuries-old tradition of roughness and toughness" and also pointed out that "the economies of these industries are out of joint—as the subsidy programs reflect."

The SIU president, in his testimony, also pointed out that compulsory arbitration would solve none of the real problems besetting the industry, including those problems created by the present method of applying the subsidy program.

The SIU head called for a revamping of the subsidy program as well as for an overhaul of the 1936 Merchant Marine Act and for other constructive steps to enable the merchant marine to operate effectively in the light of present-day conditions.

Wirtz noted in his testimony that while American seamen's wages are high, compared with the wages of foreign seamen, they are low by US shoreside standards.

The wage spread between American and foreign wages has often been cited by anti-labor elements as a major factor contributing to

(Continued on page 10)

Canada Labor Concern Mounts Over Harsh Norris Proposals

MONTREAL—As the Canadian Parliament last week pondered the implications of the Norris Commission report, regarding the current Great Lakes shipping dispute, there were mounting indications of serious concern among Canadian union leaders over the harsh and punitive measures advocated by Commissioner Norris against all Canadian maritime unions. These measures, it was feared, could—if adopted—set a precedent for restrictive moves against other segments of Canadian labor.

Commissioner Norris, who was named last summer by the former Canadian Minister of Labour, Michael Starr, to sit as a one-man commission in examining the dispute between the Seafarers International Union of Canada and the Upper Lakes Shipping Company, ended 107 days of hearings on March 15 and on July 15 made public a voluminous, 318-page report in which he recommended a series of repressive measures, including the imposition of a trusteeship on all Canadian maritime unions.

Involves 5 Unions

These would include, besides the SIU of Canada, the Canadian Merchant Service Guild, a union of ship officers; the National Association of Marine Engineers; the marine section of the Canadian Brotherhood of Railway Transport and General Workers, and the Canadian Maritime Union.

CMU is the paper union which was set up by the CBRT and Canadian Labour Congress to serve as a company union for the Upper Lakes Shipping Company, which engaged in a vicious, union-busting attempt against the SIU of Canada by arbitrarily breaking its 10-year contractual relationship with the SIU, locking some 300 SIU crewmembers out of their jobs in the Upper Lakes fleet, and signing a contract with the CMU, which then had no mem-

By JACK SCHREINER
Canada's entire labor movement was scalded this week by Justice T. G. Norris' condemnation of Hal Banks, president, Seafarers' International Union of Canada.
Many union leaders are shocked at Norris' recommendation that government trustees temporarily should run all unions or union locals involved in Canada's maritime industry.
There is also an immediate

Toronto Financial Post
July 20, 1963

bers. The manner in which Upper Lakes illegally broke its contract with the SIU, in the midst of Canadian Conciliation Board proceedings, and signed with the CMU, is still the subject of litigation in the Canadian courts.

Indication of the concern with which the Norris recommendations were being received in Canada was noted by the Financial Post of Toronto which reported that "many union leaders are shocked at Norris' recommendations that government trustees temporarily should run all unions or union locals involved in Canada's maritime industry."

SIU Telegram

The SIU of Canada, in a telegram to the Canadian Minister of Justice, shortly after the Norris report was issued, noted that "there is already evidence of mounting concern over the unprecedented, sweeping and undemocratic nature of Commissioner Norris' report and recommendations" and said that these "reflect the manner in which the hearings were conducted."

In its request to the Minister of

Justice, the SIU cited four major areas of discriminatory conduct by the Commissioner, which it had protested repeatedly during the hearings, and urged the Minister to immediately bring about an investigation of the Commission's proceedings.

Threatens Seaway

Meanwhile, another reaction came from Jack Staples, the new president of the Canadian Maritime Union, who threatened another blockade of the St. Lawrence Seaway, despite the fact that the Norris report recommends the payment of damages ranging from \$10,000 to \$20,000 per day by individuals, unions or companies blocking the Seaway.

Staples became president of the CMU by replacing Michael Sheehan, a former SIU of Canada patrolman who had been expelled from the Union for violating the constitution by working with dual and hostile organizations, and who later became the star witness for the CLC and Upper Lakes Company during the Norris proceedings. Sheehan is now charging in a court suit that he was illegally deposed as CMU president "by a rigged convention of CLC stooges" and has charged CLC with making CMU a company union which signed a sweetheart agreement with Upper Lakes.

It was a lie-up of the St. Lawrence Seaway last summer, instigated by the leaders of the CLC and CBRT in an effort to aid Upper Lakes in its union-busting attempt against the SIU by forcing a Government investigation of the SIU, which led to the establishment of the Norris Commission a few weeks later.



SEAFARERS ROTARY SHIPPING BOARD



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

Report Period: July 16 - July 31, 1963

SIU shipping posted its best showing for the year so far during this period except for the two weeks in January that marked the close of the Atlantic and Gulf long-shore strike. The total number of men dispatched in all ports amounted to 1,698, contrasting with a figure of 1,433 for the previous period.

Registration also took a big upward leap for the last half of July, as it reached a high of 1,790. The last registration total was 1,335. The combination of men moving in and out of port brought the registration of men on the beach at the close of last month to 3,660.

In the shipping column, New York listed the bulk of the overall gain, handling almost 200 jobs more than it did the last time out. Baltimore, Mobile and San Fran-

cisco also listed noticeable increases in dispatch activity. New Orleans and Houston were still about as busy as in the previous two weeks, which means good shipping in both cases.

All departments shared in the shipping prosperity, however, which was paced by the black gang. The engine department also handled the biggest increase in registration at the same time.

Among the seniority groups, class A men picked up another point in the portion of total shipping and accounted for 53 percent of all shipping. Class B's portion dipped to 31 percent and class C men filled the remainder of the jobs. The total of payoffs, sign-ons and in-transit ship visits rose again (see right), to reach a figure of 268.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	1	0	3	4
New York	19	3	37	59
Philadelphia ..	3	2	9	14
Baltimore	7	6	15	28
Norfolk	3	3	3	9
Jacksonville ..	1	0	10	11
Tampa	0	0	13	13
Mobile	5	2	4	11
New Orleans ..	11	13	22	46
Houston	3	3	32	38
Wilmington ..	1	1	4	6
San Francisco ..	4	3	6	13
Seattle	7	4	5	16
TOTALS ...	65	40	163	248

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	4	1	6	0	1	2	3	1	0	1	2	0	0	2	2	0	0	0	0	2	2	0	4	10	20	4	34	0	2	8	10
New York	30	62	16	108	2	19	27	48	22	35	9	66	2	13	11	26	10	19	18	47	66	26	47	139	98	153	36	287	45	137	15	197
Philadelphia ..	10	15	4	29	0	3	4	7	3	7	0	10	0	1	2	3	3	2	0	5	10	3	5	18	7	8	4	19	0	2	2	4
Baltimore	18	25	9	52	3	11	19	33	15	23	1	39	3	10	13	26	2	5	3	10	39	26	10	75	28	37	18	83	0	30	10	40
Norfolk	1	3	2	6	0	4	4	8	2	3	1	6	0	1	2	3	0	2	0	2	6	3	2	11	3	5	1	9	0	2	7	9
Jacksonville ..	5	5	1	11	1	3	4	8	1	6	1	8	0	1	0	1	0	0	0	0	8	1	0	9	15	9	1	25	2	11	13	26
Tampa	0	1	0	1	0	2	0	2	2	1	1	4	0	0	1	1	0	0	0	0	4	1	0	5	1	11	2	14	0	2	1	3
Mobile	13	15	4	32	0	4	11	15	6	16	5	27	1	4	8	13	0	0	0	0	27	13	0	40	39	39	7	85	0	4	20	24
New Orleans ..	30	33	16	79	0	18	26	44	27	48	9	84	0	21	28	49	0	4	2	6	84	49	6	139	72	99	12	183	4	44	95	143
Houston	16	46	7	69	3	18	20	41	15	29	8	52	2	12	10	24	3	8	4	15	52	24	15	91	43	76	11	130	3	20	25	48
Wilmington ..	1	8	1	10	0	1	4	5	1	9	0	10	0	3	3	6	0	2	1	3	10	6	3	19	6	10	2	18	1	2	5	8
San Francisco ..	5	14	3	22	1	5	5	11	2	12	5	19	1	3	5	9	0	0	1	1	19	9	1	29	20	33	2	55	4	15	9	28
Seattle	7	4	4	15	1	10	7	18	2	5	1	8	0	1	2	3	0	0	0	0	8	3	0	11	19	20	7	46	1	22	15	38
TOTALS	137	235	68	440	11	99	133	243	99	194	42	335	9	70	87	166	18	42	29	89	335	166	89	590	361	520	107	988	60	293	225	578

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	6	1	7	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	12	1	15	3	2	3	8
New York	26	61	11	98	13	42	31	86	29	70	13	112	7	43	18	68	5	13	24	42	112	68	42	222	3	37	75	115	21	58	64	143
Philadelphia ..	2	15	2	19	1	7	5	13	1	6	1	8	0	7	0	7	1	2	0	3	8	7	3	18	1	9	1	11	1	0	5	6
Baltimore	4	26	6	36	1	12	9	22	7	22	4	33	2	19	10	31	1	1	6	8	33	31	8	72	6	30	9	45	0	14	15	29
Norfolk	0	7	0	7	0	5	1	6	0	5	0	5	0	1	1	2	0	0	0	0	5	2	0	7	0	5	0	5	0	4	2	6
Jacksonville ..	0	8	0	8	2	9	1	12	0	2	0	2	2	5	2	9	0	3	1	4	2	9	4	15	3	13	0	16	1	9	1	11
Tampa	1	1	0	2	0	0	1	1	0	2	1	3	1	0	3	4	0	0	0	0	3	4	0	7	3	5	0	8	0	2	0	2
Mobile	4	9	1	14	0	3	7	10	6	12	3	21	0	4	5	9	0	1	0	1	21	9	1	31	6	27	3	36	0	14	13	27
New Orleans ..	10	31	7	48	3	23	33	59	7	32	3	42	2	37	27	66	1	3	1	5	42	66	5	113	26	78	16	121	4	40	62	106
Houston	16	43	5	64	3	23	17	43	12	29	4	45	1	27	8	36	0	8	1	9	45	36	9	90	19	69	6	94	5	29	43	77
Wilmington ..	3	5	0	8	1	6	0	7	1	2	0	3	1	2	1	4	1	2	1	4	3	4	4	11	6	6	4	16	0	9	1	10
San Francisco ..	7	12	5	24	2	1	12	15	5	13	5	23	0	0	4	4	0	4	4	8	23	4	8	35	10	30	5	45	1	8	6	15
Seattle	2	13	2	17	0	8	3	11	3	3	3	9	0	1	2	3	0	0	0	0	9	3	0	12	8	34	6	48	0	13	10	23
TOTALS	75	237	40	352	27	139	121	287	71	199	37	307	16	146	81	243	9	37	38	84	307	243	84	634	93	356	126	575	36	202	225	463

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos	1	1	0	1	3	0	0	2	2	0	0	1	1	2	0	0	1	1	0	0	0	0	2	1	0	3	3	4	2	5	14	0	1	4	5
NY	14	23	13	38	8	1	4	25	9	17	19	46	9	1	7	18	2	1	5	6	9	26	56	173	11	48	40	103	202	8	3	64	75		
Phil	3	3	2	11	19	0	0	7	7	0	3	0	2	5	0	0	4	4	0	0	1	1	5	4	1	10	3	0	2	9	14	0	0	3	3
Bal	5	11	8	7	31	0	1	19	20	3	5	2	13	23	0	1	15	16	0	0	7	7	23	16	7	46	8	17	12	21	58	3	3	15	21
Nor	0	1	1	1	3	0	1	1	2	0	0	0	0	0	0	0	3	3	2	0	2	4	0	3	4	7	0	1	1	2	4	2	1	6	9
Jac	0	3	1	2	6	0	1	2	3	1	3	0	4	4	0	0	4	4	0	0	2	2	4	4	2	10	0	2	4	4	10	1	1	3	5
Tam	0	0	1	1	2	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	2	0	1	3	0	2	4	11	17	0	0	0	0
Mob	1	3	5	10	19	0	4	4	2	9	4	12	27	0	8	8	0	0	1	1	27	8	1	36	7	17	11	20	55	0	0	16	16		
NO	2	17	7	32	58	2	38	42	5	12	6	29	52	2	0	30	32	0	11	11	52	32	11	95	13	34	17	96	160	8	4	93	105		
Hou	6	14	3	17	40	2	21	24	5	8	5	15	33	2	0	12	14	0	4	4	33	14	4	51	16	31	14	26	87	7	2	38			

Seatrains Bid May Bring On Legal Battle

WASHINGTON—A bid by the Lasham Cartage Company for Interstate Commerce Commission approval to purchase control of the SIU-contracted Seatrain Lines is expected to result in a complicated legal battle over the meaning of sections of the Interstate Commerce Act which pertain to such purchases.

Lasham Cartage is a freight forwarding company owned by the United States Freight Company, a holding company that owns many of the largest freight forwarders.

The Interstate Commerce Act forbids forwarders from controlling other types of carriers, but adds that the proscription shall not be applied to prevent control relationships between truck lines, railroads and water carriers.

Trucking interests are expected to oppose Lasham's purchase bid. These trucking interests for two years have been blocking Congressional action on a forwarder-backed bill to give freight forwarders clear authority to buy other types of carriers with ICC permission.

Lasham bid \$5,600,000 for control of Seatrain.

New Rate Study

Meanwhile, the ICC is again looking into the use of rate differentials to protect water carriers from rail competition through rate-cutting. The ICC is basing its new look into the problem on a recent Supreme Court opinion that the ICC may prescribe rate differentials only when it has clear evidence that a low-cost carrier would otherwise be hurt by a higher-cost competitor's price reduction to below-cost levels. The cost base to be used in any determination is left up to the ICC.

With an eye toward the Supreme Court decision, the ICC has dropped its 20-year-old price differential covering rail rates on volume wrought pipe movements from the East to the Southwest.

An ICC report said that the evidence "clearly indicates" that Seatrain's participation in the traffic will be "substantially reduced" without the differential protection, but that under the terms of the Supreme Court ruling, "that alone does not constitute a destructive competitive practice."

Want To Buy A Whaler?

Seafarers who have been hearing stories from old salts about the good old days aboard whaling ships can at last find out for themselves what it was like.

If you're really interested, step right up and place a bid on the Cruz Del Sur, described as one of the biggest and most complete whaling factory ships afloat. And if you're afraid you don't have the money available to pay for her, don't give that another thought because the owners are willing to take a couple of tankers in trade.

For full information write the Argentina Government Oil Fields, 1271 Avenue of the Americas, New York 20, N.Y., or Yacimientos Petroliferos Fiscales, Gerencia de Navegacion Ave. R.S. Pena 777, Buenos Aires, Argentina.

"Thar she blows!!!"

THE INQUIRING SEAFARER

Question: What qualities make for an ideal ship's delegate and how do you think the job can be made more attractive?

Antonio De Jesus: You have to be the sort who can get men to work together and get their support all the time. So you have to be understanding and sympathetic to the needs of the crew. You must merit their confidence and be prepared to be an arbitrator all the time.

Jack Park: You have to be a "right guy" and tactful in what you do. As it is, the job isn't attractive and often there aren't the proper guys doing it. However, if you make the job more appealing, by providing certain incentives, you're going to get a lot of wrong guys applying and a whole mess of trouble will result.

J. R. Massey: A man who knows the rules and how to keep beefs down to what is really important is the kind of man for the job. He has to want the job and be a credit to his mates, the ship and the SIU. You can't get the wrong man for the job by "advertising" for one or else you destroy the purpose of the delegate's job.

Jan Manka: The kind of job depends on the man. A delegate has to know the ins and outs of the Union and what and how to do something in a particular situation. If a man knows the rules and can get the guys to keep them he can do an effective job. So it all depends on the type of person.

Henry Simmons: A good delegate has to be a diplomat if he's to be successful. If you don't have this trait you're lost. Then, he has to know how to handle others when something needs correcting. He has to be concerned for the crew, and be efficient at his duties.

Leo Altschul: If a delegate can get support and confidence from the crew he's right for the job. I don't think a delegate should be given preferential treatment or stuff like that because everybody would want to have the job then. If that happens there'll be trouble. You need a man who's prepared for many complaints and he has to be a diplomat if he's to handle them.



150 Cuban Traders On US Blacklist

Some 150 foreign-flag vessels are now ineligible to haul US Government-financed cargoes because they have traded with Cuba since January 1, according to the latest blacklist issued by the Maritime Administration.

Heading the list with 47 ships, is Great Britain. She is followed by Greece, with 42 ships; Lebanon, 25; Italy and Poland, 7 each; Norway, 6; Yugoslavia, 5; Spain, 3; Morocco and Sweden, 2 each, and Finland, West Germany and Japan, 1 each.

A substantial volume of runaway tanker tonnage, which was formerly under the Liberian flag, has switched to the Greek flag, as is noted in the story on this page dealing with the age of the American-flag tanker fleet.

The nearly 150 ships blacklisted by the MA have, since the first of this year, made 205 voyages to Cuba. British ships made 75 trips; the Greeks, 57; Lebanese, 27, and Norwegians, 10. The other countries on the list accounted for the balance.

Government Policy
Although the US Government at one time announced its intention of applying full sanctions against the ships of any company that traded with Cuba, official action has been limited to denying Government cargoes to individual vessels on the blacklist.

However, the steady growth in the list of these vessels has, in recent weeks, brought increasing demands from Congress to crack down harder. Last week Sen. Frank J. Lausche (D-Ohio), a mem-

ber of the Senate Commerce Committee, introduced a bill which would exclude from US ports all ships of any country whose vessels trade with Cuba. The Administration so far has shown no inclination to go further than the present blacklist.

Red Merchant Marine Growing As US Lags, America Is Warned

"It is essential to our position as the world's greatest maritime nation . . . that we maintain a merchant marine capable of carrying a substantial portion of our foreign commerce," Secretary of the Navy Fred Korth has warned.

Addressing the most recent graduating class at the US Merchant Marine Academy at Kings Point, the Navy Secretary pointed out that while the US merchant marine has continued to deteriorate in both quantity and quality, "the overall growth of the Soviet fleet has been nearly 140 percent since World War II, doubling in tonnage during the last 10 years."

He noted that the Soviet Union expected to enlarge its fleet five to six times by 1980 and was acquiring 1,000,000 deadweight tons annually. In three years, he said, the Soviet tanker fleet alone had increased 286 percent.

Greed For Red Oil \$\$ May Leave Runaways Sitting High And Dry

It now appears that runaway operators and other ship-owners, who have been hungrily snapping up Russian rubles by carrying Red oil to all parts of the world, may soon be left high and dry.

Reports from authoritative sources in recent weeks indicate that within the next couple of years Russia will have sufficient tanker tonnage to carry virtually all of her oil exports in her own bottoms, and will have practically no need to charter foreign-flag vessels for this purpose.

The US National Petroleum Council, for instance, recently forecast that by 1965 Soviet-flag ships should be able to carry virtually all Soviet bloc oil exports. These, the council estimates, will reach some 51 million tons by that time.

This prediction is based on the fact that the Russian tanker fleet, which has already more than doubled since the end of 1958, will double again by 1965.

The Russian tanker fleet amounted to some 1.6 million dwt at the end of last year. Since then, arrangements have been made to build or acquire some 70 additional tankers totalling about 1.8 million dwt.

End of Chapter

For some runaway and other shipowners, who have been playing ball with the Russians, this rapid growth of the Russian tanker fleet could mark a sorry end to a chapter which began in the summer of 1960 when the Soviets began a full-scale offensive to bite off a large chunk of the world's oil market.

Unable to achieve this objective with their own limited tanker tonnage, the Reds began to dangle lucrative offers before the eyes of the world's shipowners to carry Soviet oil to various nations of the world, including Cuba and Communist China.

Some shipowners in Great Britain and other Western European nations snapped at the bait; but to a great extent the offers were gobbled up by the runaway operators, who either carried Soviet oil directly to the Red satellite nations or else carried the oil to other countries, thus releasing Soviet tonnage for runs to Cuba and elsewhere.

This action by the runaways, of course, effectively destroyed the myth that the US exercises "effec-

tive control" over these vessels. In fact, in some cases, when the US displayed concern over the runaways' activities, the runaways were simply transferred to another flag, such as the Greek flag, and continued to do business as usual.

Created Monster

Now it appears that these operators, by playing footsie with the Russians, in their eagerness for a fast buck, have helped to create a Frankenstein monster. Their activities have given the Russians the time and money they needed to build up their own tanker fleet, and the lucrative Red offers, which were once a tempting "come-on," may soon be rudely yanked away, like a wallet on a string at Halloween.

US Tankers Now Oldest On The Seas

While Russia is moving full speed ahead with its plans to build up a modern tanker fleet, the US tanker fleet has deteriorated to the point where it is now the oldest one afloat, according to a report just issued.

The report, prepared by the Sun Oil Company, shows that American-flag tankers, at the end of last year, averaged nearly 13½ years in age, compared with a world average of seven years and eight months.

Moreover, the number of US-flag tankers had dropped to 456 at the end of last year, a decline of 13 from the figure at the end of 1961. This put the US tanker fleet in fourth place, after the fleets of Liberia, the United Kingdom and Norway.

The number of US privately controlled tankers, both American and foreign-flag, was 772 at the end of the year.

"More than two-thirds of the United States privately owned tankship fleet at the end of 1962 was registered with foreign flags as compared with 58.9 percent five years earlier," the report noted.

About 35½ percent of the US tanker fleet is owned by oil companies. Non-oil companies own about 40 percent and the Government owns the rest.

Liberia In Lead

The report showed that Liberia is continuing as the leading flag of registry although a substantial amount of tanker tonnage has been transferred from Liberian to Greek registry.

Although the Soviet tanker fleet is currently in 12th place among the world's tanker fleets, the report pointed out that the increase in the USSR's tanker fleet, from 1957 through 1962, represented the second highest annual rate of growth.

Using the T-2 as a basis of computation, the report noted that in 1957 the Soviet tanker fleet totalled 25.8 T-2s. Since then, the size of the fleet has increased 276.7 percent.

The US rate of growth, during the same period, was 3.2 percent

Threat To Unsubsidized Co's Seen In NMU's 'Peace' Offer

The current contract talks between the American Merchant Marine Institute and the National Maritime Union could have a serious impact upon unsubsidized operators in the domestic trades, a West Coast shipping official has charged.

The charge was made by Donald Watson, vice president and general manager of the intercoastal Weyerhaeuser Line following the NMU's offer to AMMI to extend its present contract to 1969 and to guarantee that this period would be free of strikes providing the NMU's contract demands are met. The demands are said to include a call for a minimum eight percent increase in base wages and

for improvements in fringe benefits.

Watson noted that Weyerhaeuser, as a domestic operator, is an unsubsidized company whose labor operating costs are largely determined by the agreements reached by unions with subsidized companies.

The few remaining intercoastal operators, who have not yet been driven off the seas by railroad

competition, would like to know what price NMU would charge for guaranteeing labor peace, Watson said.

The West Coast shipping official further pointed out that there is considerable pressure at present to undermine the Jones Act which protects American-flag ships in the domestic trades.

"If our costs continue to rise, it will mean that we are forced into the camp of those who are trying to eliminate the Jones Act," Watson said.

Notice From Alexander

The Weyerhaeuser officer's charge was followed by a notification from Federal Maritime Administrator Donald Alexander to Ralph Casey, president of the AMMI, stating that the MA wanted to be kept informed about the AMMI-NMU talks. The MA is the Federal agency which administers the subsidy program.

This notification from Alexander drew a charge of interference from NMU President Joseph Curran, who dispatched a telegram to the Maritime Administrator.

"We are not accustomed nor do we intend to accept replacement of free collective bargaining in the American tradition with Soviet-type government control of collective bargaining," said the NMU leader, who in 1960 visited Moscow and came back with warm words for Premier Khrushchev.

In past negotiations in maritime, Government leaders, members of Congress and others in maritime industry and labor have questioned whether the subsidy "umbrella" did not weaken the resistance of subsidized operators in their bargaining.

Sunday At Sea On The Ocean Joyce



Sunday at sea on the SIU-contracted Ocean Joyce (Overseas Carriers) finds these Seafarers enjoying "a hardy meal served by two of the best messmen," according to chief steward Felix Van Looy, who sent photo into LOG. L-r are H. Wheeler, crew mess; Englund, AB; M. J. Kerngood, DM and ship's delegate; W. Dough, OS, and Andy Beighton, crew mess.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Inventory Control On Food Stores

One of the steward's most important jobs is one which is often overlooked. That is the somewhat tedious, but essential, job of keeping proper records. The steward may be a top-notch cook and baker himself, he may run a heads-up department, but if his record-keeping is inefficient and sloppy, he's going to run into trouble. Three-quarters of the way out on a trip he's liable to find himself short of some ship-board essential, and the steward in that kind of a spot can be one unhappy steward when the crew finds out what's missing.

When Food Plan representatives visit SIU-manned ships in the various ports they still run across stewards and other crewmembers who don't see why we place so much stress on keeping an accurate inventory of food stores and other steward department supplies. Nor do they understand the reasons why it is considered desirable to take all stores aboard in the home port before the voyage starts.

The major job of record keeping, of course, consists of the inventory of ship's voyage stores. Other records to be kept include reefer box temperatures to make sure that the refrigeration system is functioning properly. Then there are the supplies and equipment for the galley, dishes and tableware, needed repairs and similar items. All these should be down in black and white. Next to running out of food, running out of utensils, soap, linens and other necessities can be very aggravating.

Usually, the best-feeding, best-stored ship is one which takes on all stores for the voyage on leaving port, plus a ten percent margin to cover unforeseen delays. Then nothing has to be bought anywhere else with the exception of fresh vegetables, fruit in those ports where it is available in appropriate form.

A good steward should be able to know with reasonable accuracy the quantities of stores remaining on board ship at any stage of a given voyage. He should also be able to produce facts and figures at the end of the voyage to show where the food went. Proper inventory control sounds like a mouthful, but all it means is that he knows exactly how much of each item he has in stock and what he will need to order stores for the next voyage.

Some men don't see why we stir such a fuss about this because, they say, if anything runs short they can always fill their needs in some other port. Unfortunately, this doesn't work out well for a variety of reasons. For one thing, the ship purchasing in some foreign port is a one-shot buyer. Chances are the supplier will never see that steward again, so he will stick him with inferior quality merchandise.

Secondly, despite the great strides made in many foreign countries, the selection available can't compare with what the ship buys at home. Further, methods of packing, storing and preparing foods are not what Americans are accustomed to. The cuts of meat, for example, are probably entirely different from what cooks are accustomed to handling. The results can hardly be satisfying.

Naturally, in a foreign port, there's no Union representatives or food department representative available for the steward to turn to should he have inferior merchandise pawned off on him. The result is often a serious food beef. If a ship runs short on a foreign voyage, it also usually means that it wasn't stored properly in the first place, or stores spoiled or were wasted because of lack of inventory control. The only thing a steward can do in such a case is fill in his shortages in the foreign port. But it's a poor substitute for correct storing in the first instance.

Most companies issue a steward a record book called either "Voyage Stores Record Book" or "Subsistence Stores Record Book," in which the steward keeps a master list of all subsistence stores on hand from the previous voyage, the variety and amount of stores requisitioned and received at the beginning of the trip, and the stores requisitioned in the course of the trip, if any.

This book then can be used to tell what was consumed during the voyage and what remains at the close of the trip.

Food Plan representatives find time and again that failure to check stores on the dock is a major factor in the development of serious food beefs on a ship. The steward who is negligent in this area is only asking for trouble. He has no excuse for not performing this essential task.

Obviously, this kind of record-keeping is a pretty time-consuming task which can't be done hastily in a corner in between other jobs. A steward has to plan his workday ahead and develop a specific routine for making record entries.

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

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

NJ Court Hits Monopoly Medicine

A New Jersey Supreme Court decision knocking out state medical society control of group health-medical plans has been hailed as "significant" by Nelson H. Cruikshank, director of the AFL-CIO Department of Social Security, who commended the court's ruling to the attention of "every physician . . . and officer of every medical society."

The state court's 7-0 decision killed a section of state law delegating to the New Jersey State Medical Society authority to approve or veto group medical plans under which subscribers prepay for health care and obtain service from physicians associated with the programs. The state medical society had given approval to only one group health plan—the Blue Shield plan sponsored by the society itself and having 18 member-physicians among its 23 trustees.

A non-profit competitor plan also backed by qualified physicians, Group Health Insurance, Inc., of New Jersey, was established in 1961 but it was denied medical society approval. GHI attacked the state law as unconstitutional.

The Supreme Court threw out the section of the law giving the medical society "such a power to restrict, or indeed to prohibit, competition in a field so vitally concerned with the public welfare."

This power, the unanimous decision declared, "may not constitutionally be placed in the hands of a private organization such as the medical society, which has an interest in promoting the welfare of the only existing medical service corporation (Blue Shield) in the state."

Further hearings were ordered by the court on another section of the law requiring that a medical-surgical group plan must have membership of 51 percent of the doctors in any county to function. The court referred to an Illinois Supreme Court decision killing a similar "51 percent" rule.

Cruikshank pointed out that the New Jersey decision drew a "clear distinction" between

the "legitimate professional concerns of organized medicine and the business interests of the practicing physicians."

Non-profit group health practice, financed by subscriber prepayment, offers a useful means of improved care and economy in the face of rising medical costs and a serious shortage of physicians, he continued.

Yet in nearly half the states, including New Jersey until the court decision, medical societies have persuaded the legislatures to delegate control of the development of such plans to the private organizations of physicians, he said.

Group Health Association of America, an association of non-profit medical-health plans, called the New Jersey decision a "victory over monopoly" in the health field. Group Health had filed a brief as a friend of the court attacking the state law.

Seafarers will probably remember the story of a doctors' "strike" in Saskatchewan, Canada, just about a year ago, when the government there moved to institute a medical care program. Despite the protest, the program was begun later on after a 23-day period during which doctors refused to furnish all but the barest emergency medical services.

Now charges that Saskatchewan hospitals are barring doctors who have set up community clinics under Saskatchewan's medical care program are being investigated by a Royal Commission. Two doctors have already testified that despite their qualifications and references, they were unable to obtain hospital privileges because no doctors on an existing hospital's medical staff would sponsor them as presently required.

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

DIGEST OF SIU MEMBERSHIP MEETINGS

DETROIT, June 7—No meeting due to lack of a quorum.

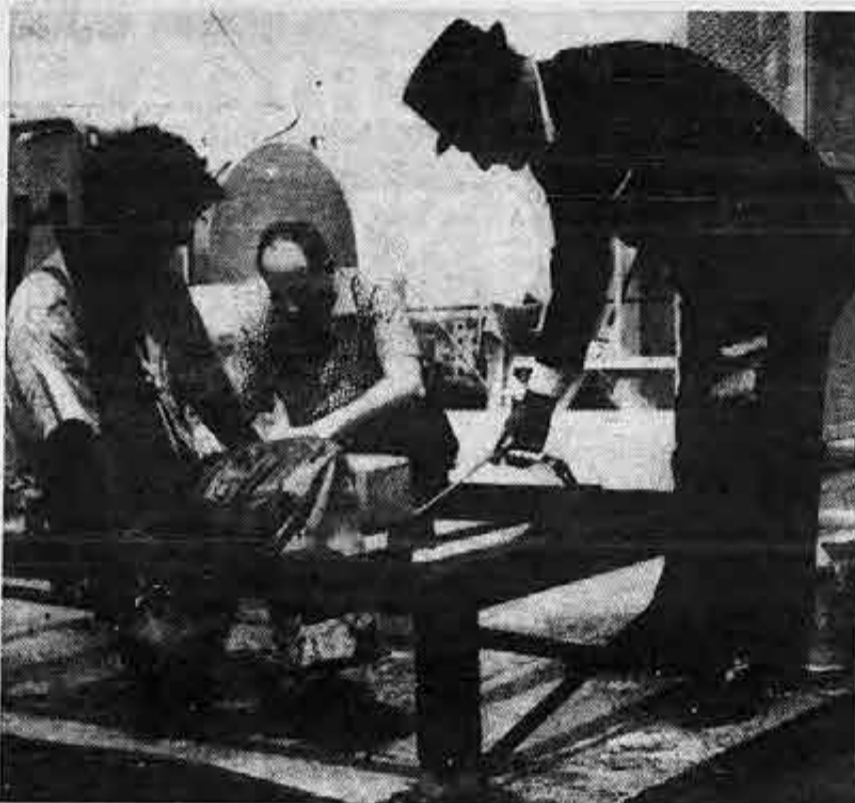
HOUSTON, June 10—Chairman, Paul Drozak; Secretary, Phil Reyes; Reading Clerk, Bill Dook. Minutes of all previous port meetings accepted. Port Agent reported on shipping, successful election in Sabine Towing Company won by BU Inland Boatman, SIU support in Chemical Workers strike in Shell Oil. Report carried. President's report for May accepted. Communication from Secretary-Treasurer read and accepted unanimously. Auditor's report carried. Ora W. Rhodes elected as member of quarterly financial committee during new business. Motion asking headquarters to make Houston a major port carried unanimously. Total present: 350.

NEW ORLEANS, June 11—Chairman, Lindsey J. Williams; Secretary, Louie Guarino; Reading Clerk, C. J. "Buck" Stephens. Minutes accepted from all previous port meetings. Port Agent's report on shipping and ship activity accepted. President's May report accepted. Secretary-Treasurer's communication accepted. Auditor's report carried. Tom Garrity elected under new business to quarterly financial committee. Total present: 410.

MOBILE, June 12—Chairman, Louis Neira; Secretary, M. J. Fischer; Reading Clerk, R. Jordan. Meeting minutes from all ports accepted. Port Agent reported on shipping. Waterman change of ships for its Puerto Rican runs, blood bank accepted. President's report for May accepted. Communication from Secretary-Treasurer read and accepted. Auditor's report accepted. J. Hunter elected to quarterly financial committee during new business. Total present: 170.

LET 'EM KNOW!
Write TO THE LOG

A 'First' For The Steel Seafarer



The Steel Seafarer recently became the first Isthmian ship to be equipped with new self-inflatable life rafts, certified by the Coast Guard. One of the rafts is shown above on the dock at Erie Basin, prior to loading, with (l-r) Robert Snow, Isthmian Lines safety director; Eddie Tirelli, bosun; Joe Algina, SIU safety director; Howard Alberson, OS; John Apostolidir, AB; D. Leberre, DM, and Leroy Temple, AB.

At the left are Leberre, Algina and Snow on deck checking the frame which holds the raft. A service line secured to the frame automatically triggers a CO-2 device which inflates the raft when it is dropped overboard.

Bosses Still Turning To Strikebreakers

As the SEAFARERS LOG pointed out in its last issue, private detectives, strikebreakers and scabbing employment agencies are still the best friends of some employers, despite the spread of legislation to outlaw such anti-union activities.

Now, within the past couple of weeks, additional reports concerning strikebreaking activities have come to notice.

One of these cases is a Milwaukee hospital which had been struck for the past month by members of Local 125 of the International Brotherhood of Firemen and Oilers, which is an affiliate of the AFL-CIO Maritime Trades Department.

Replaced By Scabs

The striking Firemen and Oilers here have been replaced with strikebreakers by the hospital, which has offered them permanent employment, but at rates considerably below the union scales.

Said Walter H. Schmidt, the locals business representative:

"The strikebreakers hired by the Milwaukee hospital are operating the powerhouse for \$2.25 per hour and one year ago the union rate was \$2.89 per hour. The strikebreakers on the maintenance jobs are working for \$2.25 per hour when the union rate was \$2.79 per hour prior to the strike. Is there any question why the membership of the union

made the decision to strike? There was no other decision they could make in order to keep their dignity.

"It seems the hospital prefers the strikebreakers that are presently taking away the livelihood of the strikers. Is this because they are trying to save the difference in the wage scale? Or is it that they do not have any respect for tried, proven employees, some of whom have over 17 years of service at the hospital?"

Schmidt pointed out that the hospital, as a non-profit organization, pays no taxes. Also, he noted that the local has filed unfair labor practice charges in Wisconsin, because of the employer's refusal to bargain in good faith.

In another case, three officials of a New Jersey firm making detergents and solvents were indicted on July 16 on charges of violating the state law banning the importation and transportation of strikebreakers.

Violation of the New Jersey law is a misdemeanor, punishable by a fine of \$1,000 and up to three years in prison on each count. Two of the officials were named in 21 counts each and the third official was named in four.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Safety First With Lifeboat Falls

A recent issue of the "Proceedings of the Merchant Marine Council" describes an accident in which one seaman was killed and another injured when one of the wire rope falls parted as a lifeboat was being hoisted from the ship's embarkation deck to the stowage position on the davits.

Such accidents point up the importance of regular inspections and maintenance of lifeboat falls.

Lifeboat falls tend to deteriorate at the spots which are usually hidden during a casual inspection, so the best time to inspect and lubricate lifeboat falls is during lifeboat drills. At other times the boats are stowed up on the davits with their falls, and certain points of the falls are in continuous contact with the davit sheaves. Not only are these points on the falls hidden from inspection and lubrication when the lifeboats are in place, but the continuous pressure from the sheaves tends to squeeze the lubrication from the wire strands.

Lubrication of wire rope falls is especially important because of their constant exposure to the elements. Besides the frequent salt spray baths they receive, they are often located near the stack and get a good dose of soot and stack gasses containing sulfur and other acid-producing materials.

For proper inspection of a lifeboat fall, the lubrication should be wiped from the portion being inspected and the area wirebrushed so that bright metal and the roundness of the outside wires can be seen in each strand. Replacement of the fall will depend on the surface appearance of the individual wires as well as the presence of fish hooks, splinters or cracks.

Crude oil or Bunker C fuel oil which may contain chemical impurities harmful to the wire rope should not be used for lubrication. This also applies to old grease and crankcase oils from the engine room which may contain acids or grit. The best lubricants for wire rope contain light-bodied compounds with rust inhibitors which have good penetrating properties. They can be dipped, swabbed, or sprayed on the rope.

Best procedure is to follow the manufacturer's instructions, as some of the lubricants need preheating or thinning with solvent to compensate for temperature conditions and the different types of vessel operations.

The old adage that a chain is only as strong as its weakest link applies to wire rope as well. The entire rope must be lubricated regularly, not just the exposed portions. This is why it is important to lower the lifeboat for proper lubrication of the falls; otherwise spots where the falls are inside blind sheaves cannot be reached with lubricant, nor can the side of the wire rope riding tight against the sheave. For these reasons, they are the very spots where falls break most often.

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

Canada Maps Protection Of Coastal Trades

OTTAWA—In a move to help Canadian shipping companies meet the challenge of runaway and other foreign-flag shipping to its coastal trades, the Canadian government is expected to introduce legislation into Parliament reserving for Canadian ships all trade between Canadian ports from the Gulf of St. Lawrence to the Great Lakes.

The Canadian shipping problem, according to the observers, is not that there is an over-abundance of foreign ships in the trade, but that there are too many Canadian ships for the cargo offerings. The foreign-flag ships are merely contributing to intense competition for cargoes, which has resulted in lower rates this year on the St. Lawrence.

Even with the elimination of foreign-flag competition, however, the Canadian government is not looking forward to any rate improvement to aid the Canadian shippers. The removal of the foreign-flag ships is expected to make more cargo available to Canadian ships, though, and thus improve their condition somewhat.

Proposed In 1961

Although the government action is being well received by the Canadian shipping industry, it is agreed that its impact this year will not be as great as it would have been in 1961 when the legislation was first proposed. Action on the legislation was delayed until now while Canada discussed the proposed move with other Commonwealth countries whose ships would be affected.

Since 1961, it was noted, Canadian shipping has had the aid of

a subsidy program which has permitted the lines to build more modern ships for the coastal trade which, the operators believe, has now put them in a position to hold their own against foreign competi-

tion on most of the coastal trades.

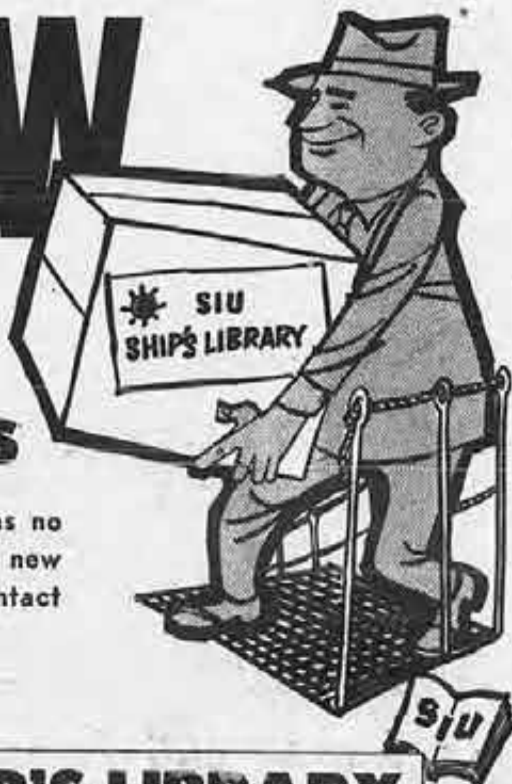
The legislation is also expected to kill off some Canadian ship lines which are operating vessels from the Gulf to the Great Lakes with ships flying the British flag.

NEW

EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY





SIU CREW ON S.S. MANHATTAN
ABOARD AMERICA'S
BIGGEST MERCHANT SHIP



The galley's serving window formed a perfect frame for Seafarers (l-r) J. D. Wilson, steward utility and messmen Eddie Fisher and Medaro Agurcia as they picked up the crew's orders at lunchtime.



The crew was in agreement that the Manhattan is a good feeder. Seafarers Sam Lamb, deck maintenance and William Hale, dayman, were digging in at lunchtime when the photographer came around and got this shot.



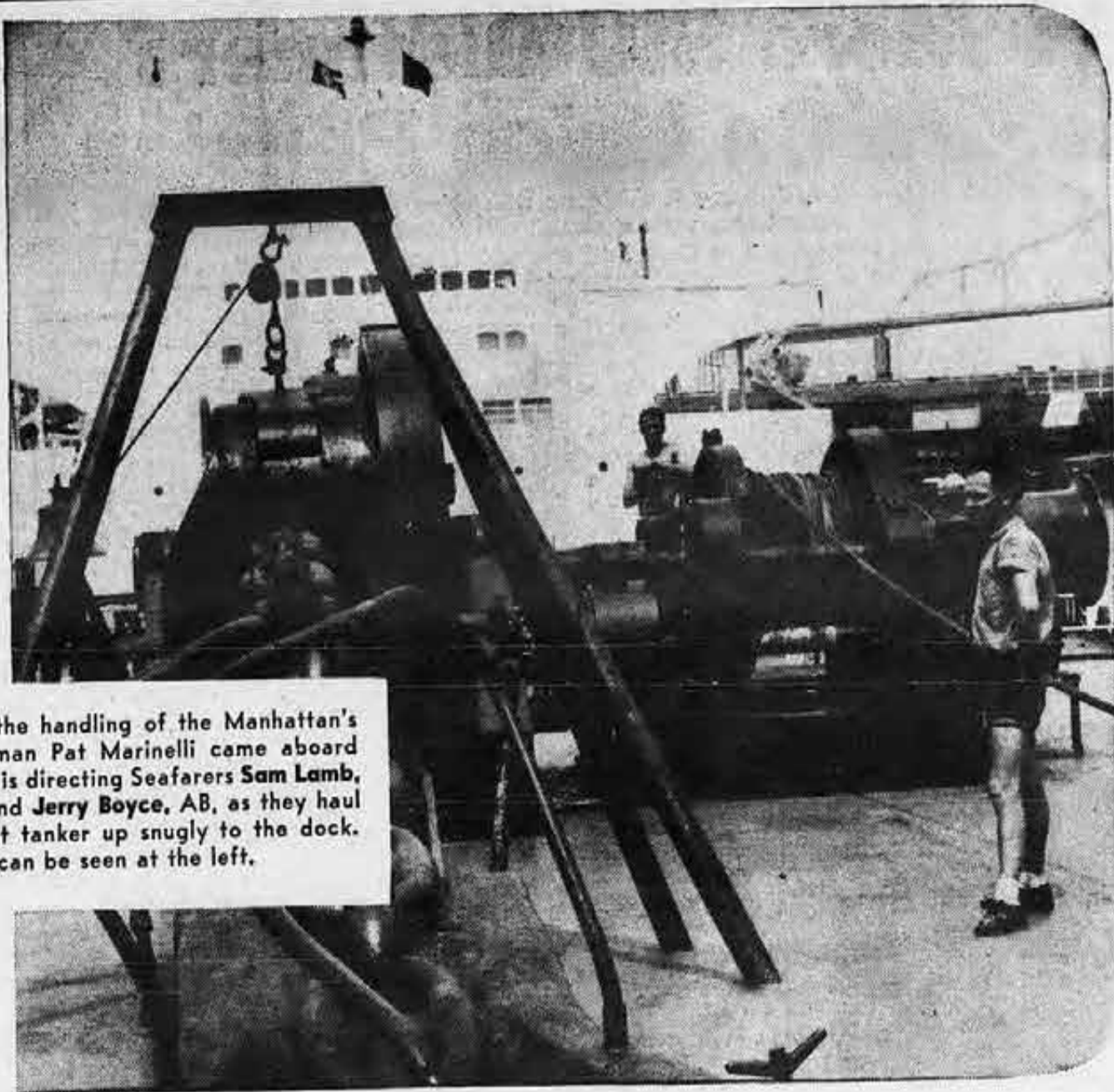
Part of the reason for the Manhattan's consistently good feeding is the care taken with the stores. Here, J. D. Wilson, steward utility and Charles Letour, 3rd cook, stow food cartons away in the ship's refrigerator.



Wiper P. Chalkias was off watch and doing a little reading in his room when the LOG photographer made the rounds of the crew quarters and snapped this picture.



Bosun J. Smythe was supervising the handling of the Manhattan's forward winch when SIU patrolman Pat Marinelli came aboard in Bayonne, NJ, recently. Here he is directing Seafarers Sam Lamb, deck maintenance (foreground) and Jerry Boyce, AB, as they haul in on the cable to bring the giant tanker up snugly to the dock. The vessel's massive anchor chain can be seen at the left.



When speaking about the SIU-manned tanker Manhattan, you have to talk in terms of new records.

The biggest commercial vessel ever built in this country, the 106,658 deadweight ton vessel is the biggest US-flag ship afloat, with a capacity of a million barrels of oil or 96,000 tons of grain. She is 940 feet long with a 132-foot beam, and fully loaded she draws almost 50 feet of water.

The only US ship larger than the Manhattan is the Navy's nuclear aircraft carrier Enterprise, which has a smaller total capacity, however.

Among her records, the Manhattan has carried the largest grain cargo ever reported on a single vessel—65,550 tons to Poland, and the largest oil cargo ever to leave the Persian Gulf on a single vessel—718,597 barrels of crude oil plus 68,018 barrels for bunker purposes.

The pictures on this page were taken by a LOG photographer while the Manhattan was unloading a cargo of oil recently at Bayonne, NJ.



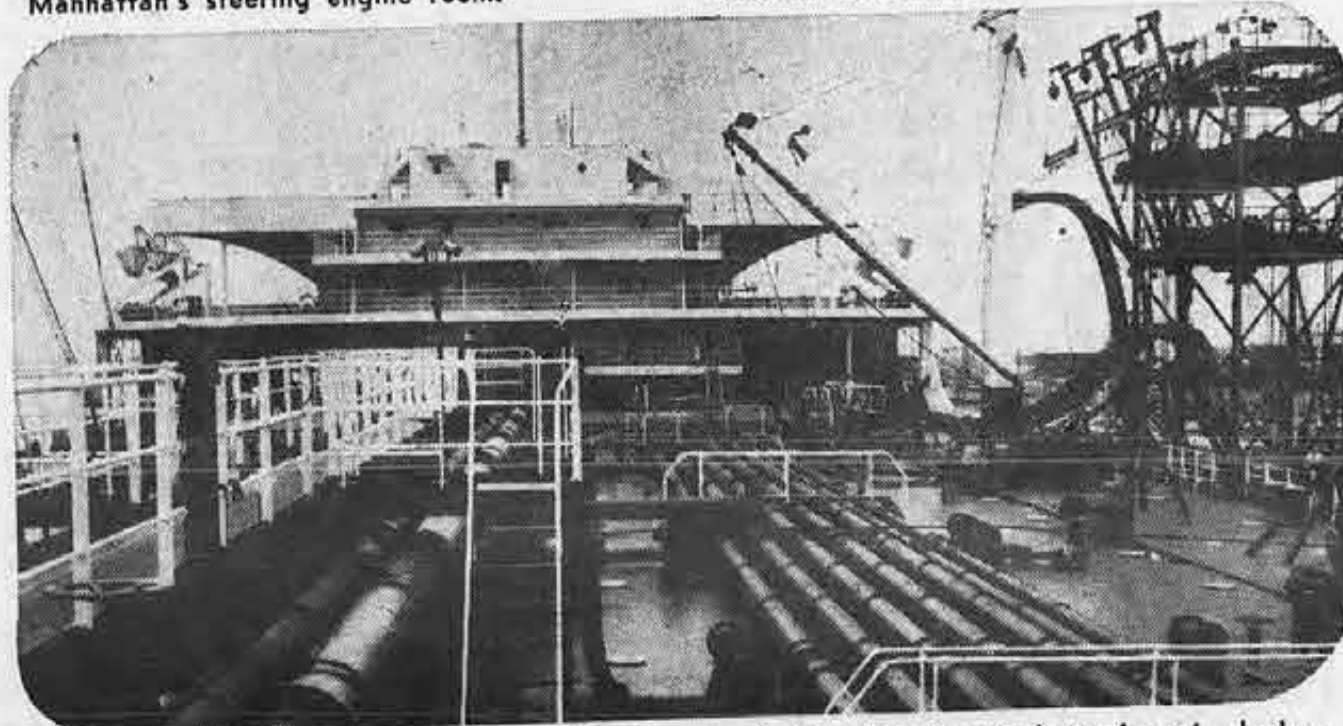
Oiler Bobby Harris paused from work long enough to have his picture taken in the Manhattan's steering engine room.



Another member of the engine department, FWT Red McDonald, is shown here keeping tabs on the tanker's port boiler.



An SIU member for over 15 years, Charles Hurlburt, BR, poses for his picture on the Manhattan's deck in a flood of New Jersey sunshine. Hurlburt lives in Rochester, NY.



Her carrying capacity of almost a million barrels of oil makes the Manhattan's main deck a massive tangle of pipes and valves, as seen here. In addition to oil, the vessel is also fitted out to carry a huge grain cargo of 96,000 tons at one time.

10 More SIU Oldtimers Retire On Union Pension

The total number of SIU deep-sea oldtimers retired on pensions during 1963 was just raised to 61, as 10 more Seafarers with a combined seetime of nearly 400 years have become the latest Union members to close long and well-spent careers and start taking things easy on SIU pensions of \$150 per month.

A breakdown of the new pensioner list shows that five of the men shipped in the steward department, three on deck and two in the black gang.

The list includes: James F. Barrett, 54; Fedeleon C. Damian, 61; Lawrence Hogan, 66; Petronilo Rojo, 72; Aubry L. Sargent, 56; Melvin A. Spires, 64; Albert R. Trotman, 77; Carlos M. Velez, 45; William R. Walker, 61; and Ellis M. Watts, Jr., 62.

Barrett was born in Virginia and now makes his home with his son in Massillon, Ohio. He's a Coast Guard veteran of World War II who spent 30 years at sea in the deck department. A member of the SIU since 1949, his last vessel was the Alcoa Pilgrim (Alcoa).



Barrett

Another native of the Philippines, Rojo and his wife Victorine, make their home at New Orleans, La., where he became a member of the Union in 1947. Shipping in the Steward department during his 40-odd years at sea, he last sailed aboard the Ocean Eva (Ocean Transportation).



Rojo

A native of Texas, Walker joined

the SIU at Galveston in 1943. Included in his 40 years of seetime was an 11-year hitch in the Navy from 1919-1930. His career in the steward department came to a close aboard the Elie V (Elle) and now Galveston is his permanent address.



Walker

A steward during his 30 years of seetime, Damian was born in the Philippines and joined the SIU at New York in 1953. Brooklyn is now his year-round headquarters, and he and his wife, Avelina, are all set for some rest and leisure as part of a comfortable retirement. He was last on the Suzanne (Bull).



Damian

Watts is another steward who recently ended a career at sea that spanned over 40 years. Born in Florida, his voyaging took him to New York where he joined the SIU in 1940. His last SIU deep-sea vessel was the Coe Victory (Victory Carriers) and he now lives in Riveredge, NJ.



Watts

Brooklyn-born Hogan accumulated over 40 years on the high seas as a member of the black gang. A Navy veteran of World War I, he signed on with the SIU at New York in 1941 and made his last trip aboard the Long Lines (Isthmian) in March. He and his wife, Ada, now live in the Bronx, NY.



Hogan

Born in Puerto Rico, Velez is the youngest of this group of pensioners. He sailed on deck and in 1955 became a member of the SIU after signing on at Baltimore. The Emilia (Bull) was his last ship and now he and his wife, Salvadora, make the island of his birth their year-round address.



Velez

Trotman is the oldest pensioner in the group and sailed over 45 years. Born in the British West Indies, he journeyed to Boston where he joined the SIU in 1939. Roxbury, Mass., is where he and his wife, Florence, make their permanent home. He shipped in the steward department on his last SIU ship, the Bents Fort (Cities Service).



Trotman

Sargent made his way to sea from his birthplace in South Dakota over 25 years ago and joined the SIU at Baltimore in 1955. Shipping on deck, he made his final voyage aboard the Robin Kirk (Robin). He now lives in Brooklyn, NY, and lists a brother, Claude, of Baldwin Park, Calif., as his next of kin.



Sargent

Sailing in the engine department, Spires was born in Georgia and amassed over 30 years at sea, joining the SIU at Tampa in 1942. The Florida climate must agree with him for he now makes his home at Miami with his brother Albert. His last ship was the San Marino (Peninsula Navigation).



Spires

Arbitration . . .

(Continued from page 3)
the decline of the US merchant marine.

Preceding Wirtz in testimony before the Bonner committee was Secretary of Commerce Hodges, who said that compulsory arbitration in maritime "might produce worse effects than the ills sought to be cured."

Hodges told the committee that compulsory arbitration would "seriously compromise the collective bargaining process" and that "while it might mechanically settle strikes, it cannot be relied upon to settle the basic causes of disputes."

Hodges also warned that compulsory arbitration in maritime could cause "pressures to extend the same powers to other industries in time of serious labor-management disputes (that) might be irresistible."

Following the completion of Wirtz' testimony, Bonner offered an amendment to his own bill which would, in effect, give to Congress the responsibility for imposing compulsory arbitration in each specific dispute. Wirtz had advocated such a course in his testimony, and had noted that provision for compulsory arbitration, in advance of disputes, would "short-circuit" the bargaining procedure.

Wirtz said that retention of the collective bargaining and mediation processes for settling maritime disputes would be a "continuation of the sweat-and-tears approach" but would be preferable to any other solution.

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

By Sidney Margolius

'Holes' In Private 'Over 65' Plans

(Second of a two-part report on current health insurance problems and the new "Over-65" plans.)

Previously we reported that booming medical fees—inflated largely by the very indemnity insurance they are supposed to pay—have created a new crisis in medical care.

Indemnity insurance provides specific allowances, such as \$15 a day towards hospital care, or up to \$150 for hospital extras. But as doctors and hospitals have raised their fees beyond these allowances, the medical poverty of such groups as retired people, who usually have little or no medical insurance, has been heightened.

Now, with labor unions and many consumer co-ops urging passage of the King-Anderson bill to provide medical insurance for the elderly under Social Security, the private insurance companies have come up with their own plans. These are the "Over-65," "Plus-65," "Golden 65" and similar policies being heavily advertised in various areas.

In particular, a number of insurance companies have joined together to offer "pooled coverage" for people over 65. These new "65 plans" are what a leading insurance company executive calls the "industry's answer to socialized insurance."

Even though the new plans may be the best the insurance industry yet has to offer to older people, a study by this writer, in consultation with actuaries and other experts, finds holes big enough to bankrupt a moderate-income elderly couple. In fact, even several other existing alternatives may be preferable.

This is not to say that you should not consider the "65 plans." It is to say that these plans still do not provide adequate coverage at a price most older citizens can afford, and that you ought to look over the other possibilities, whether seeking such insurance for yourself or an elderly relative.

The pooled "65 plans," organized by groups of insurance companies, already have been offered in Massachusetts, Connecticut and New York. It is expected that soon they will be offered on a regional basis in the other New England states, and in other states such as Michigan when state legislatures give the necessary approval.

The way the pooled plans work, an initial "open enrollment" period, usually two weeks or a month, allows anyone 65 or over to join without a physical examination. The policies offered are usually a basic hospital plan and a "major medical" plan to cover unusual expenses. You can buy either or both. For example, if an older citizen already has Blue Cross hospital insurance, he can buy the industry's pooled "major medical" policy to pay for unusual medical expenses.

Two big defects are the cost of the policies and the noticeable gaps in the insurance they provide.

In Massachusetts, for example, the "65 plans" were offered at \$9 a person for the basic hospital insurance, and \$17.50 for the total package including "major medical" insurance. In New York, the insurance industry offered another version at \$10 a month for partial hospital insurance plus partial payments for surgery and doctor fees when hospitalized. With a major medical policy at \$9, the total cost is \$19 a month, or \$38 for a couple. This is \$456 a year for an elderly couple for only partial health insurance, or almost one-third the entire income of many retired couples.

Even if you could afford to spend this much for health insurance, you would find that the insurance itself is limited. The New York "65 plan," for example, provides \$18 a day for hospital room and board for up to 31 days. In comparison, a survey of 9,000 hospitalized illnesses of people over 65 in that area found the average hospital board bill was \$26 a day. Similarly, the Massachusetts "65 plan" allows \$15 a day for hospital board, in comparison to prevailing rates in that area of \$24-25.

But an even bigger hole is the limit on hospital miscellaneous charges. The "65 plans" allow only a maximum of \$150. In comparison, hospital "extras" have reached the point where they now cost almost as much as room and board. The survey of older citizens' expenses in New York found that the average hospital stay was a little over 13 days; the board bill was \$364 and the charge for extras was \$240.

Until Congress finally heeds the pleas for basic health insurance under Social Security, it is necessary to select from a number of alternatives, none wholly adequate:

1—If your union-employer welfare plan permits continued coverage after retirement, by all means take advantage of it. The Bureau of Labor Statistics found that three out of five of a number of welfare plans it surveyed now do provide health benefits after retirement (usually for dependents, too). A number of plans that previously provided only life insurance recently also extended health benefits to retired workers, reports Dorothy Kittner of B.L.S.

2—If not, consider Blue Cross with or without Blue Shield as your next best bet, if you can get in. Some of the "Blue" plans around the country may charge you extra if you have a pre-existing serious illness or may not cover you for that particular condition. In such event, the open enrollment period provided by the "65 plans" is your next best bet.

Often you will find that Blue Cross either is cheaper than the "65 plans" or, where the cost is about the same, Blue Cross offers wider basic coverage. For example, in Massachusetts where Blue Cross with or without Blue Shield costs less than half of the "Massachusetts 65" plans, Blue Cross pays \$18 a day towards hospital board for 40 days, and up to 120 days at \$12, with unlimited payment for ancillaries. "Massachusetts 65" would pay more for a catastrophic illness, including payments for nursing care, but less towards basic hospital charges.

In New York, Blue Cross pays 21 days full coverage, and the next 180 days at 50 per cent discount, for a cost of about \$11 a month for an individual enrollee, and only \$4.65 if a retiree has continued his coverage from previous employment.

3—If you can't get into Blue Cross, and can't afford the new "65 plan" when it gets to your area, several low-cost policies are offered, such as the "Golden 65" policy of Continental Casualty Co., at \$6.50 a month, or the similar policy offered by the American Association of Retired Persons, 711 14th St., N. W., Washington, D.C., at \$6. These are low in cost, but also limited in benefits, paying only \$10 a day for hospital board and up to \$100 for extras, plus a schedule of moderate allowances for surgery.

Editor,
SEAFARERS LOG,
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Brooklyn 32, NY

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COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

KEY ELECTIONS DUE THIS YEAR. It's 1963, an odd year sandwiched between the important Congressional elections of last fall and the crucial Presidential election of 1964.

It sounds like a good year to forget about politics. But, politically speaking, this is no time to "go fishing." The reason for this is simple; despite the fact that there are no national elections, this is just as big a political year as any.

Nine states have state-level elections scheduled, or county contests throughout the state. Municipal elections will be held in 900 cities of 10,000 population and above. Judges will be elected, city and county councils, school commissioners and state legislators.

The Meaning of a Judge. Ever hear of a labor injunction? Union members walking the bricks, carrying placards, handing out leaflets at the plant gates. A judge hands down the injunction for the company, clearing the streets. Scabs go through the gates, union members lose jobs.

Once, that was standard. In case of bad times, it could become standard again.

That puts it up to the judges. Fortunately, in a good many areas they are elected. To elect good judges, union members must vote. To vote, they must register. This is a job for all year every year.

What's a City Council? This year, hundreds of cities will choose mayors, city attorneys, councilmen and candidates for other elective offices.

Don't take your eye off this ball. Think a little about picketing. The courts say union members have a constitutional right to picket. But if a city council passes an ordinance tying up handbill distribution, or making it disorderly conduct to walk more than two-and-two, it may take some time, and lots of expense, to throw it out of court.

Meanwhile, a strike can be lost. Holding the line and making gains in your home town means electing good people to public office. And that means registering union members.

What's an Education? Some states elect state and local superintendents of public instruction this year. This election could have a lot to do with your youngster's future, for his future depends in large degree on his education.

The labor movement helped to establish the public school system in America. If we can improve it, there will be more opportunities for the children of working people to get all the schooling their talents require. A superintendent of public instruction can make or wreck a school system. So this, too, becomes a matter of votes this fall, and a question of registration now.

What's a State Legislature? State legislatures face the voters in some states. At stake are workmen's compensation, unemployment insurance, wages and hours laws, industrial safety, education, taxation, reapportionment and other legislation.

It's good to keep a sharp eye on Congress, but don't forget the state legislatures while you're doing it. For decent state legislatures, union members must register, and they must vote.

LABOR ROUND-UP

Exclusive bargaining rights for some 8,600 Social Security Administration workers have been won by the American Federation of Government Employees in one of the biggest white collar representation elections ever held at a single establishment. Workers at the agency's headquarters voted for union representation by a margin of nearly 3-1. In separate balloting, 144 professional employees voted to be included in the overall AFGE bargaining unit. In recent months, AFGE locals have won pact rights at Social Security units in New York, Kansas City, Chicago and Philadelphia.

The Plumbers and Pipefitters Union has obtained a recommendation for a new election from the National Labor Relations Board, which cited an anti-union building firm in Greenville, SC, for employing policies hostile to union organizing. The Daniel Construction Company was charged with interrogating employees, fomenting spy practices and threatening to fire workers engaged in union activities prior to an NLRB-held election in 1961. In addition to recommending a new election, the NLRB asked the company, which employs 600-800 workers throughout the South, to notify its workers that it will no longer resort to its anti-union methods.

More than 5,000 wood and lumber workers have struck 10 plant sites of the Georgia Pacific Company in the Portland, Ore., area, bringing the total number of striking Woodcutters and Carpenters in the lumber dispute to 25,000. An end to the widespread work halt was refused by representatives of the largest wood and paper companies which thumbed down the prospect of a settlement. A union spokesman said the strike was caused by management's refusal to grant a reasonable wage hike or to recognize labor-industry problems. Only one major company which bargains separately has agreed to union contract requests.

An assault on union handbill distributors at plant locations in Hartwell, Ga., has brought agents of the Federal Bureau of Investigation into the area to learn whether Federal laws were violated and police protection was deliberately not provided to the unionists. The handbillers, members of the United Auto Workers and the Textile Workers Union, sought to distribute informational leaflets at the Monroe Shock Absorber Co., in an effort to organize the company's plants throughout the US, when they were attacked with rocks and clubs.

'My Boy, I Think You Are Now Ready To Serve As Impartial Arbitrator!'



The manner in which the Interstate Commerce Commission operates is well known to Seafarers and others in the maritime industry.

Perhaps more than any other single factor, the ICC's decisions have been responsible for the destruction of the domestic shipping industry.

In fact, it has been said that ICC has done more to scuttle domestic shipping than did enemy submarines during the war.

As the agency charged with regulating railroad rates, the ICC has built a remarkable record of favoritism in behalf of the railroads. It has sided with the railroads almost without exception in every effort by the railroads to eliminate competition through selective rate-cutting practices.

As the SIU has charged repeatedly, the ICC is a management-oriented group whose efforts in behalf of the railroads have smacked of collusion.

Thus the effects of the President's recent proposal, to turn over the current dispute over the size of railroad work crews to the ICC amounts not only to compulsory arbitration, but to a form of compulsory arbitration in which the cards are stacked against labor from the beginning.

Compulsory arbitration is sufficiently obnoxious in itself, but when it is compounded by choosing an arbiter who is cast from the same mold as the employer, it makes a mockery of any profession, by those who favor such a course of action, that they are sincerely interested in a just and equitable resolution of the issues involved.

Scuttling The Boat

Confucius once said that if you hold a penny close enough to your eye, it can blot out the sight of the sun.

When it comes to being blinded by the glitter of a fast buck, it is now apparent that even the ruthless runaway operators—shrewd as they are—are as fallible as anyone else.

As the story on page 5 of this issue points

out, the Russians some two years ago began an all-out drive to grab off a big share of the world's oil business. Castro had recently come into power in Cuba at that time and the Russians were not only anxious to supply him, and other communist powers such as Red China, but also to market their Black Sea oil in other parts of the globe.

The Soviets then, however, had insufficient tanker tonnage with which to achieve their objective. Consequently, they dangled lucrative charter offers before the world's shipowners; and while many shipowners, using the flags of traditional maritime nations in Western Europe, were not reluctant to take the bait, it was the runaway operators, such as Stavros Niarchos and the Kulukundis family who led the pack.

When the US Government, which had helped finance the building of ships under the American flag for both of these operators, displayed some concern over the fact that they were playing footsie with the Russians, they simply began to transfer their ships from runaway to Greek registry, thus making a mockery of the theory of "effective control" by which our Government has sought to justify the use of runaway flags.

Now, however, it is becoming apparent that the fountain from which these runaway operators and other shipowners have been drinking is fast drying up.

The Russians have been using these past two years to telling advantage in building up their own tanker tonnage, to the point where it is now likely that within the next two years they will need no foreign-flag tankers at all.

Two years after that, it's conceivable that the Reds could have enough tonnage to compete for the oil exports of other nations as well.

Thus it appears that the seeds which the runaways have planted are now blossoming and bearing bitter fruit. In their greed and haste for the Red ruble, the runaway operators may have succeeded only in scuttling their own boats.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare plan and a total of \$34,500 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):

Edward J. Farrell, 69: Brother Farrell died of cancer at the USPHS Hospital, Boston, Mass., on June 24, 1963. He was a member of the SIU since 1955 and had shipped in the deck department. His wife, Margaret Farrell, of Quincy, Mass., survives. Burial was at Calvary Cemetery, Gloucester, Mass. Total benefits: \$4,000.



Leonard Kay, 47: Brother Kay died of heart disease at his home in New Orleans, La., on June 16, 1963. He had been a member of the SIU since 1940 and had shipped in the steward department until being placed on pension last June. No next of kin was designated. Burial was at New Park Cemetery, Memphis, Tenn. Total benefits: \$1,000.



Anderson Gowder, 64: A lung ailment proved fatal to Brother Gowder at the USPHS Hospital, Savannah, Ga., on March 6, 1963. He joined the SIU in 1944 and sailed in the steward department. His son, William A. Gowder, of Union, NJ, survives. Burial was at Miami Cemetery, Miami, Fla. Total benefits: \$4,000.



John Slaman, 62: A heart ailment was fatal to Brother Slaman in New York on June 19, 1963. He had sailed in the deck department since joining the SIU in 1941 and was placed on pension in May, 1962. Surviving is his wife, Juana Slaman, of NY. Burial was at Heavenly Rest Cemetery, Hanover Township, NJ. Total benefits: \$4,000.



Henry C. Childress, 62: Brother Childress died of natural causes at the Galveston, Tex., USPHS Hospital on June 8, 1963. He had been a member of the SIU since 1956 and had sailed in the deck department. His sister, Laura Tiller, of Dayton, O., survives. Burial was at Lakeview Cemetery, Galveston, Tex. Total benefits: \$4,000.



Frank Semple, 41: Injuries received in an auto accident were fatal to Brother Semple on July 5, 1963 in Portland, Me. He joined the SIU in 1956 and had sailed in the steward department. Surviving is a friend, John K. Broderick, of Portland. Total benefits: \$4,000.



Edward Vorel, 59: Heart disease proved fatal to Brother Vorel on June 28, 1963 at the USPHS Hospital, New Orleans, La. He had shipped in the deck department since he joined the SIU in 1938. He is survived by his wife, Judith Vorel, of New Orleans. Burial was at Westlawn Memorial Park, Jefferson Parish, La. Total benefits: \$4,000.



Yulee H. Crews, 56: Brother Crews died of heart disease on May 22, 1963 while in Houston, Texas. He had shipped with the SIU since 1951 and sailed in the steward department. His wife, Melia Crews, of Winston-Salem, NC, survives. Burial was at City Cemetery, Winston-Salem. Total benefits, \$4,000.



Berton H. Meade, 44: A lung ailment was Brother Meade's cause of death at Mt. Zion Hospital, San Francisco, Calif., on July 9, 1963. He sailed in the steward department and had joined the SIU in 1947. His wife, Jeanette K. Meade, of San Francisco, survives. Burial was at Cypress Lawn Cemetery, San Francisco. Total benefits: \$500.



Dolphus D. Walker, 63: Brother Walker died of a lung ailment at the New Orleans, La., USPHS Hospital on April 3, 1963. He had been a member of the SIU since 1939 and had sailed in the engine department. His brother, Roma H. Walker, of Ashford Ala., survives. Burial was at Pilgrim Rest Cemetery, Houston County, Ala. Total benefits: \$1,000.



Edward J. Roig, 67: Brother Roig died of natural causes at Jackson Memorial Hospital, Miami, Fla., on July 1, 1963. A member of the SIU since 1940, he sailed in the steward department until placed on pension in 1961. Surviving is his wife, Evangelina Roig, of West Hollywood, Fla. Burial was at Hollywood Memorial Gardens, W. Hollywood. 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 \$2,000 in maternity benefits and a maturity value of \$250 in bonds:

Nancy Strautins, born June 28, 1963, to Seafarer and Mrs. Leo Strautins, Brooklyn, New York.

Robert Earl Little, Jr., born June 28, 1963, to Seafarer and Mrs. Robert Earl Little, Theodore, Alabama.

Richard P. Sessions, born June 26, 1963, to Seafarer and Mrs. Richard Sessions, Pasadena, Texas.

Marc Sean Stevens, born May 7, 1963, to Seafarer and Mrs. Lewellyn Stevens, Megargel, Alabama.

Faustino Ayson, Jr., born July 10, 1963, to Seafarer and Mrs. Faustino I. Ayson, New York, New York.

Mary Jones, born May 12, 1963, to Seafarer and Mrs. James Jones, Mobile, Alabama.

Peter De Souza, born July 9, 1963, to Seafarer and Mrs. Celestino De Souza, Brooklyn, New York.

Karen Longfellow, born July 2, 1963, to Seafarer and Mrs. Maxwell Earl Longfellow, Houston, Texas.

Jamey Coyne, born June 19, 1963, to Seafarer and Mrs. James A. Coyne, Covington, Louisiana.

Lauri Ann Chiloress, born July 2, 1963, to Seafarer and Mrs. Fuller Chiloress, Fairhope, Alabama.

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
Edward Allen
Chalmers Anderson
Samuel Bailey
Ellis Bishop
John Brady
Wilbert Burke
E. Constantino
Paul Cook
Curtis Diels
Julius Ekman
Anton Evenson
Eugene Gallaspy
James Gouldman
Robert Gullory
Sifert Hamilton
Herbert Holt
Frederick Hauser
John Hicks
Claude Hopkins
Walter Johnson
Steve Kolina
Warren Lewis
Gordon Long
Kenneth MacKenzie
Lambert Martindale
Arthur McAvay

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Pedro Arellano
John Barone
M. Bloeman
Benny Callorano
Ralph Caramante
Anthony Carames
Leopold Colon
George Conway
Thomas Cox
H. L. Crabtree
Wall Denny
Antonio Donzella
Daniel Gemeiner
Estell Godfrey
Frederick Harvey
T. C. Hickey
Vincent Hoessel
Richard Haskin, Jr.
A. Kassim
Philip Koral
B. Ladd
Benito Lema
Rafael Leon
William Leonafid
A. Longueria

USPHS HOSPITAL SEATTLE, WASHINGTON
Raymond Atwell
Cornelle Amelincka

Juan Mojica
Russell McLeod
Floyd Fulford
Bullard Jackson
Roscoe Light
William Mason
David Archia
Kermit Bymaster
Herbert Collins
J. J. Crosswell
Lawrence Dueitt
Leslie Dean
Joseph Dudley
K. Fafoutakis
Adelin Fruge
J. L. Gates
A. Johansen
R. J. Justice, Jr.

USPHS HOSPITAL SAVANNAH, GEORGIA
Ignazio D'Amico
Harry Baum
Colon Boutwell

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Charles Robinson
William Costa
Eugene Stewart

USPHS HOSPITAL BRIGHTON, MASS.
V. Chamberlain
Daniel Murphy
Eugene Stewart

Widow Is Grateful For Death Benefit

To the Editor:
I want to take this time to write a few lines thanking you for the \$4,000 death benefits checks which we received on the occasion of the death of my husband, Willie Lee Stone, Jr. The money was greatly appreciated more than words can adequately express. When all you have is taken away and all

I received the checks that were sent reimbursing me for the expenses I incurred before notifying you of my illness and I really can't tell you just how welcome your assistance was to me in this matter.

Though my words cannot repay your kindnesses, perhaps this poem will tell you of my sincerity and appreciation:

*I cannot pray as Angels pray,
But surely God did know
The prayer I said for you
today
And bless you through the
years.*

Mrs. W. L. Broadus

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.

source of income is cut off, these funds come as a welcome means of assistance in time of real grief and trouble.

I am sorry I waited so long in writing you but things have been very hard on me and the family. My husband's death still grieves us as you can imagine, but with God's help and your wonderful helping hand maybe things will be easier for us to take.

All of us will never forget the SIU, its members and your fine assistance to us in this time of sorrow.

Mrs. Mattie Stone

Gets Quick Action On Welfare Claims

To the Editor:
I wish to thank all of those concerned for their prompt action in handling my claim for hospitalization and medical treatment.

SIU Membership Make Him Proud

To the Editor:
I would like you to know how much I appreciate the wonderful way in which the SIU's affairs are handled and the fine, outstanding accomplishments the Union has made and continues to make. The membership is privileged to have many fine representatives always striving to better the lot of its rank and file.

When I became a member of the SIU I was extremely proud, and now that some years have elapsed I'm still proud of my Union and its many fine members.

I have received my first disability pension check and it is most comforting to know that, despite my ailment and inability to work, my needs will be taken care of and my welfare constantly protected.

It will always be my special pride and privilege to be numbered among the members of such a great organization as ours.

I extend my thanks and appreciation and my sincere wish that only good will follow the SIU.

Rupert A. Jackson

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: Edward Allen, Chalmers Anderson, Samuel Bailey, Ellis Bishop, John Brady, Wilbert Burke, E. Constantino, Paul Cook, Curtis Diels, Julius Ekman, Anton Evenson, Eugene Gallaspy, James Gouldman, Robert Gullory, Sifert Hamilton, Herbert Holt, Frederick Hauser, John Hicks, Claude Hopkins, Walter Johnson, Steve Kolina, Warren Lewis, Gordon Long, Kenneth MacKenzie, Lambert Martindale, Arthur McAvay.
- USPHS HOSPITAL STATEN ISLAND, NEW YORK: Pedro Arellano, John Barone, M. Bloeman, Benny Callorano, Ralph Caramante, Anthony Carames, Leopold Colon, George Conway, Thomas Cox, H. L. Crabtree, Wall Denny, Antonio Donzella, Daniel Gemeiner, Estell Godfrey, Frederick Harvey, T. C. Hickey, Vincent Hoessel, Richard Haskin, Jr., A. Kassim, Philip Koral, B. Ladd, Benito Lema, Rafael Leon, William Leonafid, A. Longueria.
- USPHS HOSPITAL SEATTLE, WASHINGTON: Raymond Atwell, Cornelle Amelincka.
- USPHS HOSPITAL BRIGHTON, MASS.: V. Chamberlain, Daniel Murphy, Eugene Stewart.
- USPHS HOSPITAL SAVANNAH, GEORGIA: Ignazio D'Amico, Harry Baum, Colon Boutwell.
- USPHS HOSPITAL SAN FRANCISCO, CALIF.: Charles Robinson, William Costa, Eugene Stewart.
- USPHS HOSPITAL NORFOLK, VIRGINIA: Floyd Fulford, Bullard Jackson, Roscoe Light, William Mason, Ralph McDaries, Rufus Traves, James Whitley, George Williams.
- USPHS HOSPITAL GALVESTON, TEXAS: David Archia, Kermit Bymaster, Herbert Collins, J. J. Crosswell, Lawrence Dueitt, Leslie Dean, Joseph Dudley, K. Fafoutakis, Adelin Fruge, J. L. Gates, A. Johansen, R. J. Justice, Jr., Edward Knauff, B. Kazwierski, Jr., Tinerman J. Lee, R. L. Pennoyer, Albin Samsoski, Peter D. Sheldrake, C. F. Scherhaus, Jack Strahan, James Womack, Tom Miller, John Butler.
- USPHS HOSPITAL BALTIMORE, MARYLAND: Knud Bech, Joss Carames, Jr., David Carter, Thomas Collins, William Davis, Robert Duff, Michael Gaudlo, Earl Griffin, Wayne Hartman.
- USPHS HOSPITAL FORT WORTH, TEXAS: Gerald Algernon, Robert Banister, Benjamin Deibler, Claude Doyal, Adrian Durocher, Age Gorson, Joseph Gross, James Grantham, Burl Haire.
- USPHS HOSPITAL MEMPHIS, TENNESSEE: James McGee, Billy Russell.
- USPHS HOSPITAL SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK: Alberto Gutierrez, Thomas Isaksen.
- USPHS HOSPITAL MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND: Charles Ackerman.
- USPHS HOSPITAL WEST ROXBURY, MASS.: Raymond Arsenault.
- USPHS HOSPITAL JACKSON HOSPITAL MONTGOMERY, ALABAMA: Darwin Carroll.
- USPHS HOSPITAL LEXINGTON, KENTUCKY: William Gulley.
- USPHS HOSPITAL JACKSON, MISSISSIPPI: Harry Luzader.
- USPHS HOSPITAL PINE CREST HAVEN COVINGTON, LOUISIANA: Frank Martin.
- USPHS HOSPITAL NORTHAMPTON, MASS.: Maurice Roberts.
- USPHS HOSPITAL US SOLDIERS' HOME WASHINGTON, DC: William Thomson.
- USPHS HOSPITAL FRED REIMOLT: Fedil A. Lagrimas, H. V. S. Berger, Byron Slaid.
- USPHS HOSPITAL MIECZISLAW KULON: Phillip Lauer, Allen Lewis, Gustave Loeffler, Robert Machlinski, Harold Spicer, Robert Stubbert, Edward Wilson, Ellis Zimmerman.
- USPHS HOSPITAL LEONARD HIGGINS: Erwin Jennings, Thomas Lchay, George McKnew, Arthur Madsen, Max Olson, Charles Slater, Willie Young.
- USPHS HOSPITAL BERNARD WALSH: Bernard Walsh.
- USPHS HOSPITAL WILLIAM KENNY: William Kenny.
- USPHS HOSPITAL WILLIAM KENNY: William Kenny.

Friday's Fish?



Chief fisherman on the *Losmar* (Calmar) is Vinnie Cipriano, FWT (with towel), who caught this 35-pound dolphin with a line rig while the ship was in Pacific waters. A couple of shipmates who helped bring in the catch join in the picture. Cipriano says the steward found a spot on the menu for fish that same day.

Acute Appendix Nipped By Whirlybird Rescue

Like most people who've had a bit of surgery in their time, Seafarer James E. Rose will probably be talking in days to come about his "operation" and how it came about—and with good reason. It took a helicopter rescue from his ship to help part Rose from his appendix, and the event was duly cited in a recent Coast Guard bulletin about how such rescues take place.

On April 28, Rose's ship, the *Transorient* (Hudson Waterways) had just about cleared the harbor of Corpus Christi, Texas, when he started feeling some severe pains in his right side. The ship was carrying a grain cargo bound for Bombay, India, which is a long haul from Stateside when you suspect your appendix is acting up.

In due course, the suspicion of appendicitis was radioed ashore to the Coast Guard district office in New Orleans, which checked with the local US Public Health Service Hospital on the symptoms and what to do about them. The USPHS recommended immediate hospitalization.

An air-sea rescue procedure was set up, with teamwork that combined the efforts of the CG air detachments at New Orleans and Biloxi, Miss., as well as the ship. New Orleans contributed a helicopter to handle the actual airlift, and Biloxi joined in with a fixed wing aircraft to escort the whirlybird out and back to shore.

The *Transorient*, meanwhile, was about 235 miles south of the Crescent City, and began proceeding northwards to meet the oncoming planes. A rendezvous between the SIU-crewed vessel and the 'copter took place about 185 miles out of New Orleans, and Rose was neatly dispatched ashore for emergency treatment. Soon after Rose was taken into the USPHS hospital, the diagnosis of acute appendicitis was confirmed by the medicos, so surgery was promptly set up.

Thanks to the teamwork of all concerned, all ended well. Rose apparently made a good recovery, was shifted to the Baltimore USPHS hospital near his Maryland home for further convalescence and was declared fit for duty again on June 3.

An SIU member since 1944, the 35-year-old Union member is married and ships in the deck department.



Rose

From the Ships at Sea

An assist from a Greek ship plus some local tugs was required to get the *National Defender* (National Transport) off the beach in Bahaman waters after she ran aground a few weeks ago, according to a report from ship's delegate Chad Galt. The event is now long past, however, with the ship reportedly completing the first leg of a scheduled European voyage.

Bound for Yugoslavia, the *Defender* ran up on the mud last June 3 and was unable to pull herself off. The Greek-flag SS *Mesologi*, a converted *Liberty*, was fortunately in the area, and a transfer of some of the *Defender's* grain cargo was accomplished so that the big ship could be moved by tugs into open water. After some repairs, the SIU ship headed for the Mediterranean again, probably meeting up with her benefactor once more. The *Mesologi* was also bound for Yugoslavia.

An unnamed correspondent with initials "W.K." offers this sad but true tale about an SIU steward who had a few hours to kill after coming ashore in Port Newark and about the strange things you can do with a few drinks under your belt. It seems that the hapless steward had gotten off one of the *Sea-Land* box-

ships and had booked a round trip flight to Boston at Newark Airport for later that day. Since he had some time to kill, he wandered into one of the airport ginmills, hoisted a few and then remembered he had to catch a plane. The only trouble was that he unexplainedly made a mad dash to the nearest cabstand for a ride to Idlewild Airport. When the fog cleared after he got to Idlewild, he realized to his dismay that he was at the wrong airport and that he'd be using up most of his remaining shore leave shuttling to and from airports.

Another kind of story comes from *Sea-Land's* big containership *Los Angeles*, where Seafarer Phil Pron's recent one-man "fireman" act drew raves. Pron won plaudits for spotting what had the makings of a serious situation and a big electrical snafu outside the icebox on the *Los Angeles*. There apparently had been a small fire near a light just outside the icebox door and Pron happened by in time to spot the blaze and douse it before it got out of hand. All

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.

the vessel was still in the Middle East. Seems that the venturesome natives are an inquisitive lot and are always stalking round the messhall, foc'sles and other parts of the ship. Any suggestions on how to turn the curious Bedouins away would be appreciated.

The crew of the *John B. Waterman* (Waterman) writes praising all hands in the steward department. On the fourth month of their voyage all Seafarers are unanimous in appreciation of the "heavenly" chow. One man aboard did do some beefing about the wait for his portion of the eats, but he was quickly reminded that

PANDORA (Epiphany Tankers), Feb. 10—Chairman, Robert Hamlett; Secretary, Frank S. Paylor. Ship's delegate reported that the lodging beef was settled. Beef for cleaning holds to be turned over to patrolman. American coffee to be on the dock upon arrival. Discussion on the matter of getting the Union to check on the stores put on the ships in Houston by Stedman & Co. Steward reports bad franks, etc. were put on board. Coffee was not usable. Stores should be received in plenty of time and checked before sailing. A name brand of stores should be supplied.

PRODUCER (Marine Carriers), May 12—Chairman, E. B. Hardcastle; Secretary, W. Marcus. Thirty-four hours disputed OT in engine department to be taken up with boarding patrolman. Discussion on why this ship doesn't

light outside the ice box door. He is ship's hero. Motion that headquarters contact company regarding the matter of paying transportation to the crew from Port Elizabeth and Newark Airport to the nearest public bus stop, due to the fact that there is no public transportation available at dock. Motion made that a member after 20 years in the union and 10 years seafaring should be able to retire.

LUCILE BLOOMFIELD (Bloomfield), June 29—Chairman, L. Nicholas; Secretary, J. E. Meyers. Ship's delegate reported a smooth voyage with no beefs. There is \$8.82 in ship's fund. Motion made that in case present ship's delegate should have to leave because of a foot injury, deck delegate will be at payoff. Motion that stewards be allowed to order fresh milk where previously purchased in foreign ports.

ALCOA PIONEER (Alcoa), June 29—Chairman, J. M. Davis; Secretary, Harry Wolowitz. No beefs reported. Everything is running smoothly. One man left in hospital in Saigon. Disputed OT in deck department to be settled in port. There is \$40 in ship's fund. Discussion on having stores checked before leaving for a four-month trip. Discussion pro and con on fresh milk running short soon after being out at sea—also sugar and coffee.

WACOSTA (Waterman), June 29—Chairman, P. J. Douzat, Jr.; Secretary, R. Irizarry. Ship's delegate reported no beefs. Good crew aboard. Vote of thanks to all delegates for a job well done. P. J. Douzat, Jr., was re-elected to serve as ship's delegate. All hands asked to help keep ship clean. Vote of thanks to steward department.

JOSEFINA (Liberty Navigation), June 16—Chairman, J. Dixon; Secretary, H. Knowles. Captain complimented crew on good behavior and being good workers. One man hospitalized in Aden. Vote of thanks to chief mate, Mr. Brown, for cooperation with crew throughout the voyage and for the handling of slop chest and services to the crew. Ship's delegate to contact boarding patrolman in regard to having awning installed aft as crew is forbidden to sleep on flying bridge. Vote of thanks to steward department for job well done. Ship should be fumigated. The flour contains bugs and should be condemned. A new washing machine to be ordered for next voyage, and an extra agitator.

MONTICELLO VICTORY (Victory Carriers), June 24—Chairman, E. Morris, Jr.; Secretary, C. Garner. Entire crew was commended by Captain for their cooperation and job well done. Vote of thanks to steward department.

STEEL DESIGNER (Isthmian), June 24—Chairman, C. L. White; Secretary, M. S. Ricci. Ship's delegate reported all departments running in order. There is \$5 in ship's fund. Discussion on keeping doors closed while ship is in port. All quarters should be fumigated for bugs. Water tanks should be checked. Sincere vote of thanks to steward department for job well done.

DEL NORTE (Delta), July 14—Chairman, R. E. Stough; Secretary, Bill Kaiser. Motion to write a letter to headquarters about setting up a retirement fund for men with 20 years in the Union and 15 years seafaring. All members to get together on the drafting of this letter. Joe Collins was elected to serve as ship's delegate. Men who do not contribute to ship's fund will not receive the benefits.

DIGEST of SIU SHIP MEETINGS

have a galleyman. Crew would like to have patrolman speak to Captain about letting crew draw on OT as most companies do. Vote of thanks to the chief steward and the entire department for job well done. Vote of thanks given by steward department to chief mate and deck department for wonderful cooperation, and for painting out the department.

TRANSYORK (Hudson Waterways), June 29—Chairman, S. J. Lawson; Secretary, none. A smooth trip. Captain is pleased with conduct of the crew. Discussion held on various items on repair list which are to be referred to patrolman at payoff.

ROBIN SHERWOOD (Robin Line), June 22—Chairman, John Gallagher; Secretary, Henry McGullagh. Ship's delegate explained to the membership the strict custom laws in South Africa. Also the matter of shore leave pass in Lorenzo Marques. Toilets are not flushing properly. Fan is needed in the crew pantry. Crew requested to keep messhall pantry clean at night.

VOLUSIA (Suwannee), June 18—Chairman, John Cruz; Secretary, E. L. Hoffman. Beefs with chief engineer and captain were settled and everything is okay now. The following recommendations were made to crew: Unplug washing machine when not in use; clean up recreation room and return coffee cups to pantry. The menus are improving and the cooks are trying their best to cooperate with the crew. Vote of thanks to the ship's delegate for his cooperation in helping the departments with their beefs.

LOS ANGELES (Sea-Land), June 23—Chairman, Julio C. Bernard; Secretary, E. W. Johnson. Motion made that a water cooler be installed in the crew's messhall due to the fact that the one aboard now keeps breaking down, and most of the time the water is hot. Vote of thanks to the steward department for good feeding and service during the whole trip. Award was given to Brother P. Pron for putting out a fire by the switch



Galt



Pron



Prestwood



Stockmarr

hands joined together to give Pron a deserved "well done" for his action.

Meeting chairman James R. Prestwood on the *Inger* (Reynolds) complains that you just can't say anything "against" the steward department on the ship. He's not actually complaining because he says the *Inger* has two of the best SIU cooks out of the Gulf, Bill Greene and Olie Esquivel, chief cook and baker, respectively. Prestwood says these two men take a "back seat to no one on any ship." On other matters, he notes, all things are running smoothly in fine SIU style and the ship has "one of the best crews" he's seen in a good while.

How can you keep a lot of hungry "A-rabs" out of the galley, plaintively asks Elemir (Marine Carriers) ship's delegate Roy S. Theiss. That along with a couple of other items was on his list of items to be taken care of while

he had arrived in the messhall just as the galley was set to close up shop and had a bum beef. Since he was the last man to report in for the afternoon repast, he conceded the point and excused himself. He also had no gripe about the chow and to prove it, chimed in with his plaudits for the steward department louder than anyone else.

In line with safety discussions going on regularly aboard all SIU-crewed ships, crewmembers on the *Seatrail Georgia* piped up with a few suggestions on how to better their shipboard conditions. Meeting chairman Sven Stockmarr writes that the air conditioning unit is going to be repaired as the drain seems to be creating an air hazard. The thermostat will also be given the once-over to see if any of the trouble is in there. Other expected immediate repairs were noted by Stockmarr, who says they'll be watched to avoid any serious hazards.

'Sea Life'

By Jim Mates



"All right, Salty, we're not in that big of a hurry!"

Navigator Seafarers Really Living It Up

By Seafarer Chris Kelleher, Book K-31

A hardy veteran of many years of sailing with the SIU, Seafarer Chris Kelleher writes in greeting to all his shipmates from aboard the Steel Navigator (Isthmian). Kelleher has top praise for the ship and its SIU crew. He sails in the engine department.

I know "30" is a symbol, as far as newspapermen are concerned, for the end of something. Here on the Steel Navigator voyage number 30 to the Far East is just continuing to be another wonderful trip. A good example of the way things are going is the job the different department delegates are doing.

They've been doing such a wonderful job that we didn't get around to electing a ship's delegate for a couple of months.



Kelleher

Of course, a large number of these guys have been on the ship for years. The top man right now is on here 14 years. The fact is, unless you've been on here at least three years you are just a newcomer.

I've sailed on a few of the Bloomfield ships, but I'll match this vessel for all-around cleanliness. It looks like a yacht on the outside.

Anybody who has a weight control problem should never take a job on here. The food is of the best, and the steward must stay awake nights thinking up new menus to tickle each guy's fancy.

Skipper Is Tops

When you talk about good skippers, be sure to give our Captain Williams a top spot. He's one of the best I've sailed with and he really puts out a decent draw when we reach port.

All in all, you just can't find much to beef about, which even seems to frustrate some of the guys you meet, who love to sound off on something—anything at all will do.

About all we can come up with is a wash water problem, because we get paint in the showers, foc'sles and laundry. But this is going to be attended to, and will leave us without a problem that we can foresee.

We dropped in to Honolulu a few weeks ago and find we are chartered to Matson for an intercoastal run with pineapples to Norfolk, Philly and Newark. Actually we are sailing on foreign articles for an intercoastal run, but we figure on a payoff in the first continental port, with lots of good sailing until then and beyond.



MEET YOUR OLD SHIP MATES AT THE SKI'S OWN

Port O'Call
IN THE BALTIMORE AND N.Y. HALLS, SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INT'L UNION-AEG-AFL

Puerto Rico's In Long Beach



The cameraman at Long Beach, Calif., got all the attention of this work-happy bunch on the SIU-manned Puerto Rico (Motorships) when he visited aboard while the ship was on the West Coast. Pictured (l-r) are Calvin Brown, Al Ortega, Dimas Mendoza, Tony Ferrara, Bert Jennings and Robert Bruce. They seem to be taking everything in their stride, even the photographer, during a brief sitdown around one of the hatches.

SEATRIN GEORGIA (Seatrains), June 22—Chairman, Sven Stockmarr, Secretary, Howard Scoggin. Electrician will take care of new agitator for crew washing machine when ship reaches Edgewater. There is \$23.15 in ship's fund. Crew recommendations for better quarters and wages, in next contract negotiations, have been written up and signed by crew, and will be submitted to headquarters. Jose Ross was elected to serve as new ship's delegate. Drain for air-conditioner discussed, as the overflow is creating a safety hazard. Steward requested crew to cooperate in an effort to keep a clean ship. Baker received a vote of thanks for good pastries.

ALICE BROWN (Bloomfield), June 14—Chairman, August P. Luzzaro; Secretary, Ronald F. Gay. New washing machine received in Houston. Discussion on change of rooms for chief cook and baker. This will be taken up with patrolman and be referred to

DIGEST of SIU SHIP MEETINGS

company. There is \$49.50 in ship's fund. R. F. Gay was re-elected to serve as ship's delegate, with a vote of thanks for a job well done. Resolution sent to headquarters, signed by crew, pertaining to sanitary inspections. Crew expressed appreciation for the inspections but wishes that in the future, instead of having them in every port, and on Saturday and Sundays, to have them in moderation, as it takes the steward away from his job of checking stores—also because there is a shortage of manpower on weekends.

OVERSEAS JOYCE (Maritime Overseas), June 15—Chairman, Morton J. Kerngood, Jr.; Secretary, R. H. Simpson. Morton J. Kerngood was elected to serve as new ship's delegate. There is \$9.50 in ship's fund. Discussion on asking headquarters if there would be any chance of starting up a moving picture library in each port so that each ship could draw a specified amount of moving pictures for each voyage, if the crew bought their own screen and projector out of the ship's fund. Had good trip with no beefs.

NORBERTO CAPAY (Liberty Navigation), June 15—Chairman, Anderson, Secretary, Angel Seda. No beefs reported by department delegates. Some discussion in engine room regarding safety as ship is carrying ammunition. Motion made that at next negotiations committee see if crew could get more on this penalty cargo.

JOHN B. WATERMAN (Waterman), June 4—Chairman, V. Parker; Secre-

tary, Jimmie Higham. Ship's delegate reported this was a good trip all around. The food was excellent. A big vote of thanks to the whole steward department. No beefs whole trip.

LISA B (Venture Shipping & Trading), June 16—Chairman, Ralph H. Smith; Secretary, J. Shields. Two men missed ship and one man hospitalized. Motion made that in next contract negotiations, gangway watches be abolished. Discussion on poor condition of ship when crew arrived. Crew requested to cooperate in cleaning foc'sles before leaving ship. Steward expressed appreciation to crew for their cooperation when food unavoidably ran short. Vote of thanks to steward department for excellent job.

ROBIN HOOD (Robin Line), June 14—Chairman, L. Gribbon; Secretary, R. Sadowski. Ship's delegate reported that the captain has been slow in putting out draws. No other beefs. There is \$36.14 in ship's fund. Motion to have negotiations committee see about having a clause inserted in agreement to the effect that anyone in deck or engine department called out to work OT after 5 PM or before 8 AM be paid a minimum of two hours. Steward to see if other brands of face soap can be placed aboard ship. Crew requested to return books and magazines to library after reading same. Men getting off requested to strip bunks and clean rooms before leaving ship.

ATLAS (A. L. Burbank), April 23—Chairman, Maxwell; Secretary, R. Mills. Crew asked to keep drinking fountain clean and to take better care of washing machine. Motion to send a telegram to headquarters regarding draw, and to explain why crew refused to shift ship.

ATLAS (A. L. Burbank), June 3—Chairman, Maxwell; Secretary, R. Mills. Ship's delegate reported that a wire was sent to headquarters from Bahrain regarding draws and manning of ship. Telegram received from headquarters stating that draw on OT has been settled. Crew will get suitable draw. Motion to write headquarters asking about manning scale. Vote of thanks to baker.

SEATRIN SAVANNAH (Seatrains), June 22—Chairman, J. F. Wunderlich; Secretary, William Nihem. Ship's delegate reported that everything is running smoothly. Fans and radiators were fixed. Chester Yow was elected to serve as new ship's delegate. Vote of thanks to Brother Bartlett for a job well done. Suggestion made to have all living quarters sougeed. Crew asked to help keep laundry room clean.

NATIONAL DEFENDER (National Transport), July 1—Chairman, Chad Galt; Secretary, Robert White. One man was left in the hospital at Freeport, Bahamas. No major beefs reported. \$20 in ship's fund. Motion that headquarters be contacted to see if it is at all possible to obtain an electrician for this ship. Vote of thanks to steward department for

meals well served. Chief mate through the bosun sent his thanks to crew for a job well done in removing grain while ship was aground.

BRADFORD ISLAND (Cities Service), June 16—Chairman, Geo. B. McCurley; Secretary, E. C. Johnson. Ship is paying off this trip with no major beefs. The ship's delegate resigned but was re-elected by popular request. There is \$2.25 in ship's fund. Crew went on record to oppose compulsory arbitration.

ELEMIR (Marine Carriers), June 23—Chairman, K. Collins; Secretary, M. Kramer. No beefs reported by department delegates. H. Theiss was elected to serve as ship's delegate. Crew requested to keep all Arabs out of messhall, foc'sles and off the stern. No fresh water for two days—this matter to be taken up with patrolman. Vote of thanks for steward department.

COLUMBIA (Oriental Exporters), July 4—Chairman, A. H. Reasco; Secretary, R. F. Bowen. Ship's delegate will talk to patrolman, upon arrival in next port regarding cleanliness of ship. All departments need to be cleaned and painted. Discussion on seeing patrolman about getting some kind of ventilation on lower passageway. New washing machine needed badly. Steward thanks all hands for job well done in his department, and for a swell trip.

ALCOA MARINER (Alcoa), May 23—Chairman, V. Digiacomo; Secretary, J. Fanoli. Carl Koziol resigned as new ship's delegate. Held discussion on dumping garbage by the midship house. It was decided that all garbage be dumped aft in the can where it belongs. The ship's delegate was asked to see the mate about obtaining malaria tablets for the crew. Approximately 30 hours disputed OT and a few minor beefs in deck department, to be taken up with patrolman at payoff.

WACOSTA (Waterman), June 2—Chairman, P. C. Carter; Secretary, M. P. Cox. No beefs reported by department delegates. Crew asked to clean washing machine when finished. No one to come into messhall in shorts or without a shirt. Fresh water tanks to be cleaned by engineers. Special vote of thanks to steward department.

FLORIDIAN (South Atlantic), July 12—Chairman, Waldo Banks; Secretary, Pat Dunphy. \$11.15 in ship's fund. No beefs reported by department delegates. Earl Herring elected to serve as new ship's delegate. Repair list to be made up and given to patrolman in Jacksonville.

ROBIN TRENT (Robin Line), June 30—Chairman, F. Johnson; Secretary, J. O'Donnell. Clarification by patrolman on cleaning slop sink requested. Discussion on draws being put out day before arrival. Request for member of food committee to come aboard to check stores. To insist on 10-days extra stores to compensate for extra meals served Air Force agents, etc., aboard.

LOG-A-RHYTHM:

The Combatant

By Paul J. Capo

It is not the critic who counts,
The credit belongs to the man
Who actually is in the arena.

He whose face is marred by dust, sweat and blood;
Who, at best, knows in the end
The triumph of high achievement.

Who, at the worst, if he fails—
At least fails while daring greatly,
So that his place will never be
With those cold and timid souls
Who know neither victory nor defeat.



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	September 3	Detroit	August 9
Philadelphia	September 3	Houston	August 12
Baltimore	September 4	New Orleans	August 13
Mobile	August 14		

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through November, 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
August 19	August 21	August 23
September 16	September 18	September 20
October 21	October 23	October 25
November 18	November 20	November 22

PERSONALS and NOTICES

Income Tax Refund

Refund checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:

Julian B. Arzaga (2), Morris Ber-

lowitz, Roy C. Bru, Eugene L. Castano, Jr., John W. Curlew, Dominic Graziano, Ho Yung Kong (2), Steve Krkovich, James L. Nicholson, Potenciano Paculba, Jorgen G. Pedersen, William Saltarez, Carl E. Scott, Henry R. Smith (2), Bernardo Tombocon, Raymond A.

~ ~ ~

Reginald R. (Sleepy) Paschal

The above-named or anyone knowing his present whereabouts is asked to get in touch with his daughter, Mrs. Houston R. Ward, 754 Chin St., Mobile 10, Ala., at once.

~ ~ ~

Raymond Thomas Holland

The above named or anyone knowing his whereabouts is asked to contact Mrs. Velda Holland, Box 183, Freer, Texas.

~ ~ ~

Mrs. Helen Stanley of 192-23rd Street, Brooklyn, NY, requests her husband or anyone knowing his whereabouts to get in touch with her as soon as possible. Urgent.

~ ~ ~

Lawrence (Larry) Beaudry

The above-named or anyone knowing his present address is asked to get in touch with his wife, Mrs. Gloria Beaudry, 1604 Newton St., Gretna, La.

~ ~ ~

R. Schaeffer

Many thanks for the \$50. It was sent to me by Sgt. Hand in New Orleans. Pat Driscoll.

~ ~ ~

Floyd Leon Williams

Get in touch with your wife, Mrs. Laura Williams, as soon as possible at 1300 Tyne, Memphis, Tenn. Anyone knowing the whereabouts of the above-named is also asked to write his father, E. C. Williams, 2896 Flora, Memphis, or call 323-3369 in Memphis.

~ ~ ~

Walter Glasgow

Anyone knowing the whereabouts of the above-named is asked to contact his brother, Charles Clifford Glasgow, c/o Mrs. Ivy Robinson, Jackman, St. Michael, Barbados.

~ ~ ~

Anthony Y. Miceli

You are asked to get in touch with your wife, Mrs. Christa C. Miceli, 206 Taylor St., Kenner, La., as soon as possible about bifocal glasses for Diana. Phone 729-2208.

~ ~ ~

Hakan (Swede) Janson

Your wife asks you to forward a completed welfare eligibility card to her as soon as possible so she can make necessary arrangements for an operation.

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

Ben Felhendler

Nathan Schaeffer of 2235-63rd St., Brooklyn 4, New York, would like to hear from you as soon as possible.

~ ~ ~

H. F. Munzert

The above-named or anyone knowing his present whereabouts

is asked to contact his mother, Mrs. Verta E. Carson, 3121 St. Paul St., Baltimore 18, Md.

~ ~ ~

William Hutchinson

Contact Penny Snider, 2144 W. 230 Place, Torrance, Calif., or Manager, El Monterey Hotel, 233 Avalon Boulevard, Wilmington,

Calif. They would like to hear from you.

~ ~ ~

Robert E. Danielson

Mrs. J. A. Georgius, 19500 Euclid Avenue, Apt. 114-F, Cleveland, Ohio, is holding an important letter for you. Send a forwarding address as soon as possible.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

New Orleans-To-Gulf Shortcut Opened By SIU-Crewed Del Sud

NEW ORLEANS—The SIU-manned Del Sud on July 25 became the first ocean-going vessel to use the new 76-mile short-cut which runs from New Orleans to the Gulf of Mexico and bypasses the twisting Mississippi River.

The Delta Lines' passenger-cargo ship passed through the new \$95 million tidewater canal following the formal dedication of that waterway.

The canal, which provides a straight-line course to the Gulf, will not be open for full traffic until 1966, but it has been sufficiently completed to allow for limited ship passage.

The canal, by eliminating the need for ships to twist and turn through 126 miles of the Mississippi's most treacherous currents, cuts 40 miles off the distance between New Orleans and the Gulf.

Begun In 1957

Begun in 1957, the canal has been cut to its full depth of 36 feet along its entire length, but only half of its width has been completed. When completed, the canal will be 225 feet wide over most of its length, with two-way passages located at intervals to allow for the easy passage of ships.

At the dedication ceremonies, Sen. Russell B. Long, of Louisiana, predicted that the waterway "will attract \$2 billion in new industry to the area within 30 years."

Sen. Allen J. Ellender, of Louisiana, predicted that the new outlet will help New Orleans surpass New York as the nation's top port.

Thai Crew Strikes For Liquor & Fish

NEW ORLEANS — When the Thailand ship Sri Sukothai arrived at this port recently she had 21 of her crew locked below decks and eight armed guards patrolling above and below decks after a "strike" on board for more beer, whiskey, rice and fish.

Two armed guards of a Houston, Texas, guard service stood at the gangway and six more armed guards patrolled below decks of the 480-foot vessel while she unloaded her cargo.

The strike began in Houston when 30 of the Thai crew went on strike because the German chief steward refused them whiskey and beer. They also wanted more Thai food, which is mostly rice and fish, instead of the Western meat and vegetables menu they were getting.

After several disputes on the subject and two days of "sporadic bickering" the ship's captain called Houston police and had nine of the Thai crewmen jailed.

Minister Arrives

Thailand's minister to the US came down from Washington in an attempt to settle the dispute and get the crew to return the ship to Bangkok. The crew refused to do this, demanding that their crewmates be released from jail and that the chief steward leave the ship.

Arrangements were then made to return the nine jailed crewmen to Thailand by air and 14 US seamen were hired to sail the ship to Bangkok. The Thai crew did not set up picket lines which would have prevented the American seamen from boarding the ship.

No visitors were allowed aboard during the unloading operations and the vessel's next destination was kept strictly secret.

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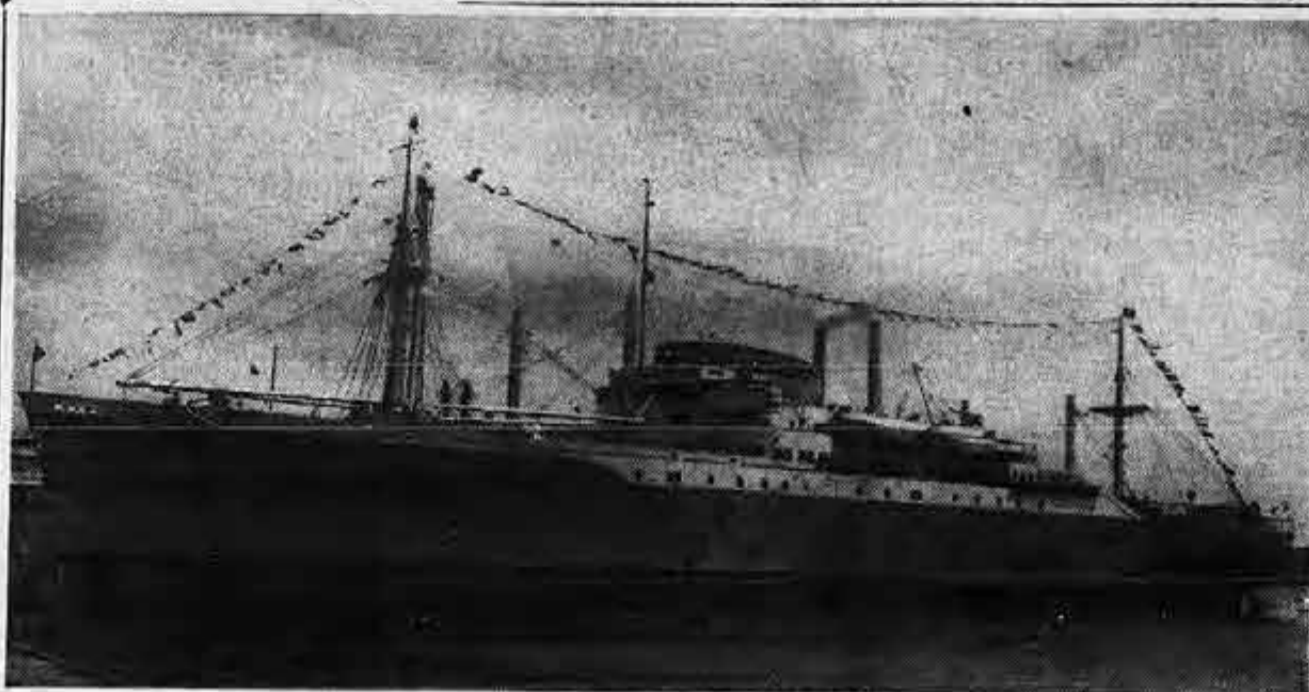
SEAFARERS LOG

August 9
1963

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

There's Gold In Them Thar Runaways

Just so there'll be no doubt as to the profits of runaway shipping, let's look at the case of Daniel Keith Ludwig, who's just plunked down a cool \$100 million—as a personal investment—for a 15 percent interest in the Union Oil Company of California.



SIU-manned Del Sud was first ocean going vessel to traverse new tidewater canal which cuts 40 miles off distance between New Orleans and Gulf of Mexico.

Ludwig is one of the biggest individual runaway operators in the world, and undoubtedly one of the richest, with a fortune estimated to range between a quarter and a half billion dollars. Seafarers may remember Ludwig from the fall of 1960 when the SIU helped to tie up the 44,000-ton bulk ore carrier, the Ore Monarch, in Philadelphia, as part of its campaign to win better wages and conditions for the crews of these runaway-flag vessels. The Ore Monarch was operated by Universe Tankships, a Liberian-flag subsidiary of National Bulk Carriers, which Ludwig established in 1936.

The Philadelphia picketing came after the SIU had helped to obtain pledge cards from a majority of the Ore Monarch's crewmembers. Ludwig then retaliated by setting up the "Global Seamen's Union," with headquarters in the British West Indies, and forcing Universe Tankships crews to sign cards authorizing this "independent" outfit to represent them.

Is Publicity Shy

Ludwig has often been called the "No. 1 man" of US shipping, but is so adverse to publicity that few facts are known about him.

It is known that he got into the shipping business about 57 years ago, at the age of nine, when he bought a sunken 28-foot boat, raised it, repaired it and chartered it for twice its cost.

After that, Ludwig was in a series of miscellaneous shipping and other business ventures, but he didn't hit the big time until the late 1930s when he converted an aged collier called the Ulysses into a 14,000-ton tanker, then sold her to a whaling syndicate for \$800,000. This started him on the road to riches.

Since then, Ludwig has not only built up a huge tanker and ore-carrying fleet, but has also expanded into shipbuilding. One of his biggest and most successful deals has been the lease of the giant Japanese naval base at Kure, where he's specialized in building tankers of 50,000 tons or more. He also operates a huge shipyard in the Bahamas.

Major Companies

Ludwig's major shipping companies—all personally owned—are National Bulk Carriers, Universe Tankships and Seatankers, Inc. He also owns almost 85 percent of the American-Hawaiian Steamship Company, which used to be an intercoastal line. During the past few years American-Hawaiian has been an investment and development company, but is now trying to get back into the intercoastal trade.

Ludwig's mammoth purchase of the Union Oil stock has led industry observers to speculate about the possibility of a tie-up between the oil company and Ludwig's shipping interests.

Union Oil, the second largest oil producer on the Pacific Coast, has just reported a net income of \$25,100,000 for the first half of this year, an increase of 22 percent over the net income during the first half of 1962. The company's total revenues were \$290 million, an increase of \$10 million over the '62 figure.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Fewer Pounds May Mean More Years

Obesity is a major health problem in the United States. It is estimated that more than 20 per cent of adults over 30 years of age in this country are obese, and a higher percentage are overweight. The mortality rate increases as excess poundage accumulates. In people who are 25 percent or more overweight, the mortality rate is 50 percent higher than those of normal weight.

How people become overweight is a matter of simple mathematics. If you consume 500 more calories per day than you expend in energy, by the end of a week you have added another pound to that embarrassing waist line. This is not difficult to do. Three Martinis at lunch time will add the 500 calories, so will a quarter pound of fudge. We know how we get fat but often we don't know why. Some of us develop childhood eating habits that can only result in obesity if we don't change them. The belief that a fat child is a happy child should be forgotten, and parents have an obligation to see that their children consume diets that are well balanced in both quality and quantity.

Many of us overeat to satisfy psychological needs that we may not understand and which we have not learned to handle in a satisfactory way otherwise. Eating is seldom a matter of stoking the furnace to keep the fire burning. We attach considerable psychological value to food and the process of eating food.

From the mechanics involved, there are two ways to lose weight. One is to reduce the total caloric intake to where the body fat is used to supply the calories required. The other is to increase physical activity sufficiently so that the calories expended daily exceed the caloric intake of food and/or drink. A combination of the two perhaps is the most satisfactory for proper weight reduction.

For a sensible weight control program, the following factors are necessary.

1. MOTIVATION: If there are no psychological factors which require treatment first, then a person should list all the reasons in favor of losing weight. His health, his appearance, and the general feeling of well-being that comes to those on a good weight regimen.

2. MEDICAL SUPERVISION: Weight can be controlled without the aid of your physician but medical supervision is the wise way. Your physician knows best from a health standpoint, and can assist in setting a realistic weight goal. He can check your general health to determine that the weight loss is not injurious to your health.

3. EXERCISE: Every person who is not physically handicapped, whether worried about weight or not, should have a program of daily physical exercise. This can be accomplished by a 6-minute routine of exercises every morning when a person first arises. It need not be fatiguing but it must be regular.

4. WELL-BALANCED DIET: Crash and fad diets for losing weight should be avoided. They seldom succeed in keeping the weight down. Often they are dangerous because they do not provide all the different food nutrients. You don't need special foods. You should eat every day from the four basic food groups:

- (a) milk and milk products.
- (b) meat, fish and poultry.
- (c) fruits and vegetables.
- (d) breads and cereals.

Select from these groups, adjusting total food intake to the number of calories to maintain or to reduce weight, depending upon your goal.

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

Oil Company Profits Soar

The country's major oil companies, which are also the major promoters of runaway-flag shipping, pushed up their profits to record highs during the first half of this year, according to figures just released.

Standard Oil of New Jersey, which operates the biggest runaway fleet, reported that its profits during the first six months of 1963 were \$513 million—a gain of \$88 million over the figure for the first half of 1962. The '63 earnings, the company said, represented a new record for any six-month period.

Standard Oil of California, another major runaway operator, reported a net income of \$160,308,000 for the first half of '63—a gain of \$6.4 million over the \$153,903,000 figure reported for the corresponding period last year.

Texaco reported a net income of \$247,952,000 for the first half of 1963—a gain of 12.6 percent over the corresponding figure for 1962. This represented a new high for any first-half period.

Operate Over 300 Ships

Standard Oil of New Jersey, Standard Oil of California, Socony-Mobil, Gulf and Texaco between them operate over 300 ships under runaway flags, or over half of this country's runaway-flag fleet.

The runaway-flag operators have maintained that it is necessary for them to operate their ships in this manner because of the difference in wages of American and foreign seamen. However, the SIU and AFL-CIO Maritime Trades Department have pointed out that the chief incentive for runaway operators is their ability to evade the payment of US taxes. By operating under runaway flags, these operators save about five times as much on Federal corporate income taxes as they do on seamen's wages.

The SIU and MTD have therefore called upon the Government to close the tax loophole and prevent these operators from using the runaway-flag device as an escape hatch.