



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



Welcome. Latest 50-volume SIU ship's library is delivered to ship's delegate Walter Fitch (right), at gangway of the Robin Hood (Robin Line) in Erie Basin, Brooklyn, by SIU rep. Pat Marinelli. SIU library program has distributed almost two million new books to Seafarers since it began. (Story on Page 3.)



Sea Scholar. Seafarer Gerald Dwyer, (2nd from right), winner of one of the five \$6,000 SIU scholarships awarded last month, is shown with shipmates some years ago aboard the DeSoto (Waterman). He's planning to complete college training he began back in 1950 toward a NY Teaching Certificate. (Story on Page 4.)



Rescue. Cuban refugees picked up by SIU crew of Sea-train Texas after they escaped by small boat from Cuba are pictured with Texas crewman (left). Plight of Cubans under Castro regime is indicated by one of the escapees, who covers face to avoid possible reprisals against family still in Cuba. (Story on Page 21.)

New Contract Signed

VACATION RATE RAISED TO \$800 FOR ALL HANDS

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1,400 Join SIU In Puerto Rico

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SIU ACTION BLOCKS RAID ON ROBIN LINE

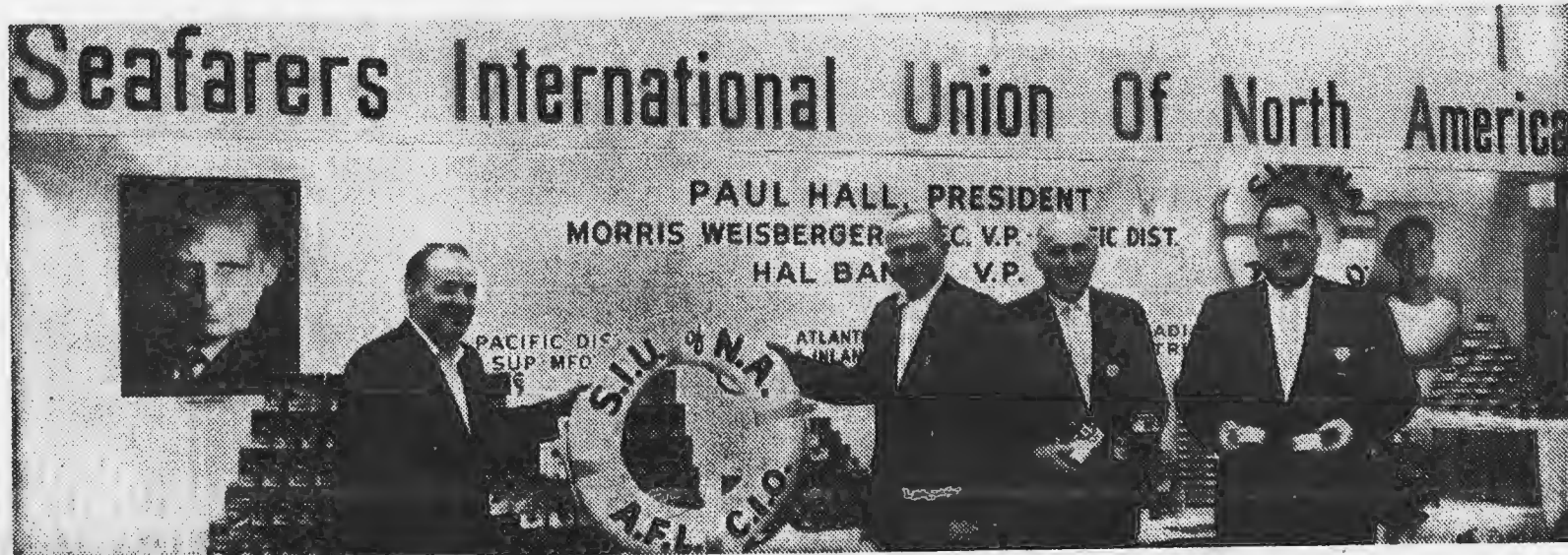
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NEW BOXSHIPS DUE OUT SOON FOR SIU CO'S

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RAIL TUGMEN BLAST REPORT ON JOB CUTS

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Union Labor Show

SIUNA exhibit at the annual AFL-CIO Union-Industries Show held in Portland, Oregon, late last month highlighted products of SIUNA fish cannery workers and other affiliates during week-long exhibition of union skills in action. Pictured at the display viewed by thousands who attended the show (l-r) are SIU West Coast rep. E. B. McAuley, SIUNA Int'l rep. John Hawk, sec'y treas. George Johansen of Alaska Fishermen's Union and SIU Pacific District rep. George Issel. The exhibition was sponsored by the AFL-CIO Union Label Dept.

SIU Ends Picketing, Blocks NMU Move To Raid Robin Ships

A 26-day SIU picketline action against the Moore-McCormack fleet came to a successful conclusion on June 11 when the company agreed to negotiate with the SIU about the Robin Line ships. Mooremac had attempted to sell off the Robin Line fleet in secrecy while refusing to discuss the issues with the Union.

The successful outcome of the Robin Line beef came after regional director Ivan C. McLeod of the National Labor Relations Board dismissed a National Maritime Union petition for a fleetwide election in Mooremac. The NMU is appealing this decision to the NLRB in Washington. The election petition represented the second unsuccessful NMU attempt in the past five years to raid the Robin Line fleet and swallow up Seafarers' jobs. As a result of the NMU petition, the SIU filed charges against the NMU under the AFL-CIO Internal Disputes Plan. (See separate story on this page.)

The SIU picketing began on May 16 when the SIU learned that Mooremac was secretly planning to liquidate the bargaining unit by selling off the seven SIU-manned Robin Line ships and the company refused to negotiate with the SIU on this issue.

In the picketing which followed, the SIU tied up 19 Mooremac vessels, including two Robin Line ships, in Boston, Philadelphia, New York, Baltimore and Jacksonville. Among the immobilized Mooremac ships were the passenger liners Argentina and Brasil, which were compelled to cancel scheduled cruises.

Contributing heavily to the effectiveness of the picketline was the support received from rank and file waterfront workers on the docks, in the shipyards and aboard the vessels.

Release Relief Cargo

Another Mooremac vessel, the Mormacwren, had been tied up in New York but was released at the request of Secretary of Labor Arthur Goldberg in order that it might carry famine relief cargo to hunger-stricken northeast Brazil.

Subsequently, at the request of the Military Sea Transportation Service, the SIU agreed to remove pickets temporarily from two Mooremac vessels in order that they might unload military supplies. Lines tying up three other Mooremac ships also were lifted temporarily at the request of Secretary Goldberg to permit the unloading of perishables.

The SIU has had the Robin Line under contract ever since 1941, following a lopsided NLRB elec-

Puerto Rico SIU Wins Taxi Strike; Adds 1,400 Members

SAN JUAN—Significant organizing victories at three island companies has increased the membership of the fast-growing SIU Puerto Rico Division to almost 6,500 members. The three latest wins, which added over 1,400 members, included a successful strike at an island cab company and National Labor Relations Board elections covering bus company workers and Esso refinery employees.

The win at Esso was by a 44-36 count and was the Union's second over an independent group, follow-

ing the SIU victory at Esso last year. The second vote solidifies the Union's position among workers at installations of the company, a subsidiary of Standard Oil of New Jersey. The Puerto Rico Division now represents employees at four major oil companies, Esso, Texaco, Shell and Socony-Vacuum.

Win Esso Vote

The Esso NLRB vote took place at its plant in Guayanilla. Previously, the SIU struck Esso and stopped the gasoline pumps of most of the company's 250 franchised dealers on the island. The election established bargaining rights for 85 truck drivers, maintenance men and clerical personnel.

A separate two-week strike against the 65-cab Commonwealth Taxi Company ended June 1 with the signing of a contract. The strike began when the company

stalled on negotiating an agreement for its 136 drivers and eight mechanics. Strong support for the strike was given by independent taxi drivers who refused to work Commonwealth routes. The company had an exclusive contract with three of the major hotels in San Juan for pick-up service.

Weeks of hard campaigning by the SIU ended with an overwhelming victory over an independent "United Transport Workers" union. In an NLRB count on June 6, the SIU won a 657-324 vote for bargaining rights among 1,200 workers of the Metropolitan Bus Authority. The company has the bus franchise for the entire city of San Juan.

The independent had the support of Jimmy Hoffa's Teamsters and the National Maritime Union in the course of its unsuccessful attempt to ward off defeat.

AFL-CIO Umpire Finds NMU Guilty Of Raiding SIU Robin Line Ships

A decision handed down by an impartial umpire on June 22 under the AFL-CIO Internal Disputes Plan has found the National Maritime Union guilty of raiding in its attempt to become bargaining agent for SIU-manned Robin Line ships.

The determination and report by arbitrator David L. Cole said the SIU "has an established collective bargaining relationship" with respect to unlicensed seamen on the seven Robin Line vessels and "the National Maritime Union of America violated Section 2 of Article XXI of the AFL-CIO constitution in filing and prosecuting a petition with the NLRB seeking to be certified as the collective bargaining representative of said employees."

tion victory. In 1957 when the Robin fleet was sold to Moore-McCormack, the NMU attempted its first raid, but was soundly trounced in the voting.

Subsequently the NMU signed an agreement with the SIU in which it pledged to withdraw all appeals from the NLRB decision recertifying the SIU as collective bargaining agent for the seven vessels. SIU then maintained uninterrupted contractual relationships with Moore - McCormack-Robin Line until the present beef arose.

SIU Co's Busy On Conversions

New Boxships Due Soon

With basic conversion work now completed, the first of two C-4 containerships has arrived in New York to be fitted with special trailer-loading equipment before entering service next month for Waterman of Puerto Rico on an East Coast run to the Caribbean.

The new SS Mobile is at Todd's Shipyard in Brooklyn where the final touches on the conversion will be added. The second ship, the New Orleans, is

expected shortly. Both will be in service by August after special equipment is installed.

Conversion work by two other SIU-contracted companies is continuing on schedule in other Atlantic Coast shipyards. Seatrain is adding a 54-foot mid-section to two of its vessels in a \$1.5 million modernization program, which will enlarge their capacity by a minimum of 16 more railroad cars.

The Seatrain Georgia is expected to enter service early in July, at which time the Seatrain Louisiana will enter the Sun Shipbuilding yard in Chester, Pa., to receive its new midbody.

Sea-Land is also converting two ships, waiting for the German-built mid-sections for two more and modifying a new acquisition. At Todd's Shipyard, Hoboken, NJ,

work is moving ahead on four former Esso T-2s, which are getting new 419-foot mid-bodies.

The old Esso New Orleans will enter service sometime next month as the Elizabeth Port and the ex-Esso Raleigh will make its appearance as the San Juan in September. The Esso Bethlehem and the Esso Chattanooga, renamed the Los Angeles and the San Francisco, are waiting for mid-sections but are also expected to be ready by September.

Sea-Land is also modifying the former Navy seaplane tender Tangiers into the auto ferry Detroit. A C-3, this ship will be able to carry 500 cars on a two-week schedule between San Juan, Puerto Rico and Port Newark.

SIU Clinics Set To Act As Vaccination Centers

A program that will end the need for a series of inoculations just before sailing day will go into effect for Seafarers in July at SIU clinics in New York, Baltimore and New Orleans. The plan will eventually extend to all ports where SIU clinics are maintained.

Under the new system, when a Seafarer reports to the clinic for his regular physical examination, his immunization record will be brought up to date while he's on the beach during his leisure time. The "shots" given will be noted on a permanent record kept at the clinics.

This will provide every Seafarer with extra proof of the inocula-

tions taken in the event the yellow "shot" card he normally carries with his seamen's papers is lost. The permanent file kept at the clinics, which can readily be checked by teletype from any port, will avoid the necessity to take the "shots" all over again.

Previously, whenever a seaman lost his immunization card, difficulties in tracing the type of inoculation received, and the place and date where it was given, frequently meant he had to go through the whole series once more.

Inoculations for smallpox, tetanus toxoid, typhoid, para-typhoid and polio will be administered at SIU medical centers as standard procedure, and additional immunization for yellow fever, cholera, typhus and plague will be given if a Seafarer's expected route of travel requires any or all of them.

The new clinic service will be handled throughout by the SIU Medical Department, which operates the clinics established under the Union's Welfare Plan. It is expected to be of considerable value to Seafarers who can take the vaccinations at their own convenience and not have to chance missing out on a job because they were unable to take the "shots" for any reason.

It will also do away with the problem created by some inoculations, which produce soreness and swelling in the hands and arms and often interfere with a Seafarer's ability to work.

MEBA, MMP Hit Isbrandtsen Ship

PHILADELPHIA — Picketlines manned by the Marine Engineers Beneficial Association and the Masters, Mates & Pilots here have tied up the freighter Flying Cloud.

The picketing resulted when the ship was transferred to the American Export fleet by Isbrandtsen and the jobs of both the engineers and the mates were taken over by the Brotherhood of Marine Officers, an affiliate of the National Maritime Union.

The BMO takeover violated an arbitration precedent won by the MEBA which upheld the job rights of the engineers on the ship.

The International Longshoremen's Association has ordered its members not to work any of the 14 Isbrandtsen ships that may be turned over to Export as part of a complicated financial transaction under which Isbrandtsen has actual control of the company.

Tugs manned by SIU-affiliated union members have honored the MEBA-MM&P lines and refused to handle the Flying Cloud.

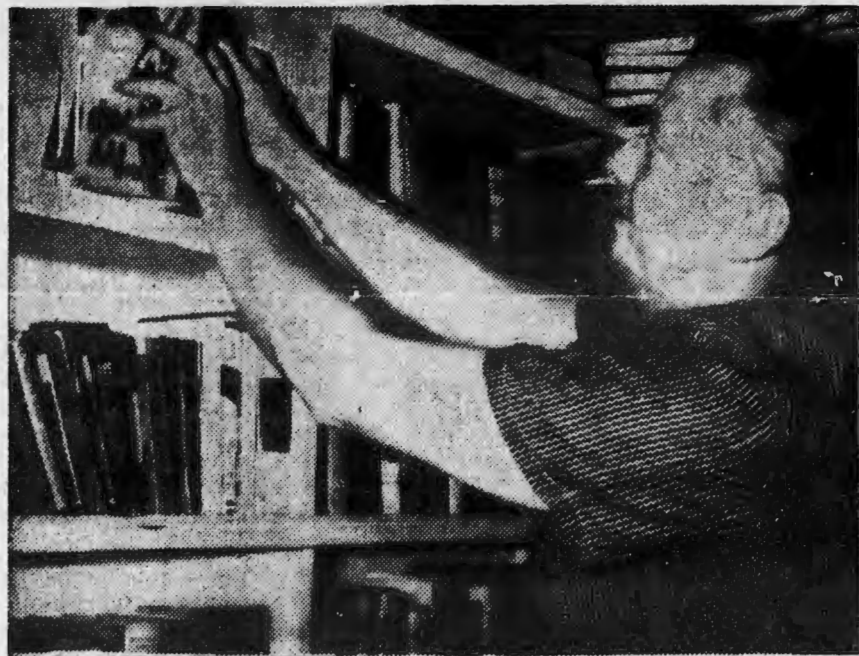


Baltimore SIU picketline ringed the area around pier where the Mormacwren was berthed during Robin Line beef. Seafarers manned informational picketlines around the clock here and in four other ports where company vessels were tied up.

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Seafarers' library is updated on the Robin Hood by Walter Fitch, ship's delegate, prior to the vessel's departure from Erie Basin, Brooklyn, to the West Coast and Manila. An SIU patrolman earlier delivered new carton of 50 popular paperback titles to the ship.

SIU Ship Libraries Hit 2 Million Book Total

Nearly two million copies of handy, pocket-size books have now been distributed under the SIU ships library program to provide a steady supply of current reading matter for Seafarers throughout the world.

Covering both fiction and non-fiction areas, packages containing 50 new paperback volumes are distributed by Union representatives to SIU-contracted vessels to restock shipboard libraries every three months. In addition, SIU library sets are circulated in all US Public Health Service hospitals regularly visited by SIU representatives to pay Seafarers cash benefits and are also maintained at every SIU hall.

The demand for current reading matter has always been high

among Seafarers, who find that reading aboard ship is one of the few activities possible during leisure time. A supply of suitable reading material is a premium item on most vessels.

The SIU library program was initiated nine years ago when Union representatives learned that most ships' libraries at that time were stocked with old, discarded books which frequently covered subjects that were not of interest to Seafarers. Old textbooks and outdated technical manuals often made up the bulk of the library.

Paperback volumes were selected for the SIU program to eliminate the space-wasting bulk of hardcover books and because of the handy size, the availability of thousands of titles and fewer problems in distribution.

In an original survey of Seafarers' reading tastes, the SEAFARERS LOG found out that "Westerns" do not rank highest in preferred reading matter aboard ship, with mysteries pulling more appeal.

Periodically, the selections are further reviewed so that up-to-date reading preferences of Seafarers are met. A 50-volume set will include, in addition to "Westerns" and mysteries, a choice of current best-selling paperback novels, non-fiction books and volumes covering humor and sports. "How to do it" titles also are popular.

In a year's time, an SIU-contracted ship will receive a minimum of 200 new titles. Additional packages are provided for ships scheduled to be away from the States longer than three months.

SEAFARERS LOG

June, 1962 Vol. XXIV, No. 6



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Published monthly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, N.Y., under the Act of Aug. 24, 1912.



New Contract Signed

SIU Vacation Pay Doubled To \$800 For All Seafarers

A significant monetary gain has been won for Seafarers as a result of negotiation of a new agreement with SIU-contracted operators. The gain, in the form of a substantial increase in vacation benefits, amounts to \$400 additional per year, or the equivalent of more than \$33 per month. Other gains in the contract came in the form of improvements in working rules and general rules.

As a result of the vacation gain, effective October 1 of this year, all Seafarers will be able to start accumu-

lating vacation credits at the rate of \$800 a year, or \$200 every 90 days, with no limitation on the number of ships sailed or any requirement that they pay off their ship.

The \$400 increase was approved by the trustees of the SIU Vacation Plan upon the motion of the Union trustees, following completion of contract renewal talks.

Every 90 Days

Payment of the \$800 annual rate will be made in the same manner as the previous \$400 benefit. Instead of getting \$100 every 90 days, Seafarers can thus collect \$200 at 90-day intervals, or \$800 at the end of a year of work, if they choose, without getting off their ships. The option of remain-

ing aboard or paying off will not affect the amount of the benefit.

In addition, the contract provides the following improvements in working rules:

Additional 'Readiness Period'

- An additional 15 minutes "readiness period" is allowed, making a total of 30 minutes, when the watch below is broken out to work overtime. This applies in all instances, except after the completion of a meal hour.

- Ships arriving in port after 5 PM on Friday and scheduled to sail before 8 AM Monday must post the sailing board within two hours after arrival. Any changes in the sailing board must be made eight hours before departure. This provision will apply to all ships scheduled to leave port on a weekend.

- If any ship is sold, scrapped or disposed of in any fashion in a foreign port, the crew will be entitled to first-class jet transportation back to the port of engagement.

- Provisions for call-backs to shift, haul, rig cargo gear or perform other duties have been rewritten and strengthened. Two hours minimum are payable for all call-backs after 5 PM and before 8 AM, Monday through Friday. A four-hour minimum is payable on weekends.

An updated tanker agreement incorporates the 30 minutes' reporting time, the sailing board clause, the "return to port of engagement" clause and the new call-back clause modified somewhat for tanker purposes.

In addition, several clauses from the freight agreement have now been incorporated in the tanker contract, including provisions for midnight lunch and the midnight meal rule for the steward department. Other additions to the tanker agreement deal with deck department members standing gangway watches, carpenter's work and the duties of electricians.

The tanker agreement also includes a provision for the bosun to receive the high rate of overtime when working the watch on deck, Saturday, Sunday and holidays at sea or in port.

Subject to membership ratification, the working agreement is effective June 15, 1962 and will continue for a period of two years until June 15, 1964. As is traditional in SIU contracts, the agreement is subject to a reopening on monetary matters on seven days' notice.

SIUNA Affiliates Meet

Fish, Cannery Unions Set Up Nat'l Body

WASHINGTON — A newly-established SIUNA National Conference of Fishermen and Fish Cannery Workers is mapping out an active program to upgrade the industry on behalf of 18,000 members in 16 autonomous affiliates on all coasts and in Alaska.

Delegates representing all sectors of the international union in the fish and cannery field met here on June 19-20 to set up a permanent conference structure under a full-time national coordinator. Headquarters for the conference will be here in Washington. It will serve as an international clearing house for all union segments in the industry.

The full-time apparatus is also designed to coordinate a joint organizing campaign by affiliated unions to bring an estimated 50,000 non-union fishermen and cannery workers under the SIUNA banner.

Unions in the conference are already undertaking a concentrated effort behind pending Senate and House bills to remove restrictions on collective bargaining by fishermen's unions. Under existing law, anti-trust statutes can be applied against fishermen seeking to bargain on the minimum price of a catch before the boats set sail. Fishermen are generally paid on the percentage of a catch, an amount determined after a voyage.

Present prohibitions against fishermen, especially in the tuna and salmon fleets, seriously hamper organizing efforts and have resulted in lower wages for fishermen, since many boats are also owned by cannery employers.

Besides its concern with legislative issues and their effect on unions and workers in the industry,

the new SIUNA grouping will deal with mutual problems on imports, tariffs, conservation, promotion of American fishery products and the modernization of the US-flag fishing fleet. Delegates also voted to publish a monthly bulletin for all affiliates with reports on joint activities.

Jet-Age Crimp System Spurs 2-Pot Pay Evils

A 1962-style crimp operation to bolster the two-pot wage system used on European-flag vessels appears to be in full swing, according to "Fairplay," a British shipping journal. The magazine reveals some details of the heavy one-way air traffic in importing seamen for European ships from Hong Kong, Bombay and Singapore.

Asian seamen have long been the chief victims of the two-pot pay system, under which European shipowners spearheaded by the British pay lower wages to seamen of other countries than they do to their own nationals. The net effect is to undercut wages and conditions for British seamen and other Europeans. (See editorial on Page 11.)

Conspicuously noted in weekly reports on the British air charter market are flights of Super-Constellations and DC-6Bs with ships' crews to London, Amsterdam, Oslo, Rome, Hamburg, Athens and other shipping capitals. British-flag vessels are among the heaviest users of the two-pot system and, since Hong Kong is a British colony, with an overflow of refugees from Red China, they have easy access to a cheap and ready supply of labor.

The demand to carry seamen from the Far East to Europe has been so heavy that shipowners have been warned they may have to pay normal airline rates when they import seamen, unless more eastbound traffic develops to pay the way of return air trips with no bookings assured.

Interestingly enough, the published accounts of the charters pointedly distinguish the air movement of "seamen" and "passengers" by such listings as "... 72 passengers, Madrid to Tokyo, mid-July, returning mid-August; 49 seamen, Hong Kong to Amsterdam, to arrive by 23rd July; 70 seamen, Bombay to London, to arrive 6th July..."

Sea-Land Fleet Wins PHS Award

PORT NEWARK—SIU-contracted Sea-Land Service has won a citation from the US Public Health Service honoring the record of sanitary excellence on its fleet of coastwise and intercoastal ships.

The award was presented at the company's offices here by Joseph O'Connor, regional director of the Department of Health, Education and Welfare, and paid tribute to Sea-Land's record of attaining a rating of 95 or higher on official USPHS inspections on each of the nine vessels in the SIU-manned fleet.

Annual inspections are conducted by the Public Health Service as a means of deterring disease and contamination aboard ship as well as ashore. The inspections cover a wide area that includes the preparation and serving of all food and drink as well as their sources ashore.

The service maintains a checklist of 166 separate items covering sanitary construction, maintenance and cleanliness of all food service and cooking facilities aboard the vessels.

Last month, two other SIU companies, Ore Navigation and Calmar Steamship, earned the accolades of the USPHS for their sanitation record. Previously, SIU companies that have received the awards included Alcoa, Bloomfield, Isthmian and Waterman.

**Close-Up
On 1962
Winners
Of SIU
College
Awards**

(Featured on this page are articles about two of the five SIU scholarship winners in 1962. Future issues will carry articles about the others.)

Seafarer Eyes Teaching As A Full-Time Career

Seafarer Gerald Dwyer, with the aid of a four-year, \$6,000 SIU scholarship, will go on to complete his studies for a teaching degree at Utica (NY) College this year.

Dwyer attended Syracuse University for two years in 1950 and '51, but was forced to suspend his studies due to financial difficulties. The SIU scholarship will enable him to continue his education and qualify for a full-time teaching position.



Dwyer

Utica College is a branch of Syracuse and he hopes to specialize eventually in educational administration. The 37-year-old Seafarer, who is the only seaman winner of an SIU scholarship this year, lives in Clark Mills, NY, near Utica.

A veteran of the second world war, he saw service in the Navy from 1943-46 and first went to sea aboard the old SS Yorkmar as a seaman-gunner. This ship was torpedoed in 1943 and sank in "torpedo alley" about 300 miles off the coast of Ireland. As Dwyer aptly puts it, "I got a taste of the merchant marine even when I was in the Navy."

He sailed first with Isthmian after the war and helped organize the company as an SIU shipboard organizer, shipping on the Marquette Victory during that organizing period. "We saw a lot of travel in the Far East before the communists took Indo China," he recalls.

After Isthmian came under the SIU banner, Dwyer began sailing regularly with the SIU as a wiper and later in the deck department. He shipped primarily on coastal and intercoastal ships during a lengthy period of illness suffered by his mother so he could be near home, and worked ashore for a time on construction and building jobs. Since he had two years of college, he also was able to work as a substitute teacher in Utica public schools.

Dwyer had responsibility thrown on his shoulders at an early age, as his father died when he was only sixteen, and this past March his mother and grandfather died

Five SIU Ships Cited For Safety

Three Alcoa Steamship Company vessels and two Waterman ships were among 39 US-flag vessels honored for outstanding safety records and accident-free operations recently by the Marine Section of the National Safety Council.

The five SIU-manned ships were cited for two full years of accident-free service. Safety award certificates were presented to the Alcoa Patriot, Alcoa Pegasus and Alcoa Ranger of the Alcoa fleet and to Waterman's Choctaw and Iberville.

At the end of 1961 the 39 ships honored had a cumulative total amounting to 44,096 days of operation without a lost-time personnel accident. Five other vessels received ship safety achievement awards for rescue work at sea. Admiral Edwin J. Roland, commandant of the Coast Guard, presented the awards to the owners of the honored ships.



Photo out of the past shows 1962 SIU scholarship winner, Seafarer Gerald Dwyer (left), during days as an SIU shipboard organizer aboard Isthmian's Marquette Victory in 1947.

within two weeks of one another. His grandfather left the family house and some surrounding farm land and Dwyer subsequently purchased the property.

He still has some payments to make on the house, and works as a substitute teacher in band and music while trying to keep upkeep costs around the farm at a mini-

mum by performing a lot of the maintenance himself.

He has been taking some courses on his own initiative at Utica College, so "I already have a good start in this profession." Now, with the aid of the SIU scholarship, he'll be able to attain his first goal of a New York State Teaching Certificate.

College Is Step Ahead For Tugman's Daughter

BERGENFIELD, NJ—For Karen Anne Hilyer, May 10, 1962, will always have a special significance. That was the day last month when Karen received word that she had won a 1962 SIU scholarship award. Her proud father is Vincent Hilyer, a member of the SIU Railway Marine Region, working on NY Central tugs.

Vinnie Hilyer was recuperating from an illness in a local hospital and the news of Karen's award proved to be "just what the doctor ordered." He was discharged shortly afterwards.

Karen, a pert and pretty 17-year-old brunette, graduated on June 15 from the Academy of the Holy Angels in Fort Lee, NJ. She has her sights set on a career in actuarial work and has already been accepted to the College of St. Rose in Albany, NY, where she will major in mathematics. The SIU scholarship is the largest given to a student at the academy since 1949.

Academic excellence is just one small part of Karen's personality. She takes part in a variety of extra-curricular activities, and was president of the Art Club, a member of the School's "booster" organization, Science Club, Sodality, and the Library Council.

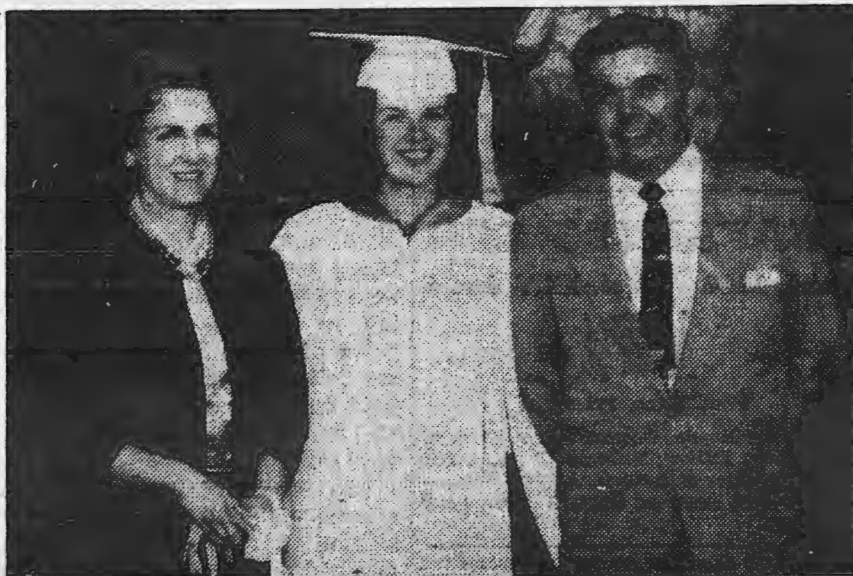
In addition, her interests extend outside of school. She is particularly interested in art forms such as metal crafts and mosaics, and is equally adept at horseback riding and swimming. She has no steady boyfriend "at the moment."

The Hilyers live in a comfortable private home on River Edge Road here in Bergenfield. On the family piano is a display of the many congratulatory cards from neighbors and friends, who have taken time to congratulate Karen

on two great events in her life, the scholarship award and her graduation from the academy.

As parents, Mr. & Mrs. Hilyer take great pride in their daughter's achievements. Dad Vinnie Hilyer said graduation day June 15 certainly was "one of the proudest days of my life" and the "scholarship made possible by the Union is a wonderful benefit for a working man's family."

Meanwhile, Karen will soon engage in one of those monumental decisions which every girl who goes off to college experiences—"choosing a wardrobe."



Proud parents flank Karen Hilyer, 17, one of four children of SIU members to win a 1962 SIU scholarship award. Dad is Vincent Hilyer of the SIU Railway Marine Region, a deckhand on NY Central RR tugs. Scene was graduation ceremonies at Academy of the Holy Angels, Fort Lee, NJ.

New Berlin Wall Escape Tools —Crewmen Use Ship 'n Schnapps

WEST BERLIN—Six East German crewmembers of an excursion steamer hit upon a new tool to use in escaping from behind the Berlin Wall: Schnapps.

Fleeing with eight relatives and friends, including a 14-month-old baby, the six seamen used the whiskey to get the Communist captain and engineer of the 386-ton, 700-passenger steamer drunk. Then they took over the vessel and headed toward West Berlin, where they made good their flight to freedom.

The refugees said the captain and engineer consumed most of four bottles of brandy, a bottle of wine and 12 pints of beer in an all-night tippling bout. The crewmembers only pretended to drink along.

Locked In Cabins

When the officers were intoxicated, they were locked in their cabins and the crew took the steamer down the River Spree to a point where East and West Berlin occupy opposite banks. They then swung the craft sharply to the Western bank and, under a hail of gunfire from East Berlin border police in a patrol boat and on shore, ran the boat aground. As the craft crashed into the West Berlin shore, the refugees scrambled over the bow and on into the city.

During the flight, the passengers huddled behind a makeshift barricade of deck chairs when East Berlin police opened fire. Communist bullets sprayed against the boat and punctured the kitchen water tank. On the West Berlin shore, the bullets rattled against apartment buildings and, in one instance, passed through a window over the heads of a sleeping couple.

The escape was made at a speed of 10 knots. After the escape, the captain and engineer, who had been awakened by the gunfire, managed to move the steamer off the bank and sail it back to East Berlin in a somewhat swaggering pattern.

THE INQUIRING SEAFARER

QUESTION: Who does the cooking when you get home? (Asked of steward department members.)

Ralph Hernandez, chief steward:

When I get home I sit back and enjoy my wife's cooking. She likes to cook and does a very good job, especially with Spanish-type meals. On board ship I serve American foods, and it's good to come home once in a while and eat a good Spanish meal. After I've been away from home cooking for a long time, I really appreciate those meals.



~ ~ ~

Julio Reyes, pantryman: My wife does the cooking at home. I help out a little, but she does such a good job there is little for me to do. When I do assist, I help in any way I can, preparing or serving.

At home I can get the foods I especially like, such as some special salads my wife makes. After a trip it's good to get home and try some of her cooking for a change.



~ ~ ~

Juan Oquendo, Jr., chief steward: I do the cooking at home. I



live by myself and have no choice. The big advantage this gives me is being able to cook the foods I'm particularly fond of, and not have to worry if anybody else likes the same food. Of course, if I were married, I guess I'd help out the wife now and then on the work in the kitchen.

~ ~ ~

James Alston, cook: At home my wife does the cooking—and all the time. The way I see it, when I'm home, I'm off the job and try to relax. Once in a while when we go on a picnic I'll pick up the tools and help out, but mainly I just sit back and enjoy her cooking. My wife cooks well, so I see no reason to do otherwise. Do you?



~ ~ ~

Esteban Cruz, chief steward: My wife is the cook at home. She's a good cook and she likes to cook, so all I do is enjoy her meals. I have plenty to do aboard ship so when I come home I appreciate the chance to relax and enjoy her cooking. The way I look at it, I handle the galley on the ship, and she's the boss at home. We get along very well handling the kitchen that way.



~ ~ ~

Walter Fitch, pantryman: I live with my mother and she does the cooking. Occasionally, when I'm in the mood, I may take a turn at the stove. But this is only when there are a few people around, not for all the relatives that come to visit. My mother is a good cook and I enjoy her meals. So does the rest of the family the way they come visiting so regularly.



SIU, Rail Tug Unions Blast Report Urging Manning Cuts

NEW YORK—A vigorous dissent has been entered by the SIU Railway Marine Region and two other unions to the report of the Railroad Marine Workers Commission investigating disputed manning issues on railroad tugs and ferries as a result of the January, 1961 strike in this harbor. The panel held hearings this spring and its report was issued by the White House on June 13.

The Commission's findings and the dissent by labor members of the panel appointed by the President were discussed at preliminary meetings of union and company representatives called by Federal mediators on June 19-20. Further meetings have been scheduled.

The strike 18 months ago over manning and other contract issues erupted after the RMR, Marine Engineers Beneficial Association and the Masters, Mates & Pilots had exhausted all procedures of the Railway Labor Act during the 15 previous months.

Agreed With Unions

In their majority report, the six railroad and neutral members of the nine-man Commission agreed with the union position that the railroads should not have the "unilateral and unrestricted right" to determine manning scales and said this was a proper subject for collective bargaining.

At the same time, however, the majority called for "gradual discontinuance of the third deckhand" on the tugs anyway, and for compulsory arbitration in the event there was no agreement on the manning question.

Hits Bargaining Rights

The unions said this made "a sham" of their rights to bargain on this issue. They noted there was no evidence of technological change or economic benefit given by the railroads to justify job cutbacks during lengthy Commission hearings. Issues of safety and the steadily increasing workload on the tugs were also bypassed.

In fact, the RMR-MEBA-MMP

document charged, a key railroad witness had "misled" the Commission by giving "false and erroneous testimony" that many NY harbor tugs did the same work as rail tugs with fewer deckhands.

The railroad effort to wipe out tug jobs is primarily an attempt to get a job-cutting precedent for use in dealing with shoreside railroad personnel far removed from marine operations. This was obvious, the panel's labor members said, from the Commission's con-

cern with "guidelines" from the Rifkind Commission report, another White House-appointed body which investigated manning issues involving the major railroad brotherhoods.

The majority report offered a detailed formula for doing away with the jobs of deckhands beginning September 1, 1962 and recommended a limited system of monthly allowances or lump sum payments to tugmen in return for eliminating their jobs.

Main Points Of Union Dissent

The following are the six main points of the labor members' dissent to the Report of the Railroad Marine Workers Commission studying manning issues on railroad marine equipment, as excerpted from the text of the dissenting report:

- "There has been no technological change in the work of the deck department on railroad tugs in the past 40 years. There was no issue of so-called featherbedding at the hearings. This was not disputed throughout the hearings.
- "No economic benefit to the railroads can result from the Commission's recommendations. The railroads have always exercised the right to abolish boats and entire crews whenever there has been no work available. We have never opposed this management prerogative.
- "Adoption of the Commission's recommendations would place railroad tug workers in danger of life and limb in an already extremely hazardous occupation.
- "The work load of tugboat deckhands has been increasing steadily for years, with every deckhand handling more lines and more floating equipment per man hour. The Commission by proposing a reduction in the crew, would place an unreasonable burden on the remaining crewmembers.
- "The key to the Commission's recommendations was the testimony of one management witness. We have since discovered evidence which completely contradicts this testimony.
- "The Commission's recommendations restrict free collective bargaining by fortifying the railroads with a predetermined judgment. They make a sham of the unions' right to bargain on this issue."

Pentagon Nixes Coffee Run Aid

WASHINGTON — The Defense Department has turned down proposals to enforce compliance with the "50-50" Cargo Preference Act by providing that all coffee destined for use by US Armed Forces personnel be transported exclusively in American flag-ships.

The proposals were embodied in a series of communications to the Department of Defense by Sen. Warren E. Magnuson, chairman of the Senate Foreign Commerce Committee, and Rep. Herbert C. Bonner, chairman of the House Merchant Marine and Fisheries Committee.

500,000 Bags Of Coffee

Involved in the Armed Forces' coffee transportation are some 500,000 bags per year moving in varying amounts from Colombia and Brazil. Foreign flag-ships from these countries carry a sizable amount of this cargo, although several US-flag lines serve these areas and should ideally handle the coffee movement under existing "50-50" legislation.

Sen. Magnuson emphasized that the use of US flag-vessels for such a purpose would provide a much-needed boost to American shipping and would comply with previously-expressed US maritime policy under the Cargo Preference Act and reaffirmed by the President in his transportation message to Congress in April.

The Senator also questioned Defense Department use of foreign-flag vessels to carry military oil cargo on a destination basis to overseas military bases. He charged that Defense purchases of petroleum in the amount of \$112.2 million were shipped to overseas bases in foreign-flag ships in 1961.

Oil imports in US flag-ships totaled only three percent in August 1961, and averaged little more than four percent for the January-November period, he declared. Exports of petroleum in US-flag vessels for the same period averaged less than 16 percent.

He asked the Defense Depart-

ment to adhere to a policy that has long been in effect requiring that vessels of the United States, and no others, should be employed in the transportation of supplies of any description for use by the Army and Navy. This bypassing of the law has been one of the factors contributing to the decline in foreign trade cargoes for tankers operating under the US flag.

The Defense Department contends that the law requiring US ships to be used provides for this only where the supplies are actually owned by the Government.

Hall Named To ICFTU Delegation

WASHINGTON — AFL-CIO President George Meany will head a delegation of 20 American labor leaders to the seventh world congress of the International Confederation of Free Trade Unions to be held July 5-13 in West Berlin.

Meany has appointed SIU President Paul Hall to the delegation which includes heads of a number of international unions, representatives from AFL-CIO trade departments and international vice-presidents.

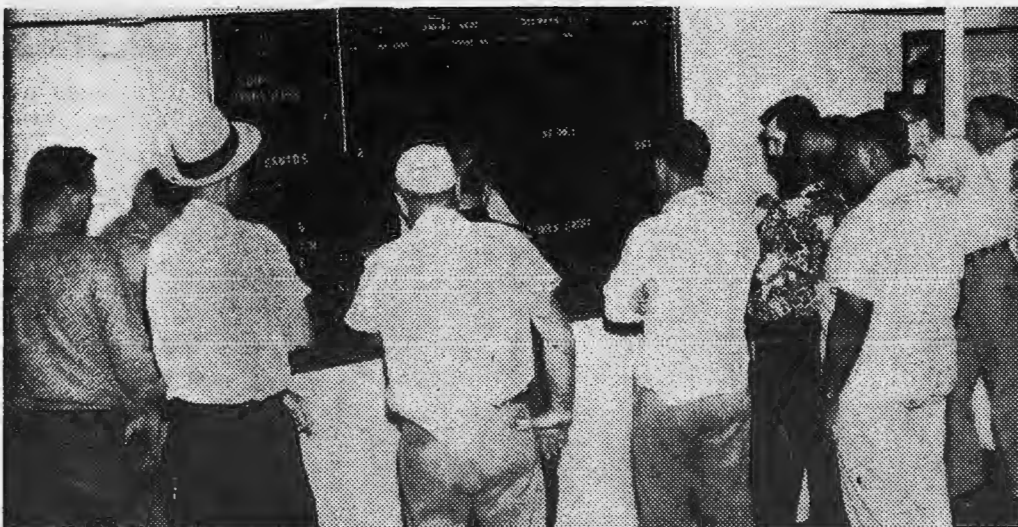
Largest Union Group

One of the largest union groups ever to attend a meeting abroad, the delegation represents the AFL-CIO's strong support for the ICFTU. The opening slated the day after Independence Day and in the free city of West Berlin just across the wall from Communist East Berlin added to the united labor movement's all-out effort for the meeting.

About 1,000 delegates are expected to attend the congress. They will represent 138 affiliated organizations in 107 countries with a membership of over 47 million workers in the free world.

Items to be discussed at the gathering, the first since 1959, include unemployment problems, union development in the new nations of Asia and Africa and the role of the free labor movement in the United Nations.

New Look In Mobile



Checking out the remodeled facilities in the Mobile SIU hall, Seafarers (top, left) look over the shipping board prior to job call. Game room (above, l-r) always gets big play, and A. C. Kendricks, James Travis, William Reeves and A. A. Richards make up a cardgame, with Courtney Rooks (standing) looking on. At far left, revamped dining room set-up in the hall provides comfortable seating. TV lounge (left) also has a new face after recent remodeling job.

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	July 2
Philadelphia	July 3
Baltimore	July 5
Detroit	July 6
Houston	July 9
New Orleans	July 10
Mobile	July 11



SEAFARERS ROTARY SHIPPING BOARD



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

May 1 Through May 31, 1962

SIU shipping for the month of May hit the peak for the year so far, as 2,631 jobs were posted and shipped off the board in all ports. The rise was a welcome one with hot weather coming on; it reflected the expected upturn for this time of year when many Seafarers usually pile off for vacations and a stay ashore with their families.

The increase did not affect all ports, however, as New York, Norfolk and San Francisco showed varying declines, and Boston held to the same pace as in the previous month. In turn, Philadelphia, Baltimore, Jacksonville, all the Gulf ports, plus Wilmington and Seattle showed a rise. Houston topped New York and New Orleans in the process.

All departments shared in the job prosperity, each one shipping about 100 jobs more than in April. This was a sign of the increased ship activity (see right) for all

ports, primarily in sign-ons. New York's fall-off in jobs shipped was clear from its ship activity figures, which have been the same for two months.

The higher shipping was matched by an increase in class A and class B registration during the month so that, at the end of May, there was almost no change in the amount of men registered on the beach for shipping. The "on the beach" totals indicate again that for those Seafarers not waiting out one particular vessel only, there were more than enough jobs available on the board to enable any top seniority man to ship without difficulty.

Analysis of the shipping figures on the basis of seniority shows that 57.7 percent of the total jobs dispatched went to class A top seniority men, 28 percent were filled by class B and the remainder (14.3 percent) by newcomers in class C.

Ship Activity

	Pay On	Sign On	Trans.	TOTAL
Boston	3	1	7	11
New York	42	7	36	85
Philadelphia	5	3	16	24
Baltimore	17	11	28	56
Norfolk	4	3	11	18
Jacksonville	3	3	17	23
Tampa	1	1	21	23
Mobile	11	7	7	25
New Orleans	17	18	39	74
Houston	14	12	38	64
Wilmington	0	0	13	13
San Francisco	6	11	3	20
Seattle	6	6	4	16
TOTALS	129	93	240	462

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	3	12	2	17	0	2	6	8	6	2	2	10	1	0	0	1	0	0	0	10	1	0	11	5	21	8	32	0	4	9	13	
New York	45	87	22	154	4	15	22	41	26	33	18	137	6	19	13	36	0	6	5	11	137	88	11	166	86	155	34	255	3	20	54	77
Philadelphia	4	19	4	27	1	4	4	9	4	16	2	22	0	3	8	6	0	1	4	5	22	6	5	33	6	25	7	38	1	4	8	13
Baltimore	34	57	10	101	1	15	25	41	18	31	4	53	7	7	15	29	5	5	7	17	53	29	17	99	43	70	15	128	1	11	25	37
Norfolk	7	9	1	17	1	3	9	13	3	8	1	12	2	1	7	10	0	1	0	1	12	10	1	23	12	11	3	26	0	4	10	14
Jacksonville	5	14	3	22	0	3	8	11	4	9	4	17	1	2	2	5	1	6	3	10	17	5	10	32	10	8	2	20	2	7	7	16
Tampa	0	1	1	2	0	1	1	2	1	3	1	5	0	0	1	1	0	3	2	5	5	1	5	11	1	7	3	11	0	0	2	2
Mobile	19	37	6	62	0	3	8	9	14	26	4	44	1	8	8	17	1	4	2	7	44	17	7	68	28	36	12	76	0	2	7	9
New Orleans	52	64	13	129	2	21	30	53	38	59	15	112	4	23	27	54	2	14	4	20	112	54	20	186	66	90	12	168	2	15	30	47
Houston	33	61	13	107	0	30	36	66	37	72	19	128	7	22	25	54	0	1	8	9	128	54	9	191	64	68	15	147	2	24	33	59
Wilmington	17	12	2	31	2	4	7	13	9	10	2	21	5	2	3	10	1	2	3	6	21	10	6	37	13	13	3	29	0	2	2	4
San Francisco	16	24	3	43	2	5	7	14	8	17	7	32	3	3	10	16	1	2	2	5	32	16	5	53	15	24	2	41	1	7	6	14
Seattle	21	17	11	49	5	13	9	27	20	25	12	57	3	8	7	18	0	7	1	8	57	18	8	83	20	21	4	45	1	11	5	17
TOTALS	256	414	91	761	18	119	170	307	198	361	91	650	30	99	121	259	11	52	41	104	650	259	104	1013	369	529	118	1016	13	111	198	322

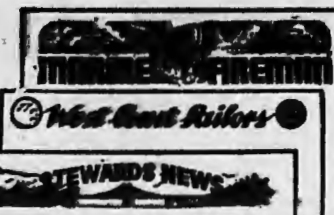
ENGINE DEPARTMENT

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	4	1	5	0	5	3	8	0	3	1	4	1	2	3	6	0	2	0	2	4	6	2	12	1	7	1	9	0	4	4	8
New York	23	79	22	124	6	24	30	60	15	66	8	89	2	34	23	59	1	11	10	22	89	59	22	170	42	114	16	172	16	112	44	172
Philadelphia	1	16	2	19	0	5	9	14	0	10	2	12	0	0	7	7	1	2	2	5	12	7	5	24	2	22	4	28	0	11	13	24
Baltimore	8	58	7	73	1	26	28	50	4	33	9	46	1	15	18	32	2	8	8	18	46	32	18	96	13	67	8	88	0	21	31	62
Norfolk	2	8	3	13	2	7	6	15	0	3	3	6	1	4	1	6	0	2	0	2	6	2	14	4	14	4	22	2	8	7	17	
Jacksonville	3	8	0	11	0	7	1	8	3	4	2	9	0	9	4	13	0	6	3	9	9	13	0	31	2	11	0	13	1	6	3	10
Tampa	1	4	0	5	1	1	1	3	1	3	0	4	0	2	0	2	0	1	2	3	4	2	3	9	1	5	2	8	0	2	2	4
Mobile	8	18	6	32	0	8	6	14	9	17	4	30	1	11	8	20	1	8	5	14	30	20	14	64	6	27	6	39	0	8	4	12
New Orleans	21	68	6	95	2	19	29	50	18	33	7	88	2	18	22	42	3	12	8	23	58	42	23	123	34	82	11	127	2	30	32	64
Houston	23	78	6	107	1	36	27	66	19	80	11	110	1	30	27	68	2	14	11	27	110	58	27	195	29	71	9	109	4	33	21	63
Wilmington	6	9	2	17	3	10	4	17	1	9	1	11	0	6	5	11	0	1	9	10	11	11	10	32	7	10	1	18	1	3	2	6
San Francisco	8	21	7	36	2	6	7	15	9	19	7	35	1	3	2	6	0	3	2	5	35	6	5	46	9	29	4	42	2	7	5	14
Seattle	8	28	4	40	2	9	12	23	8	20	6	43	0	10	10	20	0	1	1	2	43	20	2	65	6	18	3	27	3	6	6	15
TOTALS	107	399	66	572	20	165	158	343	87	309	61	457	10	144	128	282	10	71	61	142	457	282	142	881	156	477	69	702	31	251	174	456

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	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			
Bos.	0	3	0	3	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NY	26	16	19	55	116	2	3	22	27	8	19	8	47	32	1	3	18	22	0	1	14	16	82	22	15	119	26	63	38	92	219	2	6	49	67
Phil.	1	4	3	8	16	1	3	8	12	0	5	1	6	12	0	0	9	9	0	0	7	7	12	9	7	28	0	11	9	11	31	1	3	17	21
Bal.	5	14	18	24	61	4	1	14	19	3	11	6	18	36	0	1	18	19	2	1	14	17	36	19	17	72	11	23	22	34	90	2	0	21	23
Nor.	1	5	1	7	8	2	1	5	8	0	0	2	2	4	0	1	3	4	0	0	3	3	4	4	3	11	4	9	1	5	19	3	2	6	11
Jac.	1	4	4	9	13	2	1	3	6	1	2	4	9	8	1	6	10	1	12	8	21	9	10	21	40	4	6	3	5	18	0	1	2	3	
Tam.	2	2	1	5	10	0	0	0	0	0	1	1	1	3	1	0	0	1	1	0	2	3	1	3	7	2	2	3	7	14	0	0	0	0	
Mob.	4	11	4	20	39	0	0	16	16	6	8	4	10	28	2	1	13	16	1	0	11	12	28	16	12	56	7	12	8	35	62	0	0	10	10
NO	4	19	6	29	91	0	2	35	37	3	20	14	57	94	0	3	37	40	0	1	15	16	94	40	16	150	13	28	15	90	146	1	3	50	54
Hou.	2	30	16	31	79	6	1	42	49	4	24	12	13	53	4	1	43	48	1	1	11	13	73	48	13	134	10	36	15	29	90	2	5	30	37
Wil.	6	4	3	13	19	3	0	9	12	2	1	2	9	14	0	1	4	5	0	0	13	13	14	5	13	32	7	6	3	3	19	3	0	4	7
SF	3	6	7	13	29	0	0	7	7	0	2	6	10	18	0	0	2	2	0	0	2	2	18	2	2	22	8	14	8	16	46	0	0	4	4

THE PACIFIC COAST SEAFARER



WEST COAST SIU WINS NEW PACT, ENDS BEEF

SAN FRANCISCO—Members of the three SIU Pacific District unions are now voting on a proposed agreement to settle the nine-month old West Coast maritime dispute. The accord was reached ten days before the June 30th expiration of an 80-day Taft-Hartley injunction.

Negotiators for the three unions

and the Pacific Maritime Association came up with a formula to end the dispute during meetings called together by Dr. James J. Healy, personal mediation representative of President Kennedy. The negotiation sessions were held while the "cooling off" provisions of Taft-Hartley were running out and union members were refusing to take part in a "last-offer" ballot required by the labor law on the employers' final proposal.

Rejected Arbitration

The "last offer," in this instance, was arbitration of all issues, which Pacific District members had earlier rejected.

Representatives of the three West Coast unions, the Sailors Union of the Pacific, the Marine Cooks & Stewards and the Marine Firemen's Union, have recommended acceptance of the new package. Members in several ports have already ratified the proposal.

Retroactive To October

Terms of the agreement, which is retroactive to October 1, 1961 and extends to June 15, 1965, include the following:

Basic wages for all ratings will be increased by a flat two percent.

Vacations will be boosted from the present three days per month worked to five days per month.

Agreements reached on general rules, fast turnaround ships and on setting up medical clinics will stand. Departmental rules not yet negotiated will be taken up immediately by employer and union representatives. Issues which become disputed will be determined by an impartial person designated by the Federal Mediation & Conciliation Service.

Pensions will also be raised from their present maximum of \$125 per month to \$150 and eligibility requirements will be lowered.

The Taft-Hartley injunction was invoked on April 11 after the three unions had been out for 27 days. During the cooling-off period, efforts to reach an agreement were stepped up as the end of the injunction loomed near.

World's Fair Has Runaways As Hotelships

SEATTLE—Two runaway-flag ships seem to have found a home here and are serving as floating restaurants and hotels for the Seattle World's Fair now going on.

One ship, the 15,000-ton Mexican liner Acapulco, has had many jobs, and is the former runaway cruise ship Nassau that sailed out of New York. Naviera Turistica Mexicana bought the Nassau last year and spent about \$1 million overhauling her for the cruise trade between Los Angeles and Acapulco, Mexico. The ship operated in this service for a few months and is now tied to a dock here as a convention eatery.

Flaunts Law

The second ship, the Panamanian-flag Yarmouth, is openly undercutting the Jones Act, which prohibits foreign-flag ships from carrying passengers between US ports.

This vessel is using the gimmick of picking up passengers at San Francisco and unloading them at Victoria, BC. She then meets the passengers at Seattle—they come by bus from Canada—and serves as a hotel while they see the fair sights. Once the Seattle visit is over, the process is reversed.

Judge Denies Suit

A Department of Justice suit against the ship was denied by a judge, who ruled the ship was not an actual operation of a foreign-flag vessel in the US coastal trade. West Coast seamen have picketed the ship to protest the maneuver and have been supported by a number of passengers who have canceled tickets.

Pacific District Shipping

PORT	SUP 5/1 to 5/28	MFOV 5/1 to 5/31	MC&S 5/18 to 6/14
San Francisco	731	205	363
Seattle	131	81	53
Portland	62	92	34
Wilmington	277	(no hall)	113
New York	59	39	14
New Orleans	71	—	71#
Honolulu	32	70	21
San Pedro	(no hall)	87*	(no hall)
TOTAL	1,362	574	612

* Covers May 10-29 only
Covers only month of May.



SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Play It Safe In Summer

The summer season ashore, the same as the trip to the tropics, calls for special precautions by all hands to deal with any excess of sunshine. Just as it does for sunbathers at public beaches and resorts, the temptation to get out in the sun while aboard ship sometimes results in throwing caution to the winds.

Basking in the open sun, in any season, is very healthful—until it becomes dangerous because of overexposure. The best treatment for sunburn is prevention. When in a tropical climate, or where you're exposed to excessive sun, wear light, loose-fitting clothing. White clothing is always best. Protect the head with a hat or helmet.

It is advisable when sunbathing to do so gradually, for short periods at a time, until a tan is developed. Many of the commercial suntan lotions will be helpful. In the event of too much exposure or blistering, you can get some comfort from any of the mild, oily-type lotions.

Anyone who tries to "outstare" the sun by looking directly into its rays for any length of time without proper sunglasses is inviting trouble. Those who wear regular prescription lenses should have corrective lenses in their sunglasses. This is a matter of basic protection for the eyes. Dark lenses for sunglasses are a must, regardless of the color. You should not be able to see your eyes in a mirror when wearing sunglasses.

Those who have to be out in the sun either for work or play must consider wearing proper clothing as well as the problem of overexposure. Body ventilation is important. In addition, burns caused by wearing open footwear on overheated decks and ladders, or from touching sun-baked bulkheads, railings, machinery or tools left in the open are another source of injury.

Any voyage in warm climates also creates another very specific danger brought on by the temptation to take a swim over the side. Sunbathing and swimming usually go together on shore. Aboard ship, the swim over the side in hot weather may be desirable, but it's an invitation to trouble and very seldom recommended.

Too many unknowns exist to take a chance on this form of relaxation. Aside from the dangers in many areas from animal and marine life, either large or small and very often troublesome, the big unknowns are contamination and pollution. The presence of the ship itself is a hint of this. Other unknowns are possible rocks, reefs, currents and strong tides. There's the ever-present danger from small craft and, last but not least, the potential for slips and falls in going over the side or leaping from a lowered pilot ladder or gangway. All in all, the best move is to stick to the beaches and regularly-patrolled swimming areas, wherever you are.

Summer also means private boating and even the professional

seaman sometimes pays too little attention to the rights and wrongs of this pastime. The number one deadly error for boaters is not having enough—or any—lifesaving devices on hand. If the hundreds of persons who are thrown or fall overboard every year had the use of lifesaving gear, most of them would survive. Law requires that all small boats have a Coast Guard-approved buoyant cushion, ring buoy or buoyant lifejacket for each person.

But the difficulty is that the law can't force people to use them. Some boaters sit on them and when the boat capsizes the life preserver floats away out of reach. Other people stow them away neatly where they can't be found in an emergency. And there are always objections of "It's sissy," and "Why wear one? I'm a good swimmer." Many a boatman who has voiced these complaints has gone down to his death.

It would be desirable for everyone to wear a lifejacket at all times when on the water in a boat, says the Coast Guard. But certainly non-swimmers, young children, the aged and the physically handicapped in a small open boat should always wear one.

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

Readying petition for NLRB election covering 1,600 Detroit cab workers, pres. Frank Kurty of Detroit Cab Workers Local 10 (center) is congratulated by Everett Clark, Chicago SIU taxi union vice-pres. (left), as Local 10 vice-presidents John Weaver, George Battel and Harold Brady look on.

Cab Union Drive Set In Detroit

DETROIT—The National Labor Relations Board has set July 19 as the hearing date on a petition by Local 10 of the United Cab Workers here for a secret vote covering 1,600 Checker Cab workers who overwhelmingly have indicated a desire to affiliate with the SIUNA Transportation Services and Allied Workers.

Spurred By Victory

The Checker Cab move here follows the success of Chicago's 5,000 Checker and Yellow Cab workers who rejoined the AFL-CIO trade union movement as members of the SIUNA transportation affiliate. The Chicago drivers and garage workers have been joined in the TSAW by 300 drivers represented by an independent Local 1 in St. Louis.

In other organizing actions by the TSAW, more than 1,100 members of a Chicago industrial workers group have also voted to join the new SIUNA affiliate. The result of this landslide action is that more than 6,500 new members are linked to the SIU in Chicago exclusive of marine membership. All of them had been under the domination of Jimmy Hoffa's Teamsters Union at one time.

Chicago Assist

Assisting the Detroit cab drive are representatives from the Chicago SIU taxi union and SIU members who are conducting an impromptu organizing campaign here whenever they ride local cabs. The Detroit group was previously unorganized. A well-attended organizing meeting was held recently to elect Local 10 officers and set up a committee to draft a constitution. It was addressed by Great Lakes SIU vice-president Al Tanner and Dominic Abata, president of the TSAW, who spearheaded the successful 20-hour strike of the Chicago cabmen in March.

LET 'EM KNOW!
Write TO THE LOG

Sheet Metal Pact Ends Long Plant Job Dispute

SYRACUSE—Members of Local 527, Sheet Metal Workers International Association, have voted unanimously to ratify a contract with the Carrier Corporation for its plant here, thus solidifying the union as bargaining agent for the 2,750 employees of the company.

The contract resulted from a dispute over plant work, during which Local 527 received strong support from the SIU, other AFL-CIO unions and the Maritime Trades Department, with which the Sheet Metal Workers are affiliated.

By carrying a total of 2,742 votes in favor of the agreement, the local brushed aside any doubts over the union contract provisions the workers wanted. The agreement fully clarified representation rights at the air-conditioner manufacturer's plant, which had been in dispute for some time. Union officials estimated that the total pay and fringe benefits increase will amount to \$7.5 million over the life of the 41-month agreement.

The new contract provides a 39-cent-an-hour increase in pay over the next 25 months and will provide machinery for a strong grievance procedure and seniority program sought by the SMWIA.

Announcing the agreement, Edward Carlough, international union president, warmly praised "the support of organizations like the SIU that helped to make this final and happy settlement of the Carrier dispute possible."

Under the terms of the agreement, the company and the union will jointly administer a separate pension plan for production and maintenance employees. In addition, the contract calls for an increase of 50 cents per month in pension pay for each year worked at the plant and the lowering of the eligibility age of pension coverage. After ten years, the employees will have vested rights in the pension plan.

As a condition of the contract, Carrier will become a union shop, with all employees at the plant required to join Local 527 within thirty days after the contract is into effect. Over 2,000 plant workers already are SMWIA members.

Included in the 136-page contract is an increase in vacation time for employees with service of 25 years or more from three to four weeks and a clause calling for "a floating holiday system" that will enable the union members to pick up four additional holidays that would provide long weekends.

The first phase of a three-step wage increase went into effect on the June 4 payroll, averaging 17 cents an hour plus seven cents retroactive to last July 31. Additional raises are due in July, 1963, and again in 1964.

Keep Duplicate Customs Record

In making customs declarations overseas, Seafarers are urged to obtain a duplicate or retain some record of the items declared in order to avoid potential problems later. Reports have been received at SIU headquarters, especially from ships in Southeast Asian ports, of Seafarers being held responsible for goods they did not own and consequently did not declare. Customs authorities in many countries impose severe fines and penalties on foreigners charged with selling goods ashore and frequently use this means to harass seamen who would otherwise have to leave a vessel just before sailing.

New Rail Cut Move Hits Ships

A proposed cut in transcontinental railroad rates for pineapple products has met with a stream of protests from shipping interests in North Atlantic ports.

Steamship lines that now transport an estimated 300,000 tons of pineapple say the new rates would sharply curtail cargoes to the East Coast that originate in Hawaii. Instead, the fruit shipments would probably move to the West Coast by ship, and then go by rail to points as far east as Buffalo.

A spokesman for the SIU-contracted Isthmian Line, which handles a major share of the shipping of pineapple products to the East Coast, has called the new proposal "an unwarranted move" and likened it to past trans-continental rail-rate reductions that were responsible for the decline in inter-coastal shipping.

If the cuts go through, it would extend the same type of rate maneuver to Hawaii, 2,100 miles out in the Pacific, he said.

The proposal, which is going before the Transcontinental Freight Bureau, a railroad rate agency, next month, would boost cargoes for Western railroads at the expense of the Eastern lines which have been loudest in complaining about revenue losses. Shipping interests have sharply questioned how any of the roads, in this case the Western-based lines, can cut rates and at the same time make claims about financial difficulties.

The pattern of selective rate-cutting by the railroads in all areas, with the assistance of the Interstate Commerce Commission, has reduced intercoastal and domestic shipping to a fragment of what it was years ago.

THE GREAT LAKES SEAFARER



SIU Cruise Ship Refloated



SIU Great Lakes-contracted cruise ship *South American* ran aground in the south channel of the St. Clair River at Algonac, Mich., on June 6, but no serious damage resulted to the ship and 230 passengers on board rode out the crisis in good spirits. The vessel was refloated with the aid of tugs.

See Rise In Seaway Traffic With Welland Tolls Dropped

DETROIT—The Canadian Government has eliminated tolls on the Welland Canal, a vital link in the St. Lawrence Seaway, in an attempt to encourage greater use of the waterway by shippers. It also announced that the canal's single locks would be twinned in the near future for quicker transit.

Few US-flag deep-sea operators currently use the Seaway and it is expected the changes will improve the traffic pattern.

The joint St. Lawrence Seaway Authority said that present waterway tariffs are sufficient to repay all costs on its planned 50-year amortization schedule and that there would be full hearing before any increase in tolls was made. The US and Canada is scheduled to review Seaway charges in 1964.

One concrete result of the Canadian action on the Welland is expected to be an increase in the water movement of coal cargoes between Lakes Erie and Ontario, which are connected by the canal. Until now shippers have moved coal by rail to avoid paying the canal tolls.

The Welland Canal was free until four years ago when, a year before the Seaway opened, a two cent per gross ton toll on the ship plus an additional two cent per ton charge on the cargo was instituted.

Twinning of the Welland Canal locks will be a multi-million-dollar project and although no date has been announced for its beginning,

the government has already expropriated 320 acres of land for this work.

An earlier attempt to attract more ships for the overall waterways route was made by the Seaway Authority in February when it dropped tolls on inbound inter-transit cargoes. The same cargo when carried outbound is still subject to tolls.

Lakes SIU Launch On Job Again

DETROIT—Using the unique SIU service launch plus the usual methods of union representation and servicing, the Great Lakes SIU has successfully squared away a variety of beefs concerning overtime pay, transportation pay, and work rules.

In the first month of the 1962 shipping season the union acted quickly to settle to membership satisfaction the many beefs that arose covering transportation and travel pay to the ships fitted out. A variety of overtime claims were also disposed of as the crews shaped up the idle vessels for the summer sailing ahead.

Other beefs resolved included placing new washing machines, TV sets and chairs aboard some vessels, squaring up the payment of penalty time and settling bunker spillage disputes.

The union's service launch operates out of Algonac and meets all vessels passing through Lake St. Clair between Algonac and Port Huron. Radio-equipped, the boat can be quickly dispatched to any contracted ship as it passes through the area's waters.

During one two-week period last year, a record 45 vessels were contacted and serviced en route by union patrolmen.

DEL ORO (Mississippi), March 10—Chairman, E. A. Rhin; Secretary, I. C. Bridges. Ship's delegate left ship. Vote of thanks to Houston patrolman for settling beef. Ira Bridges elected new ship's delegate. Thanks to E. A. Rhin for bringing library from Mobile hall.

STEEL VENDOR (Isthmian), Jan. 14—Chairman, W. J. Doyle; Secretary, Fred Shale. Ship needs fumigation badly. All hands getting off requested to make sure that the bunks are stripped and foci's left in good condition. \$3.95 in ship's fund. All men who wish to donate anything will see ship's treasurer at payoff. All air vents need to be overhauled. Vote of thanks to steward department.

STEEL ARCHITECT (Isthmian), March 25—Chairman, A. C. Carpen-

all delegates and the steward department. Patrolman to check with engineer about steam in hot water line all trip. Repair list turned in.

COUNCIL GROVE (Cities Service), March 24—Chairman, T. E. Frazier; Secretary, J. Q. Dedicatioria. Ship's delegate reported that the men are not cooperating with the department delegates in turning in OT. No beefs reported. Passageways, toilets and showers have been painted. Repair list turned in. Awaiting for the after-deck was discussed again. Donation of one dollar per man was given a hand vote.

FLORIDA STATE (Everglades), March 27—Chairman, D. Molter; Secretary, C. M. Henning. Everything running smoothly; only a little disputed OT. Ship's delegate resigned and Frank Mateo was elected to take his place. Discussion on shortage of linen. Steward said it's to be put on board this trip. Crew request more LOGs sent regularly.

ROBIN TRENT (Robin Line), Jan. 29—Chairman, none given; Secretary, Harry Thrash. Delegates report no beefs. Motion that the negotiations committee renegotiate the vacation set-up to \$800 a year collectible in 90-day periods. Robert M. Cossiboin elected new ship's delegate.

SAMPAN HITCH (Suwannee), March 31—Chairman, Henry Murranka; Secretary, Monroe C. Gaddy. Crew requests OT pay checks to be mailed out earlier than in the past. Ship's delegate requested information from Jacksonville about clarifying transportation issue from Trinidad. Walter F. Mueller, ship's delegate given a vote of thanks. Alfred Phillips elected new ship's delegate. Asked headquarters to include OT sheets with LOGs. Ask Jacksonville hall to send SIU library via crewmembers joining vessel.

ANTINOUS (Waterman), March 6—Chairman, Oscar Raynor; Secretary, Sam Grande. All repairs not completed. Oscar Raynor elected new ship's delegate. Formica table tops ordered again in Japan. Request by bosun for more necessary items in slopchest for next trip. Steward explained new milk plan. Vote of thanks to steward department for good food and service.

PACIFICUS (Orion), Jan. 27—Chairman, Ballinger; Secretary, McFall. Everything is running along OK. Motion made that all men registered in class 1-S be left on the shipping list until they are able to get a job, providing that they do not pass up a job. This should also apply to the new system of registering bosuns.

PETROCHEM (Valentine), Feb. 11—Chairman, E. C. Goings; Secretary, Patrick Needham. No beefs reported. Motion to have a grade A brand of coffee placed aboard. Vote of thanks to steward for a job well done with the chief cook and baker missing.

DIGEST of SIU SHIP MEETINGS

ter; Secretary, P. M. Math. Ship's delegate reported minor beefs with chief mate. Suggest crew boost ship's treasury and volunteer a fund for an SIU workaway aboard. \$16.82 left in ship's fund. Ship's delegate wanted to resign post. Crew urged him to keep job until the end of the trip. Vote of thanks to the steward department and to radio officer for turning out the news every day.

DEL NORTE (Mississippi), March 11—Chairman, Robert Callahan; Secretary, Bill Kaiser. A letter concerning questions about vacation and welfare plan was written and mailed from Rio. One member hospitalized at Buenos Aires. All brothers asked to check with patrolman before payoff. \$25 given to member in hospital in Buenos Aires. \$294 in movie fund. Still owe \$89 on movie machine. Motion made to contact headquarters to see that after next negotiations crews get paid by day and not by month. This crew lost one day in pay last trip and will lose another day's pay this trip. Motion made that ship's delegate ask food program men to check flour and dry stores for bugs in New Orleans.

EMILIA (Bull), Feb. 17—Chairman, M. McKinney, Jr.; Secretary, H. Arlinghams. One man hospitalized in Greece. Steward to be referred to patrolman for negligence in his duties.

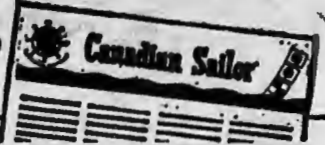
WILD RANGER (Waterman), March 11—Chairman, J. A. DeNais; Secretary, C. L. Stringfellow. Vote of thanks to captain and radio operator for job well done in having sick man taken off at sea. Vote of thanks to

Great Lakes Shipping

April 16, 1962 Through May 15, 1962

Port	DECK	ENGINE	STEWARD	TOTAL
Alpena	16	13	6	35
Buffalo	130	74	37	241
Chicago	60	26	6	92
Cleveland	65	53	16	134
Detroit	196	117	36	349
Duluth	26	6	3	35
Frankfort	40	35	20	95
TOTAL	533	324	124	981

THE CANADIAN SEAFARER



Police Ram Picket Boats, Aid Scabs In Canada Beef

MONTREAL—Police state-type tactics were used by sheriff deputies in Toledo, Ohio, as they went to the rescue of the scab-manned James Norris and rammed boats picketing the Upper Lakes Shipping vessel. Members of the International Longshoremen's Association were picketing the James Norris in three motorboats. The ship had been tied up in Toledo by picketing of the SIU and the AFL-CIO Maritime Trades Department.

Picketing of the ship is part of a Great Lakes-wide fight being waged by the SIU of Canada and other unions against the runaway-flag Norris Grain Company and the scabbing activities of its subsidiary, Upper Lakes Shipping. The SIU fight against the Norris combine has received strong support from many of the waterfront unions on the Lakes, whose members have also been undercut by the runaway and scabbing campaign.

Stalled Pact Talks

Upper Lakes was an SIU of Canada-contracted company last year until the owners stalled off contract negotiations, waited for the pact to run out and then began manning vessels with scab crews recruited by a group newly-formed for the occasion and calling itself the "Canadian Maritime Union."

The police action, watched by scores on the banks of the Maumee River, saw one picketboat being rammed and sunk, another shot at and swamped and the third captured at pistol-point by the sheriff deputies.

As word of the police action spread throughout the harbor, longshoremen, tugboatmen, grain millers, Lakes seamen and other waterfront workers walked off their jobs to protest the strike-breaking tactics. A port tie-up resulted from the unwarranted two-hour police attack on the pickets. It ended after the scab crew of the James Norris moved the vessel to a grain elevator and company supervisors loaded it.

Rescue Has Odd Twist

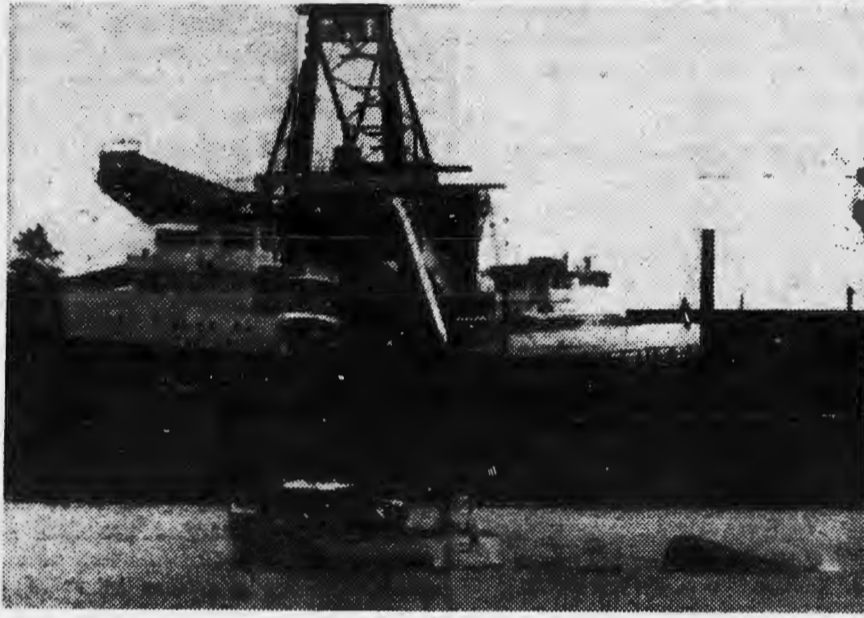
ROTTERDAM, Netherlands—A rescue with an unusual beginning took place on the SIU of Canada-contracted Westriver while she was docked here on a recent European voyage.

Two seamen, James Parsons and Eugene Flood, were relaxing in their fore-cabin when Parsons happened to glance out of the porthole. He couldn't believe his startled eyes:

The chief engineer was floating by on the tide and heading for the deep blue, evidently in a state of complete oblivion to his situation.

Both men lost no time getting topside. Once on deck, they fished the chief engineer out of the water. After the rescue was completed and the excitement had died down, the seamen returned to their fore-cabin.

This time they put the dead-light down to prevent further interruption. Once was enough, they said. The chief engineer was taken to a hospital after the rescue. He was up and about in a few days and returned to work after a week.



Rammed and sunk after police attack in Toledo's Maumee River (left), picketboat is towed away by police launch past organized ships tied up and waiting to be loaded. At right, police guard scabbing operation at Toledo grain elevator, where company personnel loaded the Upper Lakes' scab vessel James Norris with grain.

Shipbuilders See Boom

ST. JOHN, N.B.—Shipbuilders in this eastern Canadian province have completed one of their biggest jobs on record with the launching of the Hamiltonian, booming ship construction work in the province.

Saint John Shipbuilding and Drydock built the ship for the SIU of Canada-contracted Papachristidis Company Ltd. The 730-foot long, 28,000-ton vessel is a sister-ship of the Montrealais, recently christened by Vickers Shipyard in Montreal for the company. Both ships will see extensive service on the Great Lakes.

In addition to the two ships built for the company, two more are on order as part of a long-range construction program. Both vessels are bulk carriers and can transport either ore or grain, which ever the trade demands, through the St. Lawrence Seaway.

Transit requirements through the Seaway limited the size of the vessels to the 730-foot length. This is the maximum permitted to navigate the locks of the waterway.

Of the two ships on order, one will be built by Vickers while the second will be built by Saint John Shipyard.

Canadian Seafarers, members of the SIU of Canada are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Canadian West Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.

Veterans Of Early SIU Days Pass On

The past two months saw the passing of two oldtime SIU charter members who assisted and promoted the Union's growth during its infancy in the days before World War II.

At New Orleans, a heart condition was fatal to Gulf veteran Lawrence E. Wessels, 69, on April 27. In New York, steward oldtimer Joe Arras passed away at the age of 68 after a coronary attack. Both men were active in the affairs of the Union at its inception in 1938-39.

Wessels was one of the first SIU officials in the Port of New Orleans, serving as an engine department patrolman until 1941. He also was port agent of the old Marine Scalpers Union in New Orleans, and had been a member of the Marine Firemen, Oilers and Water-tenders on the West Coast in 1935 prior to joining the SIU.

With US seetime back to 1916, Wessels was one of the sea veterans who took part in the American Coal Shipping beef in 1957. An Army man in World War I, he had served in France and on his return home went back to sea. In recent years, he had been sailing regularly on Delta Line passenger vessels as engine maintenance. His last ship was the Del Oro at the end of 1961.

Surviving is his widow, Mrs. Otilie Wessels, of New Orleans. Burial was at Garden of Memories Cemetery, Jefferson Parish, La.

Arras, who had sailed American ships as far back as 1919, joined the SIU a few days after the old Atlantic District was established in 1938 and was an active campaigner on the Union's behalf. He



Wessels



Arras

served on several of the original committees that set up the Union's administrative structure at a time when the Atlantic and Gulf Districts were separate units. They merged in 1940.

He had been hospitalized or an outpatient for most of the time since his last vessel, the ex-Robin Doncaster (Robin) in 1955. One of his last wishes was that his eyes be donated to an agency for the blind. In compliance with his request, arrangements also were made by the SIU to have his ashes scattered over the seas shortly after his death.

Capsized picketboat (above, left) lies alongside dock after Toledo, Ohio, police harbor patrol rammed and sank the craft, one of several protesting scabbing by Upper Lakes Shipping on Canadian SIU seamen. At Detroit (above), SIU picket cites substandard conditions on SS Hilda Marjanne.

Giant Co's Passing Up 'Guidelines'

The big boys in the big business world are still making big money, according to "Business Week" magazine.

Nowhere in the "Business Week" story was there any indication that big business is even thinking in terms of wage "guidelines" for top management personnel, although such "guidelines" are being pushed for lower management and hourly-rated workers.

"Business Week" made a survey of top officials of major corporations and concluded that "earnings of top management in many major corporations rose substantially during 1961, reflecting the year's brightening economic picture." The survey, based on proxy statements filed with the Securities & Exchange Commission, found that two out of every five companies tabulated handed out raises to top men, two held their own and one cut back.

An indication of the role that defense plays in business prosperity is the fact that the largest increase recorded by big business went to the president of Avco Corp. James R. Kerr received a 35 percent increase over the previous year, reflecting the company's 1961 earnings, the highest in history.

There were a whole cluster of increases reported in the vicinity of five to ten percent. The most dramatic decrease was handed out by American Motors, an average of 38 percent for its key executives. This was due, a company spokesman said, to expected lower sales.

For the third consecutive year the biggest wage earner was Frederic G. Donner, chairman of the board for General Motors. His salary, director's fees, bonus, stock options, etc. added up to \$876,475. All told, nine GM officials received more than \$400,000. Henry Ford received \$460,000.

Officials of the controversial steel firms didn't do too bad, although they fell behind GM executives.

Oil Pipeline Job Starts

MARIETTA, Ga.—Work has been started here on a main pumping station for a \$350 million oil pipeline system that will span the continent from Houston to New York with a supply of 600,000 barrels of gasoline, kerosene and other petroleum products every day.

The 1,600-mile pipeline is owned jointly by nine major oil companies incorporated as the Colonial Pipeline Company.

The capacity of the overall pipeline will ultimately be expanded to 1.1 million barrels daily, representing about one-third of all the refined products that tankers now carry from the Gulf to East Coast

ports. Construction of the pipeline will further reduce the size of the American-flag tanker fleet, already suffering from diminishing numbers.

The American Maritime Association lodged strong protests with the Attorney General over construction of the pipeline, asserting

that the plan is in direct contradiction with at least three sections of anti-trust law, and would impose an unfair burden on existing common carriers.

In filing its complaint, the AMA charged that if the new pipeline were to go through, each of the participating and competing companies would be able to play a significant role in the price fixing of its competitors' products. This would permit the companies to divide markets among themselves.

AMA reminded the Government that it had over a \$200 million investment in insured mortgages on tankers which would be jeopardized by the development of a pipeline system.

It noted that tankers can move in any trade when they are needed, are better able to cope with seasonal and emergency demands and can carry any type of oil cheaper than pipelines. The damage done to the tanker fleet by the pipeline would only rob the country of its mobility in transporting oil, which has long been a special asset of tanker vessels. This loss of flexibility is important in terms of long-range economic and national defense interests.

Cuban Labor Exile Visits SIU



Now visiting in the US, former Cuban seamen's union leader Ignacio Gonzalez Telechea (right), toured SIU headquarters shortly before leaving for West Berlin meeting of the International Confederation of Free Trade Unions on July 5. Telechea, pictured with SIUNA rep. Jose Perez, left Cuba soon after Fidel Castro became premier. He is a former president of the Inter-American Regional Organization (ORIT), an affiliate of the ICFTU.

RR Merger Moves Hit By Rail Unions

WASHINGTON—Railway labor spokesmen have urged Congress to declare a two-year moratorium on railroad mergers and conduct a thorough investigation of the industry's financial structure with a possible view toward setting up a National Railroad Commission to plan a more efficient and effective transportation system.

These demands for positive action were voiced before the anti-trust subcommittee of the Senate Judiciary Committee which is conducting hearings on a bill to slow down possible mergers of major railroads at least through the end of 1963.

Spokesmen for the SIU-affiliated Railway Labor Executives Association said action is needed to prevent the host of mergers that are only profiting financial groups. Order can be brought to the industry only through the creation of a broad public-private commission to plan "a more efficient utilization of our system of railroad transportation," they pointed out.

RLEA is the official labor group representing trade unions connected with the railroad industry. Twenty-four national and international unions are members of RLEA and represent virtually all employees in the industry. The SIU is affiliated through its Railway Marine Region whose members man railroad marine equipment.

Just before the anti-trust hearings began, a threatened strike by 11 member unions of RLEA, bargaining for 450,000 non-operating railroad personnel, was called off when the nation's railroads offered the unions a one-year contract calling for a 10.2 cent an hour wage increase package.

The railroad offer was originally

recommended by a presidential emergency board and was accepted by the unions. Four cents of the increase is retroactive to February 1 and 6.28 cents is retroactive to May 1, 1962. Soon after the wage pattern was established, railroads in many areas began systematic layoffs of personnel, in an apparent effort to build a case for a new round of rate increases.

New Radar Gear Says 'Look Out'

Seafarers may one day be aided by an anti-collision device that uses a computer to figure out the possibility of a collision course by collecting radar data on course, position and speed.

The device would loudly squawk "collision" whenever the data compiled indicated the chance of a mishap anywhere within a 30-minute range. It would take into account both the relative and true courses of approaching ships from radar.

Designed by Goodyear Aircraft for the Maritime Administration, the device would provide both visual and audible signals by linking the radar-computer components to a pre-recorded tape that would squawk out a warning signal. Ships' officers now laboriously plot radar data manually, taking time from other duties.

THE SIU INLAND BOATMAN

Waterway Toll Program Deferred By House Unit

WASHINGTON—Waterways industry efforts opposing the Administration's planned user taxes on all fuels used by inland boats were successful this year as the House of Representatives passed its tax bill without including provision for the fuel levy.

The House Ways and Means Committee originally eliminated

the White House-supported user tax when it reported the tax bill to the full House. The committee indicated that it "did not have time this year to conduct the lengthy hearings that would be involved" in reporting on the President's suggestion to adopt the first waterway tolls in the nation's history.

This comment by committee chairman Wilbur D. Mills (Dem.-Ark.) apparently sets the stage for consideration of the toll bill in the 88th Congress next year. Strong pressure from the White House is expected to be brought on the committee to get a favorable report.

First advanced in a White House budget message in January, the proposed tax rate would be two cents a gallon on all fuels. Waterways industry spokesmen estimated that the tax would raise fuel costs some 20 percent and threaten the existence of all inland waterway transportation.

While the first use of the tax would be in boats operating on the rivers, industry spokesmen have noted that there would be nothing to prevent the user taxes from being applied to harbor craft and deep-sea vessels.

The aim of the tax is to underwrite the cost and maintenance of inland navigation facilities, according to the Administration, but officials have acknowledged that the tax would not raise enough money to cover these costs.

IBU Fleet Raps ICC Rail Bias

WASHINGTON — Newly-organized by the SIU Inland Boatmen's Union, Sheridan Transportation Company has charged the Interstate Commerce Commission with discriminatory practices in ruling for a rate increase on rail-water movements of coal to North Atlantic ports. It joined with the National Water Carriers Association in the protest.

Under the ruling, which is part of a general rail rate increase case that began in October 1960, the ICC would put into effect a rate increase of seven cents per ton on coal moving from mines to water by rail and for movement beyond this point by water, as well as on coal to be transported by rail-water-rail movement.

In petitioning for a review of the ruling, Sheridan and the carriers group cited past precedent requiring the ICC to protect the rail-barge movement in such cases.

Sheridan boatmen voted unanimously last month to name the IBU as their bargaining agent. The company operates three deep-sea tugs and one harbor boat. The harbor tug, the H. J. Sheridan, is already under IBU contract. Negotiations are going on covering the other three vessels.

IBU Coastal Roll-On Run Paying Off

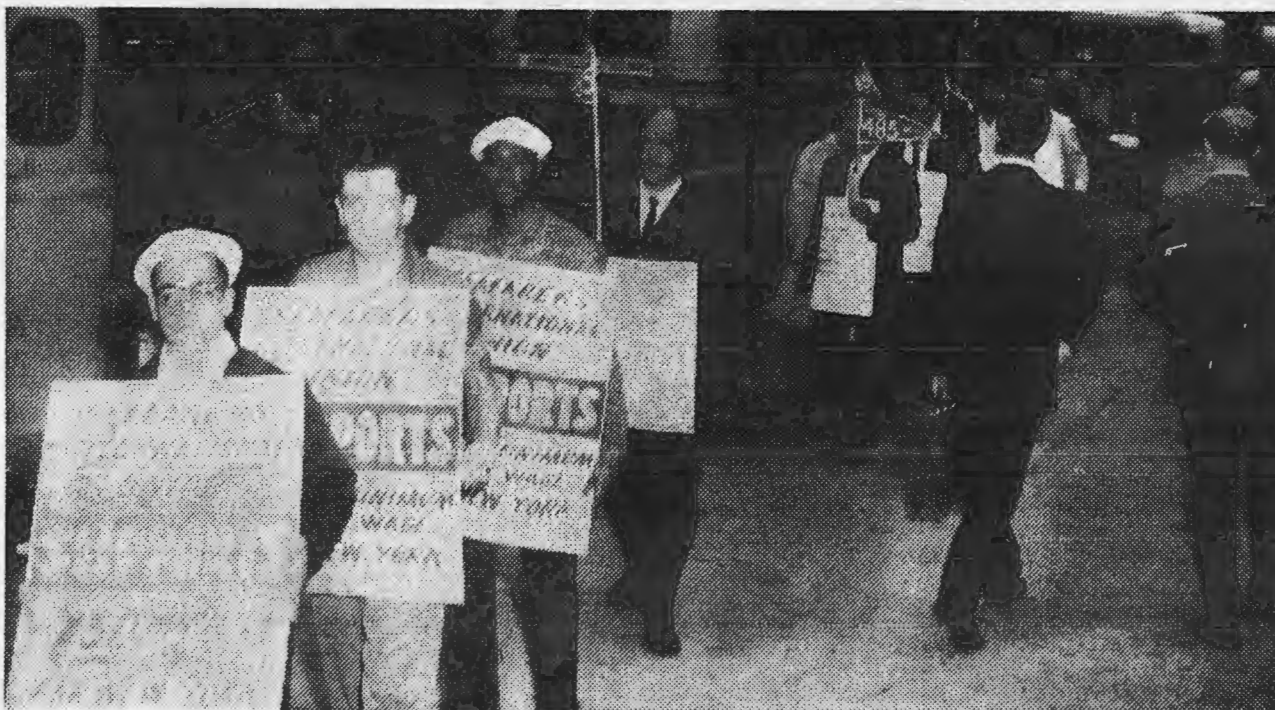
NORFOLK—The IBU-contracted Norfolk, Baltimore and Carolina Line has made a "turkey" lay some golden eggs by sailing over the same route that drove another company out of business a short time ago.

Two NBC vessels, the Virginia Clipper and the Maryland Clipper, are running over the identical route that the Old Bay Line was unable to make pay off until it finally folded last month.

NBC switched to a roll-on/roll-off operation last year and converted two Navy landing craft into trallershops. They make nightly runs from Baltimore to Norfolk and Norfolk to Baltimore, regularly passing each other on the way. Each morning after arrival at both ends of the line, loaded trailers are hitched up to truck cabs and rolled off ready to start immediate delivery to receivers.

This door-to-door service, a convenience that the defunct line could not offer with its conventional cargo handling, has proved appealing to shippers and has been paying off for NBC since the roll-on operation began last fall. The company has been under union contract since 1959.

SIU Backs \$1.50 Minimum Wage In NY



Demonstrators representing the SIU and its affiliates joined other New York unions and community groups in support of a \$1.50 minimum wage bill covering all firms doing business with the city. The campaign highlight was mass picketline action outside NY City Hall to urge Mayor's support.

**SIU
LEGISLATIVE
DEPARTMENT**



TRANSPORTATION POLICY—In a recent address delivered at the University of Washington, Clarence D. Martin Jr., Undersecretary of Commerce for Transportation, said that the uncoordinated and unequal way in which all levels of government have regulated, administered and promoted the various modes of transportation simply was not good enough to meet the needs of efficiency and economy. He termed "research" as probably the most important part of the Administration's transportation program, tied in with the decision to have the Department of Commerce develop a comprehensive program. The Commerce Department official said that research can help make the American merchant marine once again competitive in world trade through technological development and automation. Martin went on to say: "We need a broad range of research, including research into economics and policies. We need to know more about present and future markets and their merchandise. We need to know more about the interrelationship of the various modes of transport. And we need all this knowledge in the firm belief that the United States will continue to be the only major nation in the world which relies almost wholly on the competitive, free enterprise system to man its lifelines of transport."

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CARGO PREFERENCE—Admiral John Harlee, Vice Chairman, Federal Maritime Commission, has urged American businessmen to recognize that it is in their best interests and in the best interest of the country to control the routing of their cargo so that 50% moves on United States-flag merchant ships. He termed the 50% figure a "fair share." Admiral Harlee cited the market development or sales promotion services provided by many American steamship lines, which have over 1,100 representatives all over the world who provide skills, services, and experience with their special knowledge of overseas conditions. This, he said, "is a service which is not known to many American exporters, but it must be exploited more, both to provide exporters with more markets and our ships with more cargoes." He stressed that exporters and importers should be convinced that the foreign lines do not have lower rates or better services on most general cargo. The majority of such cargo moves on conference liners and the rates are the same for US-flag and foreign ships.

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INTERCOASTAL—At the request of the White House, a Government-wide study of the US lumber industry and its growing problems will be initiated by an inter-agency task study group taking into consideration shipping costs and transit privileges. One of the major problems confronting the industry relates to inroads made into the Pacific northwest lumber trade by foreign-flag vessels which are transporting Canadian lumber to the US East coast at prices well below cost of such transportation on American-flag vessels in the intercoastal trade. This matter has been the subject of hearings before a Senate Committee, and numerous bills seeking to remedy the situation have been introduced in the Congress. Some legislation has suggested that foreign-flag vessels, now barred from the US intercoastal trade, be permitted to carry lumber from the West to the East Coast.

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SOVIET RESEARCH—The Russians are centering their efforts on developing engine-aft, open-deck general cargo carriers, which they believe are best adapted to automation and the efficient handling of cargo. Russian shipyards, as well as shipyards building for Russian accounts overseas, are bypassing the conventional design in which engines are located amidships along with bridge and living accommodations. Russian designers now favor vessels whose holds can be opened fully and which have removable decks, permitting the handling of a wide variety of cargoes at twice the speed possible on vessels of traditional design. The Russian engineers believe that from 20 to 25 percent more payload freight can be carried in such vessels. Construction costs for such vessels are 20 percent less, and operating costs are 15 percent below that of vessels with engines, main cabin and bridge located amidships.

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DESIGN COSTS—The General Accounting Office has submitted comments to the House Merchant Marine & Fisheries Committee on HR 10181 entitled "A bill to relieve ship operators of part of the cost of designing vessels as required under operating-differential subsidy agreements." The proposed legislation would provide principally for payment of construction subsidy on certain design costs incurred by subsidized operators on vessels designed after January 1, 1958, where the Government has subsequently determined that the vessel should not be built, or that its construction will be indefinitely postponed. There is presently only one operator who would be affected by the provisions of the bill. A study of present and potential passenger traffic on the operator's trade route showed that it would not be economically justifiable to construct the two vessels planned and the Government's share of the design costs may amount to \$250,000 if the present bill is enacted. The GAO went on to say that if another bill, which would remove the 55 percent ceiling on construction subsidies payable on vessels reconstructed, and HR 101181 are both enacted, the possibility would then exist that subsidy payable on design costs for a vessel not built might be higher than the subsidy would have been had the vessel been constructed.

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TRANSPORT PRIORITIES—The Department of Commerce has urged early consideration and enactment of the proposed bill HR 3154 which would provide emergency authority for priorities in transportation by merchant vessels in the interests of national defense. In a letter to the House Merchant Marine and Fisheries Committee, Edward Gudeman, Under Secretary of Commerce, said that in addition to being an important emergency authority as part of the readiness program in the interests of national security, the measure is desirable to meet US commitments for exercising this authority in accordance with policy adopted by the North Atlantic Treaty Organization, in the event that coordinated efforts of these nations becomes necessary. The bill was introduced in the first half of the 87th Congressional Session, and has been supported by the Department of State and the Navy. State has said that the bill would place the US in a position to carry out its NATO commitments promptly and effectively.

'The Plague'



It's more than 70 years since Andrew Furuseth came ashore on the West Coast and put into motion his program to win decency for seamen everywhere in the world. Today, despite his efforts and those of the unions he left behind him, the international crimping system he fought so furiously is flourishing.

Furuseth's goal has not been realized because major maritime nations have permitted their ship operators to seek out crews from the most underprivileged areas of the world and pay them as little as \$20 a month. In the process, these maritime nations, led by Great Britain, have made a mockery of international minimum wage conventions as well as their own national wage standards.

The international crimping operation has been greatly facilitated by the spread of air travel which makes it easy for a ship operator to crimp out a crew anywhere in the world and fly it to his ship within a few hours. Furuseth foresaw more than 70 years ago that unless seamen were properly organized, their wages would inevitably sink to the lowest level which existed in world maritime—the pay of Asian seaman. Consequently, he planned to organize American seamen and use them as a lever to improve all seamen's standards.

His basic idea, incorporated in the 1915 Seamen's Act, was simplicity itself. The Act permitted any seaman to quit his ship in an American port and demand half the wages due him. Furuseth reasoned that foreign seamen would pile off their ships in droves unless the foreign shipowner approximated the American wage.

Unfortunately, the coming of World War I, and the postwar immigration laws with their restriction on landings of seamen in US ports, largely nullified his program. Since then, particularly since World War II, what Furuseth feared has come to pass in many areas. The unwitting villain of the piece is the airplane, which is being used by the shipowner as a tool to drive seamen's wages down at a time when wages and living standards of all other workers are on the upgrade.

A typical instance of recent vintage in-

volves the British-flag P&O Line, one of the world's largest shipping operations. P&O recently recruited no less than 1,200 steward department ratings in Goa, India, for its British-flag ships.

Why Goa? This area has recently been taken from Portugal by India. As a Portuguese possession, Goa had been a port of entry for millions of dollars of luxury imports. Under Indian rule, strict import restrictions have been imposed, leading to considerable unemployment. Other Goans have lost jobs they formerly held with the Portuguese administration and Portuguese companies. Goa, then, was a natural for large-scale crimping, particularly since its residents had no connection with any established Indian seamen's union.

This same P&O Line operates from US West Coast ports and has openly boasted of its intention to snare the lion's share of cargo and passenger operations between the West Coast and the Orient. The P&O illustration is just one example. The victims may be Goans, Pakistanis, Nigerians, Jamaicans, Indians or Hong Kong Chinese (mostly refugees from Red China who are desperate for any kind of work). The vessels may be British or fly any other established European maritime flag. But the results are the same—widespread crimping and pitiless exploitation of Asians, Africans and Latin Americans by former colonial powers, coupled with the threat of destruction to decent standards for seamen.

It is the obligation of the Western democracies, many of whom are also major maritime powers, to assist the workers of the emerging nations to raise their standards to a level of dignity and decency. We of the West maintain that democracy brings the good life. Ideally, the underdeveloped nations should be able to respect the West for providing leadership to their people on the pork-chop level, instead of looking upon Western nations as exploiters. In the shipping industry, this goal can be met by providing the national standard of wages to all comers on ships of a given maritime nation.

SIUNA Backs Aluminum Strikers

'BAMA LABOR WHIPS SCAB MOVE

SHEFFIELD, Ala.—A demonstration of trade union solidarity by 8,000 AFL-CIO members who suspended work for two hours in this industrial complex to march in unison with 300 striking aluminum workers successfully stymied a planned strikebreaking attempt at the ironically-named Union Aluminum Company.

Workers representing virtually every craft and industry in the area marched ten abreast to form an eight-block-long mass of humanity that wound its way through local streets to encircle the struck plant where workers have been on strike since last November.

Plant employees walked out to protest the company's refusal to bargain with their union, the Aluminum Workers International Union, which had previously won representation rights.

None of the workers makes more than \$1.50 per hour and since 1955 the only pay increases granted are those required under the Minimum

Wage Law. Current average wages are \$1.15-\$1.33 an hour.

Announcement that Union Aluminum was planning to resume production with the aid of outside strikebreakers was the spark that set off the spontaneous labor demonstration. Members of the Sheffield Power, Water and Gas Board had earlier consented to restore utility service to the struck plant, despite the refusal by the International Brotherhood of Electrical Workers to cross the picket line. The board contended that it had no alternative under its contract with the Tennessee Valley Authority but to restore service on request.

Mammoth Rally

The resumption of utility service touched off the move by a large contingent of craftsman and construction workers from the TVA's nearby Muscle Shoals installation to join forces for a mammoth rally in support of the strikers seeking a decent wage. The dramatic march forestalled further attempts to restore production or hire strikebreakers until the strike issues can be settled.

The stoppage was called in an effort to have the plant owner redeem a promise made to some of his original workers—the business began in 1945 with eight employees—that he would be "glad to work out a union contract" as soon as he established himself. The company has now grown into the largest single manufacturer of aluminum windows in the US, and the owner not only reneged on his promise but, during the AWIU organizing campaign, fell into the practice of firing union supporters.

Meanwhile, despite the fact that they have been on strike since 1961, the workers have continued to back their local union, and are receiving full support from the SIUNA and other AFL-CIO affiliates in their struggle.

Blood Bank Aid Speeds Recovery

Aided by the Union's Blood Bank at headquarters, Edward J. Corcoran, bosun with the SIUNA-affiliated Sailors Union of the Pacific, is making an excellent recovery from a series of intestinal operations and is looking forward to heading back to sea before long.

Corcoran has had two extensive stays at the US Public Health Service Hospital on Staten Island for intestinal surgery. The first stopover was during the summer of 1961, while the second extended from October '61 to



Corcoran

March '62. His recovery has been assisted by the six pints of blood he received from the SIU Blood Bank. Now an outpatient, Corcoran expressed his thanks to the SIU for the Blood Bank assistance and also had praise for the USPHS.

The 52-year-old SUP member first joined the SIU Pacific District union in 1934. He signed off the President Taft (American President Lines) in New York before entering the hospital last year.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Charges Pyramid On Shell Houses

The deceptive and steep finance charges on shell houses are one of the most heartless of the current wide assortment of credit overcharges because they are perpetrated on moderate-income families trying to save money by building part of their own homes.

A shell-house builder usually provides an outside finished exterior with the interior unfinished or semi-finished. The buyer provides the lot and finishes the interior himself. This type of building has been most popular in the South and West, but has been growing in the East too. In fact, shell housing in the past two years has been the fastest-growing type of home building. Last year over 90,000 shell houses were built, which was close to ten percent of all the new houses built, and triple the number of shell houses built in the late 1950's.

One of the biggest shell-house builders, the Jim Walter Corporation of Tampa, Florida, alone increased its sales from less than \$2 million in 1955 to \$42 million in 1961. The other big operator in this field is the Certain-teed Products Corporation and its subsidiary, the Institute for Essential Housing, but there are a number of smaller companies who now offer shell houses in their localities. Some of these are what the Certain-teed Corporation calls "livable" houses, meaning semi-finished enough to move in while you complete the house. "Livable" shell houses generally sell for \$3,500 to \$6,500, a Certain-teed official told this writer.

The big attraction is the low price. No doubt you have seen the models on highways outside of town with large signs offering houses for \$3,695, for example, and also stating "Easy Terms" or "No Money Down." Most of the buyers have been low-income families with incomes under \$5,000 a year.

This is why the finance charges are especially cruel. The money these families are trying to save by self labor often is wiped out by the unusually high credit charges they pay to finance shell houses. The finance charges are usually 12 to 16 percent and sometimes more.

For you don't actually finance a shell house at the conventional mortgage interest rates offered on completed houses, Mark Walsh, Assistant New York State Attorney General, warned at a recent meeting of the New York City Central Labor Council Community Services Committee. The finance charges on shell houses often are three times usual mortgage interest rates.

Walsh, who is in charge of that state's rackets bureau, pointed out that when you buy a shell house you must own your lot before the companies will sell it to you. Then the shell house company sells you materials and labor, not a house. So they charge you an installment-type finance charge, not a mortgage rate. And—as readers of labor, coop and credit-union papers must know by this time—the true annual interest rate on installment plans is approximately double the stated rate. A finance charge of \$8 per \$100 on a shell house is not eight percent a year, but a true annual rate of approximately 16 percent. This is different from mortgage interest which is always figured on a true annual basis. A six percent mortgage is really six percent a year.

In fact, most of the shell house companies finance your contract through the same finance companies that handle automobile installment plans, although Jim Walter has its own finance department. The Certain-teed official reported that its contracts are financed by the C.I.T. Corporation.

Then the shell house sellers go even further. They use a balloon note "to deceive the people into thinking they are making no down payment," Walsh says. In a contract now on his desk, the rackets investigator reports, the balance to be financed was \$5,300 at an add-on rate of ten percent for the first \$500 (a true 20 percent) and eight percent for the remaining \$4,800 (a true 16 percent). The interest per year was \$434, or a total of \$2,170 for five years, on an original debt of \$5,300.

The balance was to be paid off at the rate of \$59 a month, and then the contract called for a final "sudden death" payment of \$3,900.

Obviously no moderate-income family seeking this type of low-cost housing can afford a single final payment of \$3,900, and the shell-house companies don't expect they will. This contract will have to be re-financed again while the finance charges pyramid into an unholy amount that may well be more than the savings the family made by its self-labor on the house.

Even without the excessive finance charges the seemingly-low advertised prices of shell houses bear further investigating. The family must buy a lot if it doesn't already own one, and, depending on the model, may have to have a foundation dug, have the shell erected, have the wiring and plumbing installed, frame and finish the interior, buy or build cabinets, and finally, paint the place.

MEET YOUR DELEGATE

(Ed. note: The following account is another in a series which will appear in the LOG on Seafarers who serve as ship or department delegates. Future issues will carry interviews from other SIU vessels.)

Make every effort to get the facts straight and lay them out calmly in an earnest attempt to get beefs settled is the approach Seafarer Angelo Romero prescribes for any delegate. That's the path he used his last time out as ship's delegate on the Azalea City (Sea-Land).

"When a beef is brought to me by someone in the crew," Romero explained, "I really try to advise the department head of the difficulty so we can work on having the problems resolved before we reach port. If you think you've got all the facts, the best way is to plow right in while things are fresh in everyone's mind."



Romero

Emphasizing his point, Romero related an experience when the chief mate on one ship showed a personal dislike for the pumpman on the vessel and caused the Seafarer considerable difficulties along the way.

Romero intervened with the mate, citing the point that the pumpman was qualified and must be doing his job well or there would have been complaints about his work. He also noted that the mate had no right to penalize anyone on the basis of personal differences and was creating what could have become a more difficult situation for all concerned on the vessel. Prompt attention to the problem prevented further unjust treatment of the pumpman and cleared up a sticky situation.

A delegate must know his contract thoroughly in order to function efficiently, Romero added, and must have a basic understanding of different shipboard problems. Then he can minimize any problem that may arise and assure that the individuals involved are protected.

The 35-year-old Seafarer joined the SIU in 1947 and remembers well the lack of job security before he became a Union member. Romero says "before I joined the SIU I never knew from one day to the next, where I stood. Now I know I'm secure in my job." He sails regularly in the steward department.

Romero lives in Brooklyn with his wife, Teresa, and their 11-year-old daughter, Isabel. He ships out of the New York hall and prefers the New York to Puerto Rico run that enables him to see the great changes being made on the island where he was born.

JEFFERSON CITY VICTORY (Victory Carriers), Jan. 8—Chairman, Frank A. Radzvilis; Secretary, L. Gerber. No beefs reported. Steam tables to be put back in pantry. Motion to feed 4-8 watch a few minutes earlier than non-watchstanders.

SAMPAN HITCH (Suwannee), Feb. 7—Chairman, J. Morton; Secretary, R. C. Morrisette. No beefs reported by department delegates. Walter F. Mueller elected ship's delegate. All is well aboard ship.

LOSMAR (Calmar), Feb. 23—Chairman, G. Edwards; Secretary, G. Walter. All disputed OT, repair list and all business pertaining to the ship to be turned over to patrolman at pay-off. Two members reported injured

DIGEST of SIU SHIP MEETINGS

on westbound voyage and will be hospitalized in New York.

STEEL DIRECTOR (Isthmian), March 4—Chairman, M. E. Watson; Secretary, J. Palino. No beefs reported. J. Palino resigned as ship's delegate and Bill Hamby was elected. Ship needs to be fumigated. Boarding patrolman to look into water situation aboard this ship.

ARIZPA (Waterman), March 4—Chairman, A. E. Bourgot; Secretary, C. Garner. Everything fine. Motion made to have life jacket put on bow of ship for safety.

DEL MAR (Mississippi), Feb. 25—Chairman, Tucker; Secretary, Wersel-owich. Ship's delegate reported everything okay. No beefs about ship. Motion to write letter to LOG for more LOGs at sea for passenger ships. Request more chairs for the crew.

AMES VICTORY (Victory Carriers), March 11—Chairman, L. E. Schmiell; Secretary, Werner M. Pedersen. No beefs reported. Crew asked not to wear shorts in pantry or messhall. Sailing board to be posted before 5 PM. Cups to be returned to pantry. Repairs that can be done at sea should be taken care of as soon as possible. All delegates to collect 50 cents from each man for ship's fund.

STEEL AGE (Isthmian), March 10—Chairman, Leo E. Movall; Secretary, Kenneth Winters. Everything is going alright. Motion to bring to patrolman's attention the matter of having a new water system installed on ship, so galleys would use drinking water only. Vote of thanks to steward department for good food and good service during trip. Most repairs done. Motion to give money from the ship's fund to the Seamen's Church

for new library. Engine delegate to see chief engineer about turning on the fans in the fire room. Vote of thanks to ship's delegate for a job well done.

BETHLOR (Ore), Feb. 13—Chairman, Charles Bedell; Secretary, Robert Hartley. Ship's delegate reported that the captain wants three deck-hands aboard ship in Baltimore to handle any stores that come aboard. No beefs reported by delegates. Crew would like to have recreation room painted. Baker should make hot bread more often.

THETIS (Rye Marine), Feb. 26—Chairman, H. Whisnant; Secretary, Ira K. Coats. All OT beefs settled with the exception of a few disputed hours in the engine department. Ship will have clean payoff. Sixteen crew rooms and crew mess painted. Vote of thanks to the new captain, new chief mate, chief engineer and his staff for their overall cooperation. Vote of thanks to all SIU crewmembers aboard ship who have constantly supported the ship's delegate. Request library from headquarters.

EMILIA (Bull), March 11—Chairman, F. V. Fromm; Secretary, L. Chapman. T. Palino elected new ship's delegate. No beefs reported. Request room change for dayman. Suggested making quarters out of room used as slop-chest. Check why hot water is scarce.

ELIE V. (Ocean Cargoes), March 4—Chairman, H. Miller; Secretary, W. Miles. Ship's delegate reported most repairs completed during voyage. Draws irregular. See patrolman about travelers' checks. Crew asked to be quieter in passageways. Vote of thanks to steward department for good service and good food. Crew asked to remove clothes from sidley when dry.

OCEAN ULLA (Maritime Overseas), March 8—Chairman, James McPhaul; Secretary, Leo M. Morsette. Clark elected new ship's delegate. OT beefs in deck department to be taken up with patrolman.

DEL ALBA (Mississippi), Feb. 25—Chairman, John E. Shamel; Secretary, S. Rothchild. Orlando Guerra elected to stay on as ship's delegate. Met with captain concerning beefs about mate interfering with deck work. S. Rothchild elected ship's treasurer. Crew requests clarification concerning articles.

STEEL APPRENTICE (Isthmian), March 4—Chairman, N. Lambert; Secretary, R. Masters. Some repairs from last voyage being done. \$21.17 in ship's fund. Ralph Fitzpatrick, ship's delegate, asked to stay on as ship's delegate for another voyage. Check with patrolman and also USPHS regarding length of various inoculations. Anyone who needs new mattress should notify steward.

STEEL EXECUTIVE (Isthmian), Feb. 4—Chairman, C. C. Lawson; Secretary, C. R. Wood. Ship's delegate asked cooperation of all in making this a good trip. Movie projector to be repaired in San Francisco. No beefs reported.



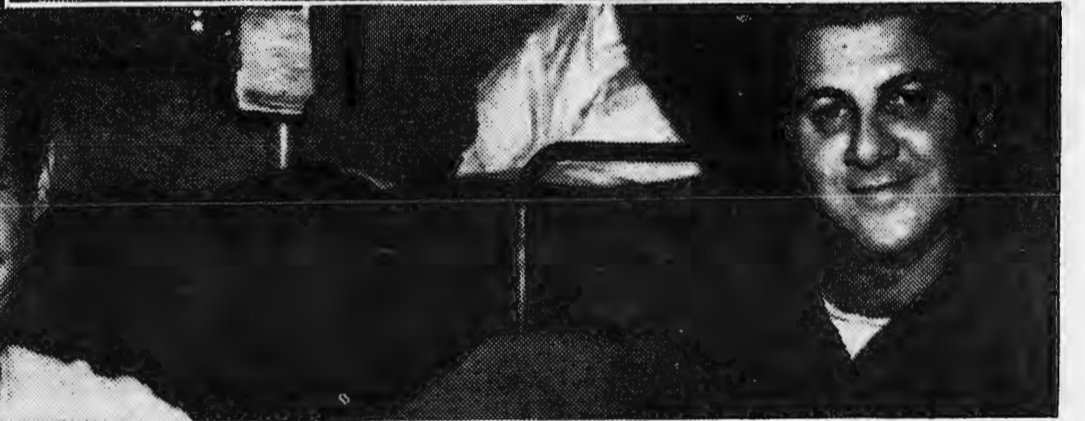
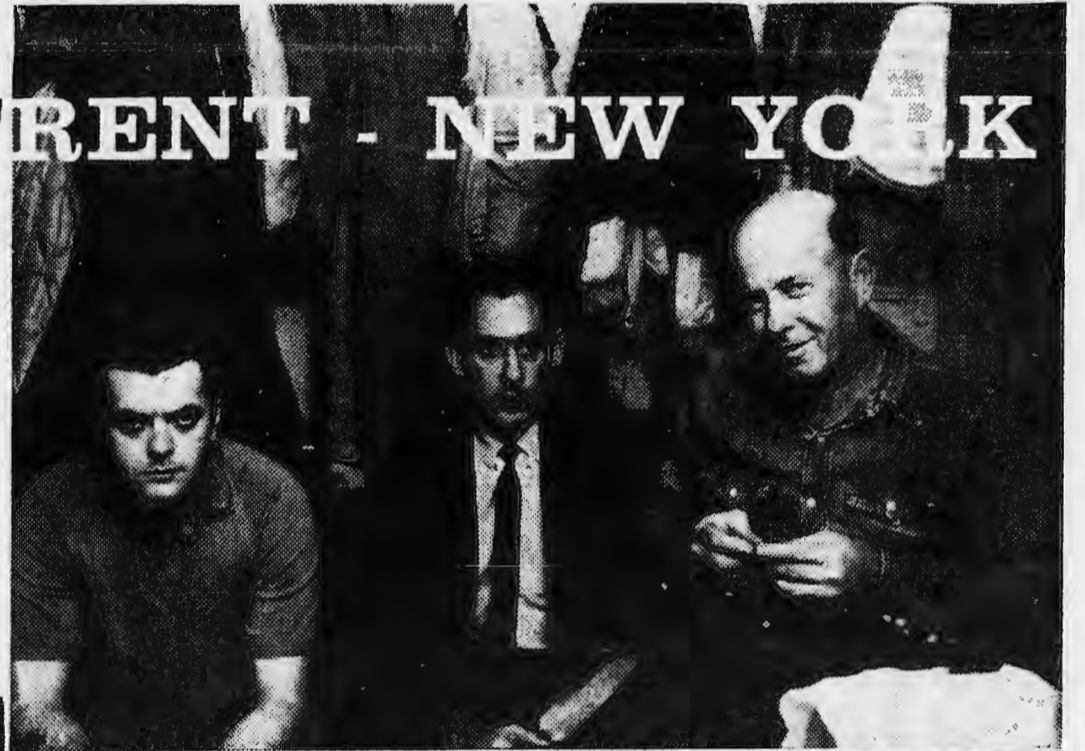
Impromptu meeting on the Suzanne at Philadelphia (left) features R. Kyle, deck delegate; W. Beeman, engine delegate; G. Pettipas, bosun; J. Winfield, steward; SIU rep. S. Zubovich. Black gang (above) includes J. J. Melila, R. Sullivan, B. Larson, and M. Waters.

S S SUZANNE - PHILADELPHIA



S S ROBIN TRENT - NEW YORK

At New York, in the Robin Trent's galley (left), are Juan Rios, 3rd cook, and Mac Bride, galleyman. In deck department foc'sle (right), Richard Height and Wesley Parker, ordinaries, and John Sanders, AB, relax and wait out the start of the payoff.



Lined up for the Trent payoff (left), E. Hawkins, night cook; J. Roa, messman, and H. Meacham, deck department, wait to sign vouchers. Back in foc'sle (above), S. Szanto, carpenter, and J. Henault, bosun, look pretty pleased with the way the trip went.



S S HASTINGS - BALTIMORE

In the Hastings' messroom at Baltimore (above, left), deck and engine contingent includes L. Koya, L. Kubecka, J. Sawyer, F. Holland, G. Lowe, C. Mohundro, E. Yosnowski, and C. Bonfont. Above, L. Jordan, chief cook; G. Tolliver, NCB; A. DiBartolomeo, 3rd cook.

THE SIU INDUSTRIAL WORKER



UIW Wins Fla. Shipyard Vote, Opens Pact Talks

TAMPA—Increasing the tempo of its Gulf organizing drive, the SIU United Industrial Workers won bargaining rights for yard workers at the Hendry Corporation here in a National Labor Relations Board election conducted on May 17. The vote tally was 33-25 and has since been formally certified by the labor board, paving the way for the start of contract talks.

The victory was all the more conclusive due to the unorthodox tactics used by the company in trying to thwart UIW and other union attempts to bring bona fide union coverage to its workers. The union win came despite balloting by supervisory personnel who were permitted to vote in the election.

Employs 75 Workers

Hendry is a shipbuilding and repair yard operation employing approximately 75 workers and also runs two dredges out of Port Everglades, Florida. The dredge workers were the focal point of a separate representation election called by Local 25 of the International Union of Operating Engi-

neers, which represents dredgemen throughout the Atlantic and Gulf Coasts.

Although the company was successful in turning back the Local 25 effort to unionize its boatmen, the UIW success in the shipyard election held a few days later is expected to ultimately turn the tide in favor of the dredgemen. Hendry pulled out all stops in seeking to turn back the dredge union, but the yard workers refused to be sidetracked by the atmosphere of intimidation created by the company.

One particular tactic against the dredgemen was a maneuver to keep local police at the election site for six solid days on the ground that "union activities" were causing disturbances. Actually, the one small disturbance that occurred was caused by a company boatman apparently acting at the company's instigation.

Hendry eventually parlayed this into a captive mass meeting aboard the dredges less than 24 hours before the balloting took place, but refused Local 25 an equal opportunity. This refusal and other irregularities are expected to overturn the original election verdict and produce a new vote by the NLRB.

In the interim, UIW officials here have begun preliminary talks with company representatives on terms of a first agreement.

Coast Shop Inks First UIW Pact

WILMINGTON, Calif.—The first concrete result of the expansion of the United Industrial Workers organizing campaign to the West Coast took place here last month when the union signed a precedent-setting contract with Paulsen-Webber Cordage Company for a newly-operated plant in this city.

The agreement, which is retroactive to April 19, provides the highest wage scale in the area for workers engaged in marine canvas and rope manufacture and repair. The first-time coverage provided for company employees here is seen as an important boost for the union's organizing drive on the Pacific Coast to bring other canvas and cordage workers under the UIW banner.

The new contract provides for an immediate pay raise, paid holidays and vacation, UIW Welfare Plan coverage, plus full job security and seniority protection.

Paulsen-Webber has its headquarters in New York City and plants in six other East and Gulf Coast locations. These plants, which have had UIW contracts for a number of years, are in Norfolk, Mobile, Houston, New Orleans, Baltimore and Sunbury, Pa. The wrap-up of the agreement here followed Paulsen-Webber's purchase of the Atlas Rigging Company.

At NY Meeting



A lively discussion on the SIU food program featured the June regular membership meeting in NY. Steward department member William Rose, one of the speakers, said individual criticisms of shipboard feeding will always exist but this doesn't change the fact that feeding today is 100% improved over the past.

MA Okays Extra Trips For Delta

NEW ORLEANS — SIU-contracted Delta Steamship Lines, Inc., formerly the Mississippi Shipping Co., Inc., has received authorization from the Maritime Administration to increase the number of sailings company vessels make to West Africa by four trips annually.

Delta will now make a minimum of 18 and a maximum of 24 sailing on its Gulf to West Africa run. The change was effected by a modification of the company's operating subsidy agreement with the Government to provide additional funds for the increased service.

The change in the company name occurred this Spring when stockholders of the 43-year-old concern voted overwhelmingly for the new corporate name. The vote took place at the annual meeting held here aboard the Del Mar.

The fleet's new corporate name is well-known in the US and abroad where for many years it used the Delta Line trade name for operations from the Gulf Coast to South America and West Africa.

Delta operates 13 American-flag vessels in its service including three new ships placed in operation within the past year. These cargolliners are the Del Oro, Del Rio and the Del Sol. Six ships operate to West Africa on a bi-weekly schedule. Seven vessels maintain a weekly schedule of sailings to South America.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director

Eye Care And Contact Lenses

The increasing popularity of the use of contact lenses is becoming a matter of public interest and grave professional concern. The patient has often been introduced to contact lenses by promotional literature rather than through a prescription to meet a medical need. Contact lenses are being used not only by people who need them but by a large number of people whose visual requirements would be better met by spectacles.

Many people have been led to believe that contact lenses are without hazard, and that they are a substitute for spectacles. There are patients whose visual requirements are advantageously met by contact lenses, but this does not mean that all who wear spectacles would be benefited by contact lenses.

The growing use of contact lenses by the younger generation, especially the female, should not be encouraged until the facts about their use, advantages and hazards have been emphasized. These facts have not been presented to the public too forcibly, except perhaps by the ophthalmologist. The fact that the contact lens is a foreign body, unsterile and sometimes unclean, which is placed in contact with the delicate, transparent, easily damaged cells of the cornea—in contrast to spectacles which are in contact only with the tough cells of the skin—should be reiterated. It has not been sufficiently emphasized that the normal physiological function of the cornea is interfered with by placing a contact lens on the cornea.

Ophthalmologists in general have not advocated the use of contact lenses as a substitute for spectacles. Many people, however, are susceptible to exploitation of their

vanity and patients obtain contact lenses without a physician's orders, and only return to his care when trouble arises. That the prescribing and follow-up care for those using contact lenses should be the responsibility of the physician has been presented by Charles E. Jaekle, MD, in a recent issue of the "AMA Journal."

That contact lenses can produce serious damage to the cornea is borne out by frequent reports of injury to the cornea, and specifically corneal ulcers. A well-timed article in the Navy Medical Newsletter reported several cases.

Another case reported followed the continuous wearing of contact lenses for several weeks, as he was told to wear them as long as he could. Evidently, a patient's symptoms cannot be depended upon as a criteria for improper fit, or the wearing of the contact lenses. Either the person's pain threshold is increased or the sensitivity of the cornea is decreased by the lens. Properly-fitted lenses should not produce more than superficial stippling of the cornea, and patients can eventually wear them for 14 to 18 hours. The contact lenses should always be removed at night (bedtime).

Often, proper-fitted lenses will cause staining or abrasion of the cornea when patients wear them for too long a time. At first, contact lenses should be worn for short periods, and their use should be gradually increased. Any infection of the eye should be a warning not only to defer wearing the contact lenses but also to have the eyes checked for possible corneal damage. Even infections in the immediate family call for special precautions to protect the contact lens wearer.

The habit of using saliva to moisten the contact lens is another possible source of infection, in addition to the esthetic consideration, and should be specifically interdicted. The following directions, according to the Medical Newsletter, is a nucleus of a code that the contact lens fitter can apply to himself and his patients.

- The hands should be cleansed with soap and water before insertion of contact lenses.

- The existence of more than rare episodes of minimal superficial staining indicates the necessity of re-evaluation of the lens fit, the patient's insertion and removal techniques and the correction of any irregularities found.

- If corneal staining is found, the lenses should be removed until the following morning, and local

antibiotics prescribed for use until bedtime.

- Initial wearing time should not be greater than several hours and increases in wearing time should be gradual. If there is an interruption in the daily wearing of the lenses of more than one or two days, the patient should resume wearing the lenses for several hours and again gradually increase his wearing time.

- Lenses may be worn for prolonged periods if the fit is good and if they cause no corneal staining, but they should always be removed at bedtime.

- Saliva should never be used as a contact lens lubricant.

- The lenses should not be worn in the presence of bacterial or herpes simplex (cold sores) infection in any part of the body.

- If members of the contact wearer's household have bacterial infections or conjunctivitis, care should be taken to avoid the common use of fomites (towels, etc.) and the patient should give extra care to the cleansing of his hands prior to inserting his lenses.

- Lenses should be kept scrupulously clean and must be properly cleansed with antiseptic wetting solutions prior to insertion.

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

Reunion



Back home after getting off the Orion Planet due to illness in Japan, Seafarer Lawrence O'Connell, bosun, has reunion with daughter, Lorene, 13 months. He stopped by SIU headquarters to show off the young lady to shipmates.

THE FISHERMAN and CANNERY WORKER

New Bedford Signs Big New Scalloper

NEW BEDFORD—Intimately concerned with scallop fishing as the major base of its members' jobs, the SIU-affiliated New Bedford Fishermen's Union is acting in both the catching and cooking fields to protect the membership and the industry.

The union has signed the newest fishing boat added to the area's scallop fleet, the FV Moby Dick, to a contract. Her 12-man crew is thereby insured of union protection, representation and conditions.

Aiding the industry, the union and boat owner representatives,



Moby Dick is newest scalloper in New Bedford union fleet.

acting through the New Bedford Seafood Council, have published a colorful 24-page book on the preparation of scallops entitled "All About Scallops and How To Cook 'Em!"

The book has sections dealing with the buying and cooking of scallops, a color pictorial display of scallop harvesting in the Atlantic and a selection of tasty recipes, featuring "quick and easy ones," "New England Heirlooms" and "continental favorites." The recipes were tested and evaluated in the New York test kitchen of home economist Demetria Taylor.

The Moby Dick is a \$110,000 boat owned by two former union members who went into business on their own. She has enclosed shucking boxes, the latest electronic aids, generous crew quarters with extra long bunks and individual reading lamps. On her maiden voyage she brought home a banner catch of over 20,000 pounds of scallops.

Crewmembers are covered by the contract signed by the NBFU and boatowners last year. Construction of at least one and possibly two more scallopers for New Bedford interests is also reported in progress, promising more jobs for NBFU men.

The scallop recipe book can be obtained by writing the New Bedford Seafood Council, Box 352T, New Bedford, Mass. Its price is fifty cents.

Alaska Wage Pact Signed

SEATTLE—A new contract calling for an increase in wages and an upgrading of working conditions has been won by the SIU-affiliated Alaska Fishermen's Union in its dispute with the Northwest Trawlers Association.

The pact was approved by Alaska fishermen after negotiations between the union and the boat owners that started last October and extended into the earlier part of this year.

George Johansen, secretary-treasurer of the AFU, said that the agreement on working conditions runs for two years and the wage stipulation for one year.

Bahamas Warn Against 'Invaders'

TALLAHASSEE — Florida Conservation officials have relayed a warning from the government of the Bahamas that Bahamian patrol boats will fire on "alien" fishermen encroaching on the territorial waters of the islands. Florida cannot prevent the sale of seafood taken in Bahamian waters, officials said, nor can they penalize any fishermen who violate Bahamian regulations. However, for the sake of safety and to preserve relations with the island government, Florida urges voluntary observation of the regulations.

Senate Bill To Expand PHS Care

WASHINGTON—The Senate has approved a bill to restore the eligibility of all commercial fishermen for medical care in hospitals, out-patient clinics and other medical facilities of the US Public Health Service. The USPHS would service fishermen in the event of on the job illness or injury.

For a century and a half, from 1798 to 1954, all fishermen were eligible for this care. In the latter year the coverage of self-employed fishermen, usually boatowner-operators, was rescinded by the Government. Only fishermen employed on a boat and receiving a wage remained eligible for USPHS medical care.

The Government modified the original coverage as a result of claims for medical care by owners of pleasure yachts and even by a housewife living aboard a houseboat who was "employed" to turn on the navigation lights each evening.

The Senate-approved bill makes clear that only fishermen actively engaged in commercial fishing are to be considered eligible for USPHS assistance. Claims by passengers, guests and persons on non-commercial fishing vessels are excluded.

Philadelphia Ships 'Em Pronto



Catching the action at the registration counter in the Philadelphia SIU hall, photographer pictured Seafarers Robert Kyle (left) and Ralph Murray, both shipping in the deck department, being signed in about 10 AM one day by dispatcher John Kelly. Kyle made it a fast trip out and was aboard the Suzanne (Bull) by 2 PM the same day when the photog visited the ship. (See page 13.)

Jones Act Rights Upheld For Seaman On Runaway

NEW YORK—A Greek seaman, suing in Federal Court here for a back injury sustained aboard a runaway ship which the court ruled was "owned substantially by business interests in the United States," has won the right to sue the owners under US law.

Pre-trial examination before Judge Thomas F. Croake disclosed that the Liberian-registered freighter Corinthiakos, owned by Ocean Traders Marine Corporation and managed by Orion Shipping and Trading Company, had its operational and financial interests controlled by United States interests.

Has No Office

Testimony also disclosed that Ocean Traders had no office in Liberia nor did the company have any formal offices in the "usual sense" anywhere but in New York. However, Ocean Traders was in fact owned to the extent of 48 1/2 per cent by United States citizens.

It was revealed that Orion had formed between 300 and 500 "standby" corporations that shared the same local office and were ready to handle any ship "assigned" to them for runaway operation.

Judge Croake ruled that Ocean Traders' operations had "all the attributes of a domestic business operation, and were thus subject

Lend-Lease \$ Overdue

WASHINGTON—Over 20 years after the original Lend-Lease aid bill was passed by Congress in 1940, the US has collected barely half the amount due under wartime assistance agreements with the Allies.

Payments of \$55 million in 1961 brought the total collected so far to about \$808 million, including interest, compared to the original agreements calling for \$1.6 billion plus interest.

The accounts of Nationalist China, Greece, Saudi Arabia and Russia are still unsettled. The Russia item is of particular interest since war-built Liberty ships were part of the aid to the Soviets and these vessels, still operational, formed the backbone for the growth of the powerful Russian merchant fleet since the war.

to the laws of this country." The seaman, Panagiotis Pavlou, was granted the right to sue for \$150,000 damages under the Jones Act. He claimed he sustained a back injury while the ship was at Vancouver, BC.

LABOR ROUND-UP

Plumbers and Pipe Fitters have negotiated a three-year agreement with the National Constructors Association raising minimum wages ten cents an hour each year for members employed on large industrial construction projects. The journeyman's scale is \$3.15 hourly now and will go up to \$3.35 in 1964.

A National Labor Relations Board trial examiner has again found Sears, Roebuck guilty of "frustrating" the collective bargaining process. He recommended that Sears be ordered to cease and desist from refusing to bargain with Seattle Retail Clerks Local 1207 or any other representative unions and stop interfering with employees exercising their legal rights. A trade union boycott against the anti-labor chain is continuing all over the US. Half a million postal workers will vote this month in the biggest union representation election ever held in the US. Ten unions, including six AFL-CIO affiliates, are seeking to represent employees in seven bargaining units. The mail ballot originates under a White House order directing Government agencies to recognize unions and negotiate binding written contracts.

Wage increases five cents an hour this September and another seven and a half cents next year, plus additional improvements, have been won by the Amalgamated Clothing Workers in talks covering 20,000 shirt industry workers. An increase in the health and welfare program affecting these workers and up to 130,000 others is also expected as a result of the contract pattern established... A lengthy strike by Distillery

Workers Local 36 against the Stitzel-Weller Distilling Corp. in Shively, Ky., is in its tenth month. The strikers have urged union members not to buy the company's bourbon whiskies retailing under such labels as "Old Fitzgerald," "Cabin Still," "Old Elk" and "W. L. Weller."

The notorious Kohler plumbing fixtures concern was handed another setback in its eight-year fight against the United Auto Workers when the US Supreme Court refused to hear a company appeal from a decision finding it guilty of unfair practices. A bitter strike erupted in 1954 when Kohler sought to oust the UAW from the plant. The union had earlier displaced a company union. An estimated \$1 million in back pay is owed some of the strikers... Toffenetti's Restaurant in New York has been told it cannot discriminate against union members by cutting them out of a profit-sharing plan and refusing to pay a customary holiday bonus given to other workers. The NLRB upheld the right of Hotel & Restaurant Employees Local 1 to bargain with management on the amount owed each member.



It's A Clean Sweep



Good news for all hands is the word on this quartet of Seafarers pictured during recent visit to Staten Island USPHS, including (l-r) Sam Howard, ex-Ines; Alfred Cedeno, ex-Losmar; Robert Patterson, ex-Anji, and Adolph Swensen, ex-Hurricane. All of them are on the mend now and out of the hospital.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Keep Frozen Foods Frozen

Frozen foods are certainly no novelty any longer aboard ship or ashore. They've brought about a complete change in the preparation and serving of meals. Today many "perishables" can be kept for long periods without fear of spoilage or loss of nutritional values. But all this depends on keeping proper temperature controls and checking whether each frozen product is stored at the temperature that will maintain its quality until it's actually served.

There's an important rule about the relationship of temperature to spoilage. It applies across the board to the preservation and quality of frozen food: Quality loss increases more and more for every degree of excess temperature that you apply.

It can double or triple within a short time although the temperature change is very slight.

Damage Not Visible

One of the main reasons for stressing this is that damage from excess temperatures is not visible or tastable in its early stages. But just because there's no outward evidence of damage doesn't mean it doesn't exist. Changes that eventually result in poor flavor and color have already begun. Vitamin content is also affected.

The damage accumulates and even though the temperature is brought back to 0°F. you can't correct what's been done. Lowering the temperature only protects against further loss or more rapid losses.

Even at temperatures as high as 25 degrees many products may still feel hard, but it is at this point that loss of quality proceeds at a rapid rate. Much damage can occur even in extremely hard frozen products that are kept above zero. As the foods reach defrosting and higher temperature, loss in food quality is usually severe, even in the cases where products have the ability to withstand it.

Peaches And Strawberries

Frozen peaches and strawberries, for example, are prone to rapid damage, especially after total exposures of a day or two at 30 degrees. Flavor change is an early indicator of quality loss, and discoloration and loss of vitamin C may also occur under these circumstances.

Green beans, when frozen at zero degrees or less, normally lose chlorophyll at a rate of ten percent a year. At higher temperatures, the loss multiplies severely. It triples at 10° and works 16 times as fast as 20°. Changes in color and flavor are the end result of this abuse.

In the case of frozen poultry,

the rate of deterioration doubles with each ten degree rise in temperature, causing loss of moisture, rancidification, darkening and loss of quality. Deterioration works still faster in turkeys than in chicken. Cut-up poultry is also naturally less stable than whole birds.

Overall, temperature control is an extremely important factor in all food preservation. Taste as well as nutrition certainly depend on proper preservation.

There is only one accurate way to determine temperature and that is to measure it, record it and keep checking against changes. Such methods as the "squeeze test" are not reliable as they tell only whether the particular product is defrosted. In many cases, a hard feel to the touch may occur at 25 degrees above zero. The damage is then already underway, and nothing can be done about it.

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

Advance Meeting Schedule For West Coast SIU Ports

SIU headquarters has issued an advance schedule through September 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 a resolution adopted by the Executive Board last December. 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 July 16 August 20 September 17	San Francisco July 18 August 22 September 19	Seattle July 20 August 24 September 21
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(See page 5 for regular monthly meeting schedule for all SIU constitutional ports.)

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

The following is the latest available list of Seafarers in hospitals around the country:

USPHS HOSPITAL BALTIMORE, MARYLAND
Claude Brown
Joseph Bush
K. Catiakis
Charles Crockett
Archie Davis
George Dakis
Edward Denchy
Phibbs Deter
xGilbert Eller, Jr.
Henry Gawkoak
Eusibie Gierman
Gorman Glase
George Hudson
Lars Johnson
Peter Kordonis

VA HOSPITAL BALTIMORE, MARYLAND
Donald Kystons

USPHS HOSPITAL BRIGHTON, MASS.
Thomas Bronnan
Lealie Chase
George Fleming

USPHS HOSPITAL NORFOLK, VIRGINIA
William Armstrong
Walter Grimstead
Roscoe Honeycutt

USPHS HOSPITAL GALVESTON, TEXAS
Eurel Alverson
Isham Beard
Millard Busby
Carl Copper
Charles Hickoy
Curl Hald
Edward Johnsen

USPHS HOSPITAL SAVANNAH, GEORGIA
John Battles
C. Laseter
John Mitchell
C. Murray
Marion Salls
L. F. Sego

USPHS HOSPITAL SAN FRANCISCO, CALIF.
John Cormier
Harry Cronin
Walter Gill
Samuel Ginsberg
Talmadge Johnson
Anders Johansson
Eric Joseph
Carl Kendall
Lester Long
Andrew Lesnansky

USPHS HOSPITAL NEW ORLEANS, LA.
Sidney Anderson
Robert Aumiller
O. P. Balley
A. F. Bankston
Oscar Bird
Colon Boutwell
Roderick Brooks
Vernon Brown
John Calamis
Gerald Coll
Jorge Coto
Ancil Cunningham
Joseph Curtis
Thomas Dalley
James Dambrino
Alan Doujet
Louis Estrada
William Flemming
Thomas Foles
George Fox
Raymond Franklin
Clinton Franks
Eugene Gallspy
Charlie Gedra
James Gllsson
Harry Green
C. W. Halla
George Hammock
James Helms
Hayden Henry

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Omar Ali
William Bergquist
Robert Burton
John Chaplinsky
Thomas Correll
George Crabtree
Arcanjo Crasto
William Cutley
George DeGreve
Herbert Dierking
Jose Espanol

Sarafrn Lopes
Theodore Lord
George Lum
Anthony Malallo
Theodore Maltose
John Martins
Warren McIntyre
Kenneth Moore
Joseph Nagy
Callisto Oninio
Oscar Oza
Francis Panette
Theodore Phillips
James Furcell

USPHS HOSPITAL FORT WORTH, TEXAS
Benjamin Delbler
Isaac B. Dumcan
Harry Emmett
Abe Gordon
Thomas Lehay

SAILORS SNUG HARBOR STATEN ISLAND, NEW YORK
Alberto Gutierrez

VA HOSPITAL WEST ROXBURY, MASS.
Raymond Arsenault

VA HOSPITAL KERRVILLE, TEXAS
Willard T. Cahill

VA HOSPITAL WEST HAVEN, CONN.
George Johnson

SOUTHEAST LOUISIANA HOSPITAL MANDEVILLE, LA.
Robert McKean

Jose Guimera
Salvy Reinevelt
Carol Reul
Conrad Royce
Manuel Rodriguez
Michael Ronda
Joseph Roy
Billy Sing
James Stripp
Rafael Torres
William Vaughan
Artemio Vasquez
Henry Watson
Ellis Watts

PINE CREST HAVEN COVINGTON, LA.
Frank Martin
US SOLDIERS HOME WASHINGTON, DC
William Thomson
USPHS HOSPITAL SEATTLE, WASH.
David Boone
H. L. Campbell

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law. Be sure to get a master's certificate before you leave a vessel as a means of assuring your right to benefits later on.

Physical Exams—All SIU Clinics

April, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	74	9	8	91
Houston	106	12	1	119
Mobile	54	7	4	65
New Orleans	203	11	10	224
New York	381	37	30	448
Philadelphia	40	6	2	48
TOTAL	858	82	55	995

SIU Blood Bank Inventory

May, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	0	7
New York	47	31½	56	22½
Philadelphia	109	0	39	70
Baltimore	59	2½	4	57½
Norfolk	15	0	0	15
Jacksonville	48	0	0	48
Tampa	1	2	0	3
Mobile	16	0	0	16
New Orleans	29	0	12	17
Houston	30½	12	0	42½
Wilmington	4	0	0	4
San Francisco*	(7)	5	7	(9)
Seattle	15	0	0	15
TOTAL	373½	53	118	308½

* Figures in parenthesis (-) indicate shortage to be made up.

SIU Welfare, Vacation Plans

Cash Benefits Paid—April, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)....	11,691	\$ 33,101.15
Death Benefits (Welfare).....	19	44,000.55
Disability Benefits (Welfare)...	328	49,200.00
Maternity Benefits (Welfare)...	35	7,000.00
Dependents Benefits (Welfare)...	479	56,719.81
Optical Benefits (Welfare).....	419	4,997.52
Outpatient Benefits (Welfare)...	13,619	60,298.00
Summary (Welfare).....	26,590	\$255,317.03
Vacation Benefits.....	1,316	\$222,265.67
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	27,906	\$477,582.70

SIU SOCIAL SECURITY DEPARTMENT

SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



Health Insurance Issue In Canada

National health insurance has become a number one topic in Canada, with the labor movement playing an active role. The subject is not a new one; it has been battered about throughout the entire lifetime of most Canadians now living. However, Canada still shares with the United States the doubtful honor of being one of the few civilized countries without a form of health protection that applies to all its citizens.

Focal point of the present dispute is the prairie province of Saskatchewan where doctors are threatening to "strike." Saskatchewan, with a Co-operative Commonwealth Federation government, predecessor of Canada's New Democratic Party, led the way in hospital insurance prior to the introduction of a federal plan. Last year the Saskatchewan government sought and won re-election in a fight that centered on the introduction of a compulsory medical plan. The people of the province gave the government a mandate

indicating that they wanted such a plan. The doctors balked at the idea.

The medical men plunged into the 1960 Saskatchewan election using much the same methods generally associated with the American Medical Association. Doctors warned their women patients that with government health insurance they would no longer be able to honor their confidences.

The CCF government, back in office, proceeded to map a plan which is due to go into effect July 1. Some doctors have said they will leave the province if the plan goes into effect; others are threatening to provide only emergency service. The plan will be financed jointly by premiums and taxation. It is estimated that of the 193,000 taxpaying heads of families in Saskatchewan, 100,000 will pay no premium.

Basically, the position of the Saskatchewan government is that public funds must be under the control of a body which is representative of all groups. The doctors insist that any plan they take part in shall be under their exclusive control. There the situation is stalemated.

Labor advocates a comprehensive plan with quality care starting with preventive services and running through all phases of medical and dental needs, including rehabilitation. It has taken the position that the country's health needs are not now adequately provided for and only the government has the authority and the finances to plan the necessary comprehensive health program to make services available to everyone.

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

File Your Vital Data

The Welfare Plan has been able to pay death benefit claims to a number of families despite difficulties caused by incompletely-filed Seafarer's beneficiary cards that either did not list the beneficiary or lacked a Seafarer's signature.

The absence of such information can cause much delay and hardship for the families involved while the Welfare Plan must work to resolve legal tangles that result. In some instances families have to go to court to obtain documents citing them as the rightful beneficiaries. But this action takes time.

To insure prompt and proper payment of claims to survivors, Seafarers are reminded to file a complete beneficiary card with the Welfare Plan designating the beneficiary by name, with the date filled in and a signature at the bottom. When a beneficiary is changed, a new card must be filed to replace the old one and, if properly filled in, insures prompt payment to the new beneficiary.



Veteran SIU steward department member Jose Doletin, 46 (left), receives his first union pension check from SIU welfare rep. John Dwyer at headquarters.

11 More Oldtimers Draw SIU Pension

The number of SIU veterans retired on Union benefits this year rose to 35 as 11 more oldtimers were added to the roster of Seafarers already receiving lifetime \$150 monthly pensions.

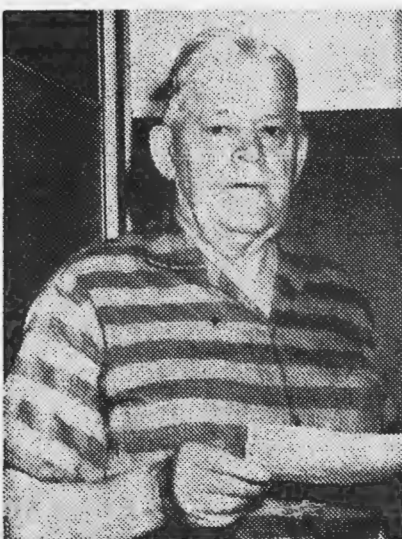
The latest group of pensioners includes: Percy J. Boyer, 55; Jose Doletin, 46; Arnt Larsen, 65; Benedetto Porcello, 66; Allen Reese, 68; Harold St. Clair Rivers, 59; John F. Santos, 58; Harold P. Scott, 40; Christian J. Voss, 67; Russell J. Wentworth, 65, and Demetrio G. Zerrudo, 63.

A well-known deck department veteran, Boyer signed off the Almena (US Tankers) as an AB last November. With seetime extending back to 1936, he began sailing with the SIU in 1938, joining up in New Orleans. He and his wife, Margaret, live in Algiers, La.

Born in the Philippines, Brother Doletin began shipping with the SIU in 1949 out of Tampa. He last sailed in the steward department on the Steel Fabricator (Isthmian).

Larsen has extensive seetime on US and foreign bottoms back to the early 1930s and is originally from Norway. He began sailing SIU in 1940 from Tampa and paid off his last ship, the Del Mar (Mississippi), after serving in the deck department. He's a New Orleans resident.

After eight years of US seetime,



Boyer

SIU Welfare Marks Birthday

Self-Insured Plan Made Big Savings In 12 Years

Cash payments to Seafarers and their families under the SIU Welfare Plan, which started out modestly just 12 years ago, have now reached a total of \$12 million dollars, with the wide-ranging SIU benefits program about to begin a new year of operation on July 1.

Self-insured since it began paying benefits on July 1, 1950, the flexible SIU Plan continues to demonstrate the value of its self-insured status with no ties at any time to insurance company administration. The jointly-administered program has increased benefit amounts and added new features steadily over the years. It began with a \$500 death ben-

efit and \$7 weekly in-hospital payment and has developed to the point of providing nearly 20 separate benefits for SIU men and their families. The two original benefits have grown considerably in stature and now provide \$4,000 for surviving dependents of Seafarers and \$56 weekly as a hospital benefit for up to 39 weeks plus a \$21 weekly amount thereafter for as long as may be needed. The Plan paid out only \$31,733 in its first year and now averages over \$2.5 million in annual cash payments.

Advantages of the self-insured welfare program were cited recently in a publication of the AFL-CIO Industrial Union Department, which urged all unions to self-insure their plans in order to provide increased benefits and greater protection for members and their families. The suggestion noted that unions which self-insure their welfare plans save many millions of dollars in insurance costs.

Unions that use commercially-insured welfare plans often receive only 70 cents in benefits for every dollar of premium payment, it was pointed out.

New Pensioners



Larsen



Porcello



Reese



Rivers



Santos



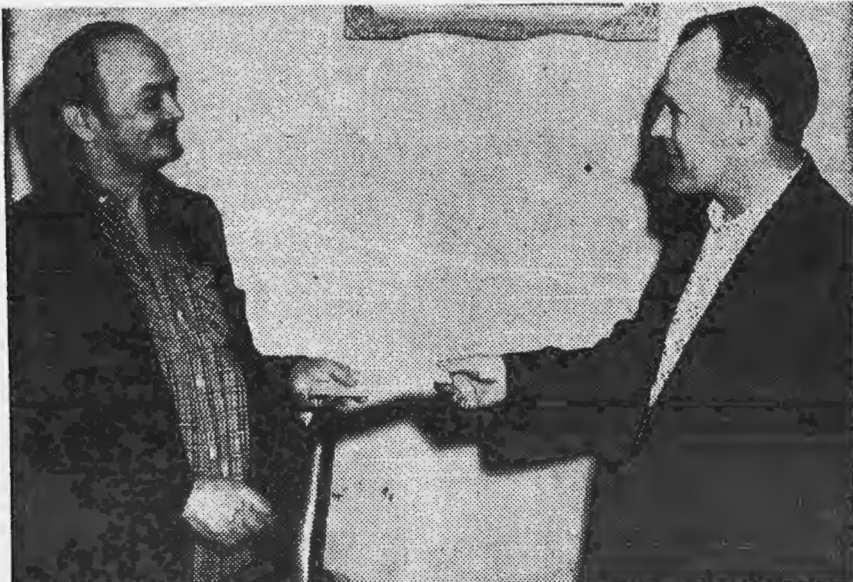
Wentworth



Scott



Zerrudo



Out in San Francisco, galley gang oldtimer William R. McIlveen, 63 (above, left) is congratulated by SIU West Coast rep. E. B. McAuley on drawing his first SIU pension check, as reported in the last issue of the LOG. In New York (right), Chris Voss, 67, shows off his pension check as he retires from steward department service.

SIU ARRIVALS and DEPARTURES

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 \$9,400 in maternity benefits and a maturity value of \$1,175 in bonds:

Jeanne Thompson, born February 22, 1962, to Seafarer and Mrs. Bobby Ray Thompson, Newport News, Va.

Pedro Flores, born February 14, 1962, to Seafarer and Mrs. Pedro T. Flores, Baltimore, Md.

Melinda Savala, born March 13, 1962, to Seafarer and Mrs. Frank Savala, Brooklyn, NY.

Stanley Gordon Reinsch, Jr., born September 13, 1961, to Seafarer and Mrs. Stanley G. Reinsch, Texas City, Texas.

Glenda Carol Hall, born March 12, 1962, to Seafarer and Mrs. William C. Hall, Texas City, Texas.

Juan Maldonado, born March 8, 1962, to Seafarer and Mrs. Enrique Reyes Maldonado; Santurce; Puerto Rico.

Erik M. Anderson, born March 20, 1962, to Seafarer Ellef Anderson, Seattle, Wash.

Rosa Marie Martinez, born August 5, 1961, to Seafarer and Mrs. Santos Martinez, New Orleans, La.

Timothy Galloway, born March 9, 1962, to Seafarer and Mrs. James Galloway, Supply, NC.

Casey Leo Brodus, born February 16, 1962, to Seafarer and Mrs. Byron C. Brodus, Springhill, Ala.

Robert N. Sessions, born March 9, 1962, to Seafarer and Mrs. Richard Sessions, Galveston, Texas.

Lewis Mendall, born January 15, 1962, to Seafarer and Mrs. Ralph Mendall, Jamaica Plain, Mass.

Victor Almojera, born April 2, 1962, to Seafarer and Mrs. Victor Almojera, Brooklyn, NY.

Marie E. Esquivel, born March 11, 1962, to Seafarer and Mrs. Ovidio Esquivel, Wharton, Texas.

Raul Iglesias, Jr., born March 6, 1962, to Seafarer and Mrs. Raul Iglesias, Bronx, NY.

James Dryden, born February 28, 1962, to Seafarer and Mrs. James Dryden, San Pedro, Calif.

Elsie Bonfont, born April 1, 1962, to Seafarer and Mrs. Edward Bonfont, Puerta De Tierra, Puerto Rico.

Norma Jo Knapp, born March 12, 1962, to Seafarer and Mrs. Darius Lee Knapp, Prichard, Ala.

Billy Fricks, born February 13, 1962, to Seafarer and Mrs. Redford Fricks, Westminster, SC.

Margo Reilly, born March 6,

1962, to Seafarer and Mrs. Martin Reilly, Milwaukee, Wis.

William Mitchell, born March 16, 1962, to Seafarer and Mrs. William Mitchell, Port Charlotte, Fla.

Derek Jordan, born April 4, 1962, to Seafarer and Mrs. Anderson J. Jordan, Mobile, Ala.

Brett F. Larce, born March 30, 1962, to Seafarer and Mrs. William Larce, New Orleans, La.

Ruby Sharp, born March 10, 1962, to Seafarer and Mrs. Charles Sharp, Baltimore, Md.

William Griffin, born March 31, 1962, to Seafarer and Mrs. John Griffin, Clarkston, Wash.

Carlos Marcial, born April 16, 1962, to Seafarer and Mrs. Pedro Marcial, Bronx, NY.

Karen Lee Sanchez, born April 5, 1962, to Seafarer and Mrs. Thomas H. Sanchez, Chickasaw, Ala.

Laura La Llave, born February 25, 1962, to Seafarer and Mrs. Rene La Llave; College Station, Mayaguez, Puerto Rico.

Frank Sovich, born April 3, 1962, to Seafarer and Mrs. Michael Sovich, Bayville, NJ.

Donna Ellis, born March 19, 1962, to Seafarer and Mrs. J. H. Ellis, Jr., Columbus, Ohio.

Cynthia Garza, born April 7, 1962, to Seafarer and Mrs. Manuel B. Garza, Houston, Texas.

Charles A. Anderson, born April 12, 1962, to Seafarer and Mrs. Francis J. Anderson, Baltimore, Md.

Patricia Parsons, born March 29, 1962, to Seafarer and Mrs. Frank E. Parsons, Mobile, Ala.

Nancy Du Bose, born April 24, 1962, to Seafarer and Mrs. Jonathan Du Bose, Savannah, Ga.

Donna Guistiniani, born April 30, 1962, to Seafarer and Mrs. Lawrence Guistiniani, Brooklyn, NY.

Martin and Mark Pickur, born March 30, 1962, to Seafarer and Mrs. Andrew Pickur, Pittsburg, Pa.

Yevone Beroud, born February 18, 1962, to Seafarer and Mrs. Roger J. Beroud, Upper Darby, Pa.

Jason Whittaker, born April 8, 1962, to Seafarer and Mrs. Clyde Whittaker, Seattle, Wash.

Margie Wood, born February 26, 1961, to Seafarer and Mrs. David Wood, Tampa, Fla.

Charles Long, born March 22, 1962, to Seafarer and Mrs. James A. Long, Baltimore, Md.

Louis A. Castronover, born March 25, 1962, to Seafarer and Mrs. John F. Castronover, Long Beach, Calif.

Sharon Carreon, April 30, 1962, to Seafarer and Mrs. Alfonso Carreon, North Texas City, Texas.

David Lonergan, born April 1, 1962, to Seafarer and Mrs. Michael P. Lonergan, Kenner, La.

Kevin Kitchen, born April 28, 1962, to Seafarer and Mrs. Elize Kitchen, Baltimore, Md.

Stanley Gurney, born May 13, 1962, to Seafarer and Mrs. Antonie Gurney, Baltimore, Md.

Geovani Trevisano, born May 28, 1962, to Seafarer and Mrs. Dominick Trevisano, New York, NY.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$34,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

George M. Kasprzyk, 65: A lung condition was fatal to Brother Kasprzyk on April 11, 1962, in Mobile, Ala. He started shipping with the SIU in 1947 and sailed in the engine department. His wife, Mrs. Margaret Kasprzyk, of Mobile, survives. Burial was in Brunbuettel, Germany. Total benefits: \$4,000.



Ernest A. Daniels, 57: Brother Daniels died an accidental death on January 8, 1962, in Houston, Tex. He started shipping with the SIU in 1956 in the engine department. A friend, E. D. Carson, of Houston, survives. Burial was at the South Park Cemetery, Houston, Tex. Total benefits: \$4,000.



Lawrence M. Moore, 66: A heart condition was fatal to Brother Moore on April 6, 1962, in Brooklyn, NY. He started shipping with the SIU in 1943 and sailed in the deck department. Surviving is a sister, Lillian M. Hogwood, of Norfolk, Va. Burial was at Evergreen Cemetery, Brooklyn. Total benefits: \$4,000.



George E. Jackson, 82: Brother Jackson died of a heart condition on January 1, 1962, in Baltimore, Md. He began shipping in the steward department with the SIU in 1938 and had been receiving special disability benefits since November, 1952. A friend, Gertrude Thomas, of Baltimore, survives. Burial was at Arbutus Memorial Park, Arbutus, Md. Total benefits: \$1,000.

Frank M. Wolinski, 32: Brother Wolinski died of a hemorrhage on April 24, 1962, at the USPHS Hospital, New Orleans, La. He started shipping with the SIU in 1945 in the engine department. His wife, Mrs. Anna Wolinski, of New Orleans, survives. Burial was at Metairie Cemetery, New Orleans. Total benefits: \$4,000.



Valentine Nunez, 65: Brother Nunez died of cancer on March 31, 1962, at the USPHS Hospital, New Orleans, La. He had been sailing in the steward department with the SIU since 1940. His son, Viriato V. Nunez, of Miami, Fla., survives. Burial was at Greenwood Cemetery, New Orleans. Total benefits: \$500.



George E. Jackson, 82: Brother Jackson died of a heart condition on January 1, 1962, in Baltimore, Md. He began shipping in the steward department with the SIU in 1938 and had been receiving special disability benefits since November, 1952. A friend, Gertrude Thomas, of Baltimore, survives. Burial was at Arbutus Memorial Park, Arbutus, Md. Total benefits: \$1,000.

George E. Jackson, 82: Brother Jackson died of a heart condition on January 1, 1962, in Baltimore, Md. He began shipping in the steward department with the SIU in 1938 and had been receiving special disability benefits since November, 1952. A friend, Gertrude Thomas, of Baltimore, survives. Burial was at Arbutus Memorial Park, Arbutus, Md. Total benefits: \$1,000.



Gottfried C. Metting, Jr., 88: Brother Metting was lost at sea while aboard the SS. Del Sud near Montevideo, Uruguay. He started sailing with the SIU in 1944 in the steward department. His sister, Mrs. Ida Blackburn, of Houston, Tex., survives. Total benefits: \$4,000.

Sidney Bernstein, 48: A heart attack was fatal to Brother Bernstein on March 18, 1962, while on the SS. Ezra Senobar. He started shipping with the SIU in 1940 and sailed in the steward department. His wife, Sadie Bernstein, of Brooklyn, NY, survives. Burial was in Long Island, NY. Total benefits: \$4,000.



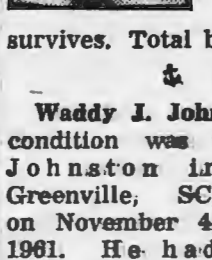
Linzey L. Bosley, 40: Brother Bosley died of a head injury on February 27, 1962, at the King County Hospital, Seattle, Wash. He started shipping with the SIU in 1955 and sailed in the deck department. His mother, Mrs. Clara Bosley, of Richmond, Va., survives. Burial was in Gassaway, W. Va. Total benefits: \$4,000.



Waddy I. Johnston, 81: A liver condition was fatal to Brother Johnston in Greenville, SC, on November 4, 1961. He had been sailing in the engine department with the SIU since 1947. A daughter, Mrs. Lucille James, of Greenville, survives. Burial was at Woodlawn Memorial Park in Greenville. Total benefits: \$4,000.



Jeremiah S. O'Byrne, 56: A heart attack was fatal to Brother O'Byrne on March 31, 1962 in Lynn, Mass. He began sailing with the SIU in 1947 and shipped in the deck department. His sister, Mrs. Mae E. Pelletier, of Hudson, Mass., survives. Burial was in Lynn. Total benefits: \$500.



Final rites for Seafarer William Hay, 51, prior to burial at sea, were conducted from the tug El Kabir, 20 miles off the coast at Casablanca, Morocco. Hay, who was chief steward on the Seafair (Colonial) died April 17 after being hospitalized earlier at Casablanca. Tugman is in background.



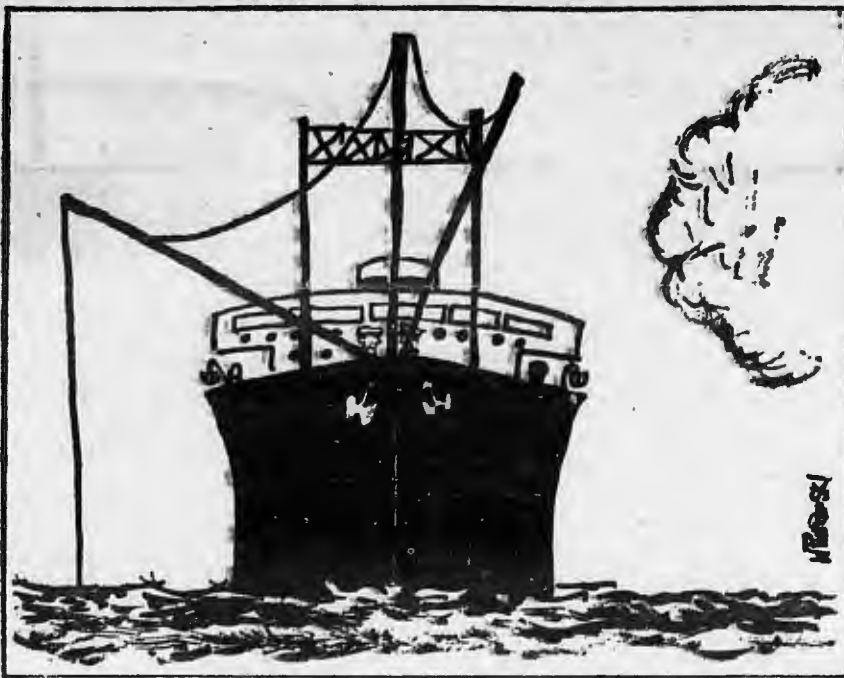
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Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.

'Sea Life'

-by William Pietrowski



"How many times have I told you, 'no fishing off the side of the ship'."

From the Ships at Sea

General housekeeping duties have been the order of the day aboard a number of ships, with the crews working busily to keep their vessels in tip-top shape.

The black gang on another Waterman ship, the Iberville, painted their foc'sles and installed workable fans throughout to keep everyone cool.

The Steel Vendor (Isthmian) is acting to take care of a number of items. To wit: Obtain rubber tips for messroom chairs, replace the



Elliott



Savage

washing machine's used wringer with a new one and install a few fans to lower temperatures.

Port holes on the Mount Rainier (American Tramp) are going to get new gaskets. This crew is also

going to put the hole vents into storage as a safety measure while the vessel is carrying grain.

The ship's delegate aboard the Fort Hoskins (Cities Service) reports that repairs are nearly completed. Now the crew will install new lockers.

Safety action aboard the Robin Sherwood (Robin Line) includes acquainting all seamen with their fire and boat stations plus the signals used in case of an emergency.

Seafarer James A. Elliott, who disappeared and was lost at sea recently is remembered by his mates on the Claiborne (Waterman).

Safe sailing by the Steel Surveyor (Isthmian) resulted in the ship winning a \$500 safety award from the company.

A new port has been added to the itinerary of the Alcoa Runner (Alcoa). The captain reported that the ship will begin making stops at some Venezuelan ports.

An unidentified Seafarer aboard the Portmar (Calmar) has an unusual beef. The seaman wants the ship's delegate to see the mate about the chipping that has been taking place on the deck back aft.

The crew and officers of the Transeastern (Transeastern Shipping) have been cited for their kindness and assistance by Seafarer Arthur Kavel, who became ill while the tanker was in Poland on a grain run.

ERNA ELIZABETH (Albatross), March 17—Chairman, R. J. Giovanni; Secretary, Samuel Doyle.

CITIES SERVICE MIAMI (Cities Service), March 15—Chairman, William Smith; Secretary, Charles Martin.

CITIES SERVICE BALTIMORE (Cities Service), Jan. 4—Chairman, D. Edwards; Secretary, Frank Flanagan.

PENN TRADER (Penn Shipping), March 4—Chairman, H. T. Brown; Secretary, J. F. Austin.

RAPHAEL SEMMES (Sea-Land), March 14—Chairman, M. Gottschalk; Secretary, Lawrence Smith.

SEATTLE (Overseas Oil Transport), Jan. 1—Chairman, Joseph E. Hannon; Secretary, Roy Pappen.

TITAN (Overseas Oil Transport), Jan. 1—Chairman, Joseph E. Hannon; Secretary, Roy Pappen.

WILMINGTON (Call), 505 N. Marine Ave. George McCaskey, Agent. UESumlin 4-2528

Storm, No Fuel Worried Lisa B

Now at home in New Orleans, the Liberty ship Lisa B (Venture Shipping) had some anxious moments while at sea recently, her SIU crew reported.

The ship was on an Indian voyage carrying bulk cargo and was off the coast of Japan when everything aboard the vessel stopped cold.

It seems the ship ran out of fuel and the place and time it picked to do this wasn't the most appropriate, the crew noted.

The ship was drifting about in heavy seas continuously and making no headway until a tug finally arrived and pulled the Liberty into Yokohama, Japan.

The ship was refueled and checked and, with everything again in order, the vessel continued on her way.

SIU HALL DIRECTORY

- SIU Atlantic, Gulf Lakes & Inland Waters District. PRESIDENT Paul Hall. EXECUTIVE VICE-PRESIDENT Cal Tanner. VICE PRESIDENTS Claude Simmons, Lindsey Williams, Earl Shepard, Al Tanner, SECRETARY-TREASURER Al Kerr.

STEEL DESIGNER (Isthmian), Jan. 12—Chairman, R. Campbell; Secretary, D. Baldwin. Everything running smoothly.

RENMAR (Calmar), Jan. 22—Chairman, Henry C. McCullough; Secretary, J. Foti. No ship's fund.

STEEL DIRECTOR (Isthmian), no date—Chairman, Frank Jankowski; Secretary, John Fatino.

CITY OF ALMA (Waterman), March 11—Chairman, H. Braunstein; Secretary, W. R. Stone.

ALCOA PIONEER (Alcoa), Jan. 3—Chairman, none; Secretary, R. Sirlous. Chief steward turned over the sum of \$10 for parts to repair crew's TV set.

COE VICTORY (Victory Carriers), Feb. 4—Chairman, P. J. Douzt Jr.; Secretary, W. Wood.

RAPHAEL SEMMES (Sea-Land), Feb. 14—Chairman, Paul Carter; Secretary, R. Cuevas.

MAYFLOWER (Mayflower), Feb. 14—Chairman, F. Van Looy; Secretary, T. F. Greeney.

ALCOA POINTER (Alcoa), Feb. 10—Chairman, Albert L. Clouse; Secretary, C. F. Gardner.

FLORIDIAN (Bull), Jan. 3—Chairman, Whitney; Secretary, Charles Diaz.

ORION PLANET (Orion), Dec. 31—Chairman, Redolph Lozzi; Secretary, Bernard Mace.

ARIZPA (Waterman), Dec. 2—Chairman, C. Garner; Secretary, J. Forbes.

DIGEST OF SIU SHIP MEETINGS

SEATRAN GEORGIA (Seatrains), Jan. 17—Chairman, Walter J. Shultz; Secretary, S. Kilderman.

AZALEA CITY (Sea-Land), Jan. 14—Chairman, R. Swayne; Secretary, W. W. Christian.

GLENBROOK (Maritime), Dec. 28—Chairman, I. W. Grises; Secretary, R. T. McNeil.

CITIES SERVICE BALTIMORE (Cities Service), Jan. 7—Chairman, James C. Whalley; Secretary, F. E. Taylor.

TIMBER HITCH (Suwannee), Jan. 1—Chairman, E. M. Murranks; Secretary, A. Swisrowski.

SEATRAN SAVANNAH (Seatrains), Dec. 23—Chairman, Arthur Fricks; Secretary, Joshua M. Lundy.

CITIES SERVICE NORFOLK (Cities Service), Jan. 4—Chairman, D. Edwards; Secretary, Frank Flanagan.

MV ROSE KNOT (Suwannee), Dec. 2—Chairman, Frank Caine; Secretary, John J. Collins.

TRANSYORK (Transwestern), Nov. 26—Chairman, A. Ackerman; Secretary, A. Pietrowski.

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Early Morning Accident

Elie V, Indonesian Steamer Collide In Malayan Straits

Thanks to excellent seamanship by all hands, all but one person was rescued when an Indonesian coastal steamer sank after colliding in darkness with the SIU-manned Elie V (Elie V Steamship) in the Malay Straits. The incident was reported during the course of an otherwise-successful around the world voyage by the Elie V.

The ship's delegate, William Cooper Sellers, forwarded an account of what happened at the scene of the accident shortly after the sinking. He wrote that the Elie V was making her way to Hong Kong from Bandar Shahpur, Iran, and by Thursday, May 17, was in the lower reaches of the Malay Straits, a few hours from Singapore.

It was 0320 hours when the impact occurred, Sellers said, with the result that the 800-ton steamer K. M. Tjode sank. She was registered in Djarkarta, and had been bound for Java with general cargo.

Of the 29 Indonesian men and women aboard the Tjode, 28 were subsequently picked up by the Elie V and a passing Japanese passenger ship, the Koran Maru, which answered the call for help and assisted in the rescue operations. No one was injured aboard the Elie V, whose damage was limited to a slight dent in the port bow.

Sellers describes the rescue effort as follows:

"In the few minutes that elapsed from the time that the Tjode collided until she sank her crew managed to launch several life-rafts which floated free of the sinking vessel and saved the lives of all but one member of the crew. "While the Elie V's lifeboat was being launched, crew members reported that they could hear the cries of the survivors in the water as they clung to the rafts and called for help. But the Seafarers were unable to see anyone because of the darkness.

"Carl (Red) Gibbs, an AB, was



Sellers



Gibbs

in the crew mess at the time of the impact drinking coffee. He said that he immediately ran out on the after deck and saw the stricken vessel slipping by the port side and sinking fast. He saw several crewmembers running around the

deck freeing the life rafts which floated free of the sinking ship as she slipped past the stern of the Elie V.

"The Elie V's lifeboat was manned by chief mate Firth, third engineer Deller, ABs Dick Gallegas, Dave Davis and Steve Kutzer, OS Al Ard and BR Henry Miller."

Survivors were landed in Singapore when the Elie V made that port later in the day. The ship shortly afterwards continued on her voyage. At the time of the accident, the SIU ship was empty. She picked up some cargo later and then continued on her way to the US.

MERMAID (Metro Petroleum), March 11—Chairman, W. C. Sink; Secretary, R. E. Kiedinger. Captain claims repairs are impossible to have done in Brownsville; has given ship's delegate a signed letter promising repairs in next port. No beefs reported by delegates. Messman seasick since leaving Tampa. Suggestion to give ship's fund to seasick messman so that he will have enough money to get back home.

RAPHAEL SEMMES (Sea-Land), Jan. 20—Chairman, W. Blakeslee; Secretary, J. C. Thompson. \$74.90 on hand in ship's fund. No beefs reported by department delegates. Motion made and accepted that crewmembers donate towards the ship's fund because the TV in the crew messhall is in need of repairs.

BRADFORD ISLAND (Cities Service), Jan. 20—Chairman, Adolfo Capote; Secretary, R. Darley, Jr. No beefs reported. One man missed ship in Lake Charles. Letter written to headquarters explaining situation and details. Motion that vacation pay of \$400 be payable on termination of six months' continuous seetime aboard the same vessel. At the end of six months a man must get off and remain on beach one month before registering to ship out. Suggestion that all crewmembers donate \$1.00 for payment on TV set.

GLOBE PROGRESS (Maritime Overseas), Jan. 18—Chairman, William Brightwell; Secretary, Edmund Abusly. Ship's delegate reports that he will see the patrolman about repairs. No beefs by department delegates. Realizing that this ship just came from under Liberian flag, crew is trying to improve conditions which are substandard for SIU-contracted ships.

JEAN (Bull), no date—Chairman, George E. DeGrava; Secretary, A. C. Long. No beefs reported by department delegates. One man missed ship in St. John. Delegate to request patrolman for payoff. Crew prefers fresh milk when available.

WARRIOR (Waterman), Jan. 14—Chairman, W. Gammons; Secretary, M. B. Elliott. No beefs reported. Vote of thanks to steward department. Dec. 3—Chairman, W. Gammons; Secretary, M. B. Elliott. No beefs reported. Port hole gaskets to be fixed when weather gets better. D. Ramirez reelected as ship's delegate. Vote of thanks for a job well done to the ship's delegate. Suggestion that new repair list be made up now so repairs can be done during trip. Suggestion that Union meetings be rotated so men can get more rest, due to time changes. Next meeting to be held in afternoon. Vote of thanks to steward department.

JEAN LA FITTE (Waterman), Dec. 17—Chairman, George Craggs; Secretary, Marcel Jette. Ship's delegate reported no beefs aboard ship. Unlicensed personnel had excellent conduct and no food beefs. All hands gave the steward department a vote of thanks for performing an excellent job. Radio operator put out a fine newspaper every day while at sea. \$28.01 in the ship's fund. Members of the engine department asked to stow away clothing and personal gear so wiper can clean rooms. Ship is loaded with rats. Patrolman to look into slop chest which is very poor. Crew requests clean drinking water and wash water tanks as water is very dirty.

BARBARA FRIETCHIE (Liberty Navigation), Feb. 4—Chairman, Red Brady; Secretary, Al Bernard. Entire voyage was enjoyed by a good gang. No beefs for the patrolman. Food excellent. Ship's delegate resigned and re-elected in prompt order. Customs in India has a new trick of forwarding the custom declaration forms from one port to another. If the two

declarations don't match, they are fined and articles are confiscated.

ALCOA RUNNER (Alcoa), Dec. 9—Chairman, Claude Helling Jr., Secretary, John S. Burke. Ship's delegate reported that all repairs are completed except a few items that will be taken care of in Mobile. All going along fine on ship. Vote of thanks to steward department for a job well done. Suggestion made for patrolman to contact the ex-ship's treasurer and see that he returns the \$20 to the treasury of the ship. Patrolman to contact company officials to give the crew a definite time of payoff. Suggestion made for ship's delegate to see patrolman or company officials regarding proper posting of sailing board on weekends and holidays.

ALCOA PEGASUS (Alcoa), Dec. 20—Chairman, Floyd Crumpler; Secre-

DIGEST of SIU SHIP MEETINGS

tary, J. P. Balderson. \$12.10 in ship's fund presently in the captain's safe. Ship receiving no communications from headquarters. B. Winborne was elected ship's delegate. Vote of thanks to steward department.

SEATRIN TEXAS (Seatrains), Feb. 18—Chairman, James Glenn; Secretary, Joachim R. Von Holden. Ship's delegate reported no beefs. \$40.25 in ship's fund. Wash tub in laundry needs to be repaired. Galley vent fan to be cleaned. Crew asked to be careful on gangway and to wait until ship is tied up.

GATEWAY CITY (Sea-Land), Feb. 27—Chairman, R. R. Adamson; Secretary, J. A. Turkingtok. No beefs reported. Few hours disputed OT. Repair list turned in. Dario Rios elected new ship's delegate. Ship needs to be fumigated. Chairs in recreation room should be secured to deck. One man fired in Puerto Rico. Crew would like to have TV on ship.

CITIES SERVICE NORFOLK (Cities Service), Feb. 28—Chairman, William Morris, Jr.; Secretary, Frank Flanagan. New washing machine probably will be installed in Linden this trip. Dayman's foc'sle has porthole sealed shut. See patrolman and port steward about having his room changed. Nothing in ship's fund. Vote of thanks to ship's delegate Dave Edwards for fine job. Request that he remain on as delegate. Suggest steward be seen about putting out greater variety of vegetables and to include one green vegetable at each meal. Men asked to take better care of washing machine and not leave it running.

GLENBROOK (Maritime Overseas), Feb. 25—Chairman, Kusnierski; Secretary, Charles Habbayhorst. Gilbert Troclair elected ship's delegate. Will talk to chief engineer about installing faucet for drinking water aft of galley for shore gang.

ALCOA PARTNER (Alcoa), Jan. 7—Chairman, T. J. Lewis; Secretary, John L. Munnerlynn. Repair list turned in and is being worked on. Everything running along smoothly. OT being turned in for Moll and Nagoya anchorage. Motion made to contact company about having fresh fish on board in each port. Ship's

LOG-A-RHYTHM;

Sunrise Tomorrow

By Roy Lee Hinson

I always look forward to that part of the day When thoughtful people sing praise or pray, The yawning sun kisses the earth goodnight Soothing the conscious of everything right. The earth begins to snuggle down in her bed After all her living have been watered and fed For all of earth's children there sounds a curfew. Let anyone has strayed to be watered with dew. At last twilight blinks her weary eyes To give to the whole world a great surprise. Gently falling into a peaceful slumber He sleeps while counting his hours by number. Soon the ascending sun opens his rested eyes To see the living and to hear their cries. He thanks the moon for her nocturnal vigil Giving light to the valley, mountain and hill. He then peeps down into each bird's nest From sunrise east to the darkest west, As his gentle warming rays awaken every heart Every living creature is given a new start. The groggy sun brings light again Giving life and hope to beast and man, God has restored to earth another day Wherein man may work, rejoice and play.

delegate to check about OT for anchorage in Port Arthur while on coastwise voyage.

Feb. 18—Chairman, D. Schwartz; Secretary, J. L. Munnerlynn. Sailed from Seattle short one wiper. Some disputed delayed sailing. Repairs being handled. So far everything going along fine.

EAGLE TRAVELER (Sea Transport), Feb. 28—Chairman, Jesse Lewis; Secretary, Newell Merrick. Minor beefs about food. Steward department held meeting and some constructive suggestions were made. Vote of thanks to steward department. \$28.80 in ship's fund.

PRODUCER (Marine Carriers), Feb. 11—Chairman, D. Rivers; Secretary, P. Fox. No beefs reported. James E. Welsh elected ship's delegate. Motion made that no one sign on until new washing machine is put aboard. Messman asked to keep messroom cleaner. Ship's delegate to see captain about cleaning passageway, foc'sles, etc., and to see steward about OT in his department for cleaning up. Delegate to make up repair list and turn it over to captain and chief engineer.

STEEL NAVIGATOR (Isthmian), Feb. 25—Chairman, Jack Short; Secretary, Eugene W. Bent. Repair list for voyage 23 turned in, including five repeat items from last voyage. Laundry room cleaning schedule has been brought up to date and posted. Letter from Moll, Japan, immigration inspector is in ship's file re lack of shore leave in outer harbor at Moll. \$74.90 in ship's fund. Crew asked for fresh baked bread daily. Will hold shipboard meeting at payoff port re feeding of 4-8 watch.

ATLAS (Bull), Feb. 18—Chairman, J. E. McBeth; Secretary, none. Two men had to leave the ship at Bahrain, Persian Gulf, due to illness. No beefs. Draw list made out in all departments. No ship's fund. Men from each department should alternate in cleaning laundry. Crew asked to keep mess hall clean. Vote of thanks to steward department. Have not received any LOGs.

STEEL FABRICATOR (Isthmian), Feb. 25—Chairman, J. Pulliam, Jr.; Secretary, James R. Buchanan. Pay-off will be in New York or Philadelphia. \$11.45 in ship's fund. Discussed division of wages of absent members. Food left in ice-box to be served within 48 hours.

FORT HOSKINS (Cities Service), Jan. 28—Chairman, Joseph Scungollo; Secretary, John J. Kolos. No beefs reported. \$16.00 in ship's fund. Salde elected ship's delegate.

DEL SUD (Mississippi), Feb. 19—Chairman, Shaughnessy; Secretary, Ellis. Ship's delegate left the ship in New Orleans. \$50.00 deposit made on movie screen in New Orleans. Motion made to see what can be done about members not attending ship's meetings. Ship's delegate and all department delegates to draw up a new ship's constitution before next meeting for action by the membership. Mike Dunn elected ship's delegate.

ROYAL OAK (Cities Service), Oct. 1—Chairman, Robert Myers; Secretary, none given. No beefs reported. \$15.00 in ship's fund. No ship's delegate.

STEEL ADMIRAL (Isthmian), Feb. 18—Chairman, Isidro Avevilla; Secretary, none given. Ship's delegate reported that in Indonesian ports, Americans are being shaken down at all gates by the military guards, whereas other seamen are being passed through the gates with a wave of the hands. This is being done to discourage Americans from going ashore. Crew messhall, PO messhall and crew pantry not being painted out often enough.

SENTS FORT (Cities Service), March 4—Chairman, M. Olivera; Secretary, J. Hunt. New washing machine put aboard vessel. Patrolman given report about beef on money advances. Ship short one deck maintenance leaving Texas. One OS getting off in Linden. This crew goes on record in favor of eliminating the one year's continuous service clause from the vacation plan in order to collect the \$800 vacation pay.

ALCOA PILGRIM (Alcoa), Feb. 25—Chairman, A. H. Anderson; Secretary, S. T. Arles. Ship's delegate will resign as soon as ship arrives in Baltimore. Clarence Edwards elected new ship's delegate. No beefs reported by delegates. Chief electrician will ask patrolman about changing rooms. Vote of thanks to steward department.

SEAMAR (Calmar), Feb. 25—Chairman, K. Bryant; Secretary, B. Broderick. K. Bryant elected ship's delegate. Discussion about general cleanliness on ship. Agreed to divide laundry room cleaning. Beef about throwing garbage on deck aft of midship housing. Beef about engine quarters sanitary work.

GLOBE CARRIER (Maritime Overseas), Feb. 25—Chairman, John Fisher; Secretary, H. (Tiny) Kennedy. Patrolman to check repair list for old items. Steward requests all dirty linen to be returned. All rooms to be clean and tidy for new crew. Steward to see if he can get a better brand of coffee.

SHORT HILLS (Sea-Land), Feb. 24—Chairman, W. Scott; Secretary, R. Parker. Ship's delegate to see patrolman about sailing board not being posted on weekend and about draws and cigarettes. Motion made that seamen get paid day for day on the articles instead of by the calendar month. Vacation should be payable at the end of 90 days instead of by the year. There should be no requirements to get off a ship. Drinking fountain in recreation room should be moved to starboard passageway. Agent in Wilmington and San Francisco were contacted regarding same. See chief engineer about painting out the black gang shower and head. Captain to contact the longshoremen union on the West Coast about keeping men out of the midship house.

SEAFAR (Orion), March 4—Chairman, Raymond Thomas; Secretary, Bill Hay. Ship's delegate reported two men quit ship without giving 24-hour notice. A. E. Diaz elected new ship's delegate. Letter read on the issuing of milk under the new milk plan. Members asked to dump garbage aft of fantail.

ROBIN SHERWOOD (Robin Line), Chairman, E. Ciccatto; Secretary, W. E. Messenger. Balance in ship's fund: \$10. Headquarters urged to take action so that men who are ill or injured and need further medical care will be flown home instead of going by ship where no medical care is available. Men in black gang not wearing goggles. Discussion over lack of cigarettes on voyage. Men hospitalized in Africa to check headquarters about benefits. Vote of thanks to baker.

STEEL KING (Isthmian), March 3—Chairman, T. S. Jackson; Secretary, C. A. Nelson. W. Leuschner elected new ship's delegate. Motion made that all deck cargo should be carried as penalty cargo and to do away with use of travelers checks. Ship's delegate will see captain about having crew quarters soured and painted. All delegates agreed to cooperate on launch schedules for various ports.

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

I would like to receive the SEAFARERS LOG — please put my name on your mailing list. (Print Information)

NAME STREET ADDRESS CITYZONE..... STATE TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS CITYZONE..... STATE

Thetis Seafarer Due Home Soon

To the Editor:
I wish to report that one man off the SS Thetis (Rye Marine) was hospitalized in Istanbul, Turkey and is to be flown back to New York. This brother is William Warren Van Dyke, chief pumpman.

Other than this unfortunate incident everything is going along fine. I would like to recommend a place for Sea-

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.

farers to go to when they make Istanbul. That is the NCO club run by the Armed Forces in Turkey. Everything is far cheaper than in other places in the country and the club has a real stateside atmosphere. All the servicemen are nice and courteous and they make you feel as if you are home.

The Thetis is scheduled to leave here early in June for the Gulf to pick up another load of grain. This is a fine ship and I recommend it highly to anyone waiting for a tanker on a grain run.

N. A. Huff
Ship's Delegate

Union Pension Gains Lauded

To the Editor:
I would like to express my thanks and appreciation to the Union and its membership for the many gains made on behalf of SIU pensioners.

I am deeply interested in the affairs of the Union and I do appreciate receiving the LOG. It keeps me in touch with everything. I have great confidence in the ability of our Union and its officials to make further advances in coming days for the welfare of all seamen.

Patrick Driscoll

Royal Oak Gives To United Fund

To the Editor:
George Bryan McCurley of Port Arthur, Texas, turned in a contribution of \$20.85 to the Port Arthur and South Jefferson County office of the United Fund on behalf of the former crew of the Royal Oak. Since the crew has broken up, he requested that notification of receipt of this money be printed in the LOG.

May we express our appreciation to the crew which gave McCurley the money with instructions that it be turned over to a worthwhile charity of his own choosing. Through the United Fund a portion of this contribution will go to support the work of the United Seamen's Service.

Our thanks again for your cooperation in informing the crews of the Royal Oak and other ships that their contributions will mean a great deal to many people.

Robert E. Dear
Executive Director

Pensioner Cites Union Assistance

To the Editor:
I have been going to sea for about 50 years and retired last February on a pension. I never thought that I would live to see the day when a union had a contract and Welfare Plan like the SIU has. How times have changed from the old slave days to the present.

I think I was born 50 years too soon. Not only do I get a pension myself, but the Welfare Plan has also just paid the best part of a hospital bill for my wife, who had to undergo an operation and was in the hospital for six weeks.

You can imagine how much that must have cost, so I would really like to thank the Union and the Welfare Plan for their cooperation and assistance in settling all the bills so quickly. My wife, who is home now but still on the sick list, would also like to take this opportunity to thank all for their kind service.

To all members, the advice of this oldtimer is to take care of the Union. It's the best friend you ever will have.

Edward Jones

Norwegian Sailor Hails SIU Gains

To the Editor:
I would like to take this opportunity to send my best wishes to all members of the SIU and to the Seafarers beached in the USPHS Hospital in Baltimore, Md. I hope that they all are in good shape.

I am a Norwegian sailor and someday I hope to ship out again with the SIU, especially from Baltimore. I have fond memories of the days when I did sail out of that hall back in 1947-48 and 49. I quit the sea in 1950 and went home to Norway where I've been since.

Now, 12 years later, I'm still receiving the LOG and you can be sure that I'm enjoying this fine union newspaper very much. For me, it's the "voice of the Seafarers" and I'm very pleased to find that the Union is still continuing to work for better agreements and conditions.

May I wish all the very best. If anyone wants to write me a few lines I'll be happy to answer. The address is Solhaugen, Skatval, Norway.

Harold Gjerde

Wife Appreciates Mae's Kindness

To the Editor:
I would like to take this opportunity to thank the crew of the Mae (Bull) for their most kind consideration in relinquishing my husband from his duties aboard ship. On May 15 he had to leave the vessel because of an emergency operation here at home.

I am fully aware of the imposition it puts on a crew when a member suddenly has to leave the ship on an emergency leave without proper designated time given for a replacement.

Those of the crew who had to "double up" to take care of the opening that was left by my husband in the engine room should know that I sincerely appreciate all the efforts each made, and I can assure them that their efforts were not in vain.

I would also like to thank the Union officials in Houston for their assistance in the emergency.

Mrs. Joseph A. Ciehomski



Located in Inchon, Korea, "Whiskey Mary's" (left) is known the world over by seamen. At Pusan, the improved living standards, elimination of the black market and growth of regular retail stores has led to the closing down of "famous" outlets such as "Sears Roebuck" and "Gimbels-Macys," which sold US "surplus" merchandise.

Korea Has A New Look That Attracts Seamen



Korea is still quite a favorite place for Seafarers. Japan is changing rapidly and it is beginning to become one big American city—and treats visitors the same way. As the people become more and more Westernized, the traditional Japanese politeness is fading.

You walk into a store and you are asked what do you want. You tell the man and he tosses it into a paper bag, takes your dough and that's that. Oh well, that may be a reason why more and more seamen are disappointed with Japan and talk a lot about Korea.

Korea itself is changing, and the new face of the nation compared to its old appearance brings back memories to veteran Seafarers. Overall, the change is for the better, especially for the Koreans themselves. Perhaps some seamen may think the country is not as picturesque as before, but actually the land is as colorful as any in the world.

The notorious "Thieves' Market" in Pusan is thriving and wholly legitimate even without the "Slickie Boys," who used to prowl the waterfront to harass and rob seamen. Natives say that they are all in jail and there is little juvenile delinquency because the punishment is justifiably severe.

Instead of the "Slickie Boys" seamen now need to be cautious of the "Slickie Men." Of course there are confidence men and professional thieves all over the world, so this problem isn't unusual for seamen.

The number of thieves and confidence men preying on seamen has been reduced in Korea and

(The following article and photographs were submitted to the LOG by Seafarer William Calefato, after he returned from a Far East run aboard the Alcoa Planter (Alcoa.)

one look at the police in Pusan can tell you why. The city has an efficient force that is enthusiastic about its work. The previous law enforcers—that is, those in power before the recent changes in government—the "Thieves' Market" and the "Slickie Boys," along with the ever-elusive adult crooks, were a great network, as some Seafarers often reminisced. The new government and its police have made great and warmly-welcomed changes.

Relics of the old shanty stores still remain. "Gimbels-Macys," with the big red painted sign still displayed, "Sears Roebuck" and "Murphy" are reminders of bygone days. Those were the stores of free enterprise, now out of business and boarded up, that sold you anything you wanted. If they did not have it in stock, they would take your order—and you'd be accommodated in "a little time."

It took only a little time to send a boy out to find the desired item. How or where he got it might have been a mystery, but the store kept its word. Actually, the three famous shanty stores, not far from the docks, were the bailiwicks of some of the "Slickie Boys." For a fee, one of them might sell information on where somebody's new hat was, or an empty wallet. Such petty business is passe now

and a new rising of "Slickie Boys" or merchants of limited ethics is unlikely. Retail establishments in Korea, as everywhere else, want to keep their prestige and customers, especially foreigners. This is also true of the drinking emporiums frequented mostly by seamen.

One of the most esteemed is "Whiskey Mary's" in Inchon.

A person is never so well-liked and remembered unless she has helped others, and Mary seems to have helped more seamen that can be recounted. She has only to see a man in her place once. If he returns with any problems, Mary will help him and ask nothing in return. But she does not tolerate phonies and can recognize them easily.

She is called the unofficial "mayor" of Inchon, so wide is her influence in local community life and her fame has reached natives in many other parts of Korea as well.



Open-air food market in Pusan, Korea. Farmers from the neighboring countryside come here to sell their products.

Seatrain Texas Sights, Saves 9 Cuban Refugees

The crew of the Seatrain Texas (Seatrain) recently learned first-hand of the plight of the escapees from Cuba when the ship picked up nine refugees who had made their way from the Communist-controlled country in a small boat.

Seafarer Al Porcari, who shipped as an OS on the vessel sent in a picture of the refugees (See Page 1) together with the following:

The ship "was halfway between Key West and Miami on May 24," he writes, when at about 0300 hours he spotted a signaling light. "Captain Patocha stopped the ship and we picked up nine Cuban refugees, two of whom were four-year-old kids."

He said the group already had spent two days in the open boat "and was in pretty sad shape." They had a small engine but their fuel was quickly used up and they then were left to drift along until help arrived.

"About 20 ships passed them as they drifted," Porcari reports the group as saying. "They said conditions in Cuba were in a pretty bad way. Food is scarce, but Communists from Iron Curtain countries were plentiful."

The escapees willingly posed with a Texas crewmember in the steward department but one refugee hid his face because his family is still in Cuba, Porcari said. The ship took up a collection for the group and also provided food and some clothing. A few hours after being picked up they were transferred to a Coast Guard ship which brought them to Miami.

SEAFARERS

Sea Chest

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Free Hours...? Go To School As You Sail

What can a Seafarer do during his free hours aboard ship?

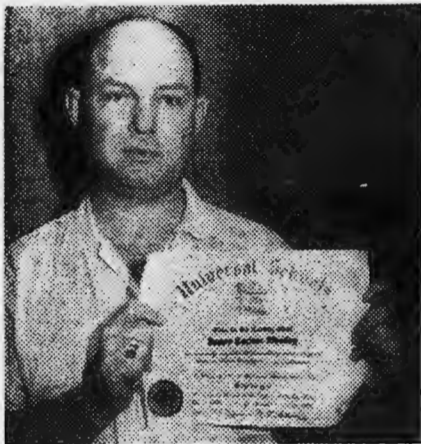
Seafarer James Carlton Whatley has come up with one answer: Go to school.

Whatley did just that while sailing during 1961 and, after 11 months of study, he graduated from a GI-approved extension school with a degree in claims investigation and adjustment.

He traces the idea back to an injury he received aboard a ship. "If I knew then what I know now, I would have been able to make sure I got better treatment from the company," he said.

Correspondence Course

His special schooling began after he saw a magazine ad for a correspondence course in many different fields of study. "I investigated the ad, found out that the school offered a course in claims adjustment and saw that



Seafarer James Carlton Whatley with his diploma from Universal Schools.

this was what I was looking for."

He enrolled with the Universal School, Dallas, Texas, in December, 1960 and in January received his first lesson. "The course contained 50 lessons. As I finished each one, I sent it back to the school, which graded it and sent me the next lesson." He finished the course and received his diploma certificate last November, while sailing as bosun aboard the Cities Service Baltimore (Cities Service).

Now Studying Law

Whatley is now enrolled in the La Salle Extension University where he is receiving "A" in a law course. He also averaged "A" in his grades at Universal.

A member of the SIU since 1950, Whatley is married and lives in Tuscaloosa, Ala. "I've helped out a number of buddies by doing some investigation work for them and, who knows, some day I may go into this field full time back home."

Right now, though, he "likes sailing too much to give it up. Look at all the time I have to 'attend' school while aboard ship. And if I can help out a friend or two while I'm at it, so much the better."



Gala Affair At Palembang Hosted By Steel Executive

Seafarers who have been sailing Isthmian Line ships out to Indonesia have had an unusual opportunity to watch a new nation develop a new industry, literally from the ground up. For the past year, the company has been running an average of a ship a month into Palembang, where a fertilizer plant is being built by the local government with funds from the Export-Import Bank.

Service Pier

Besides delivering materials for the plant itself, the ships are also dropping off steel pilings for a pier that is being constructed to service the installation. Cargo transfers are now being done by lighter and are expected to continue in this way until the pier is completed in about a year. A US concern also is handling the construction end of the project.

SIU-manned Isthmian vessels on the scene also serve from time to time as the site for promotional affairs staged to mark important steps reached in the development program. The arrival of the ships, which anchor in the stream at Pusri, the port for Palembang, generally leads to a lively get-together between Indonesian and American government officials and the public.

On World Trip

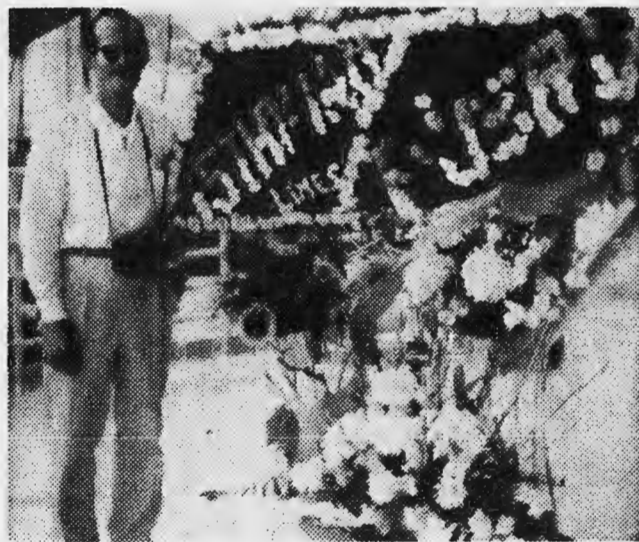
Such was the occasion for the Steel Executive on a recent round the world voyage, according to the ship's photographer, Seafarer Lars Nielsen, AB. With the aid of the

SIU culinary department led by chief steward Alex Brody, the vessel hosted over 200 visitors. Well-laden buffets were set up on the main deck, both port and starboard, and the local citizenry had ample opportunity to tour the American vessel which was assisting in the development of their new industry. Special floral displays made locally were presented to the ship on arrival.

The Executive made a four-day

stopover at Pusri, dropped off over 600 tons of pilings and other materials, then picked up other cargo and ultimately returned to the States via Suez. Her visit was marked by Voice of America taping of greetings and speeches by Indonesian officials and others in attendance, including members of the American embassy and aid mission plus a US 7th fleet Navy admiral who flew in from Manila for the event.

Indonesian official greeted Steel Executive (above, right) at new plant site. Seafarer Paul Lopez, chief cook (above, left), is surrounded by hostesses who aided in tour of the visiting American ship, and Lars Nielsen (bottom, left), who took all the other photos, is flanked by floral display. Below, messmen Ching and Wiseman finish up buffet preparations.



Seeks Shipmates On Almena Trip

To the Editor:

I am writing this in the hope of contacting most of my former shipmates, who sailed with me on the tanker Almena from New Orleans last September on a voyage that terminated in Portland, Oregon, in January.

I was the ship's delegate, and they know I wore a path to that bridge because of the skipper's ideas on everything from money draws to shore leave. He never really changed, but I feel he overdid himself in dealing with the injury I had aboard ship.

I understand now that he told the company he had no

record of my injury on the ship, because he probably thinks I will catch another ship, sail off and forget all about it.

But if I have to sell pencils,

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.

I'm going to try and see that this doesn't happen to somebody else. The men who were

with me on the Almena, especially the bosun and deck maintenance who were on there that trip, will probably recall what happened.

I was supposed to go to the hospital on arrival in Portland and was only allowed back aboard ship on the condition that I remained in bed with my leg elevated and got up only to eat. I did so, and after a week volunteered to stand a watch, thus releasing another man for tank cleaning.

What I want now from the men who were on the ship and knew I was declared unfit for duty is for them to put it into writing. I would like as many statements as I can get, even if they're only scribbled on a

postcard. Mail can be sent to me at 154 South Warren Street, Mobile. Smooth sailing to you all.

Earl R. Goodwin

Ulla Flowers, Sympathy Cited

To the Editor:

I wish to thank the crew and officers of the Ocean Ulla (Ocean Transportation) for the flowers and other offerings they sent upon the death of my father, French Yeager. The entire family deeply appreciated their sympathy.

Please send the LOG to us as we would like to continue our readership.

Robert Yeager



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 by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

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.

Hospital Handiwork



Seafarer Edward Morales shows off hand-loomed tapestry design he worked up during stay at the Staten Island, NY, US Public Health Service hospital. Now out of the hospital, Morales was last aboard the *Tamara Guilden*.

PERSONALS and NOTICES

Dale Broten
Anyone knowing the whereabouts of Dale Broten is asked to contact his stepbrother, Alvin C. Morey, Route 2, Atkin, Minn.

Carl A. Dahl
Important. Contact Thomas C. Douglas, Real Estate Broker, Welaka, Fla.

Edward Shrock
Urgent. Contact Robert E. Tarbox of Tarbox & Jue, attorneys, 3 The Embarcadero North, San Francisco, Cal., regarding accident to Z. Ozinski.

Bobby Pope
Your attorney in claim against Eagle Voyager, Thomas M. Breen, 160 Broadway, New York City, wants to communicate with you.

Personal Gear
The following have left personal gear on Isthmian Line ships and are asked to contact the company at 26 Broadway, New York City:
Kevin H. King, John J. Byrne, Steel Worker; Hunter Gordon, Steel Age; Edward Grzyb, Steel Seafarer; Anthony James Stanton, Steel King, and John Misakian, Steel Flyer.

Norman (Major) Costello
Contact your uncle, Robert Carl Bennet, c/o Mrs. McGee, 507 6th Ave., Brooklyn, NY.

Ellis Watts
Charlotte Radke-Merrison, 245 E. 78th St., New York City, would like to hear from you.

Jack Goldman
Important mail is being held for you by Mrs. G. Horowitz, 119 Remsen Ave., Brooklyn, NY.

Bobby E. McMichaels
Anyone knowing the whereabouts of the above-named is asked to contact his parents, Mr. and Mrs. J. A. McMichaels, 441 Newman St., Hattiesburg, Miss. Phone: PW 4-8898.

Audly C. Foster
Your wife would like to hear from you. She is out of the hospital and at home in Hoboken, NJ.

Bobby Earl Hill
Contact Gwilym A. Price, Jr., of Gregg and Price, attorneys, Grant Building, Pittsburgh 19, Pa.

W. G. Hamilton
Contact Jimmy at Twinbrook 5-5887 in New Orleans. Call collect.

Frank Eugene Guitson
Your half-sister, Mrs. Frederik Hildebrand, would like to hear from you at 364 Powers Ave., Bronx 54, NY.

Edward James Bender
Contact your sister, Mrs. Bernie Bender Velasco, Santiago, Isabela, the Philippines.

Billy W. Keller
Your mother, Mrs. Clinton L. Keller, PO Box 53, Rowlett, Texas, would like to hear from you. Any-

one knowing his whereabouts is urged to contact the above address.
Red Simmons

John Green, 2661 E. Putnam St., Lake City, Fla., wants you to contact him.

Paul (Red) King
Contact Don Wagner, 1405 Cederdale Dr., Lanchester, Texas.

Ex-SS Jackie Hause
Back wages for the following are being held by Newton Schwartz, of Schwartz and Lapin, attorneys, 210 West Building, 817 Main at Walker, Houston 2, Texas:

John Freeman, Ben G. Ladd, John C. Gregory, Arvin Reed, Andrew A. Thompson, John W. Gibson, Thomas W. Carmichael, William K. Kerwin, Eric Hoffman, Elvin Q. Aldridge, William M. Shaw, James E. McGuffy, Henry M. Connell, S. F. Ostrom, Samuel O. McCurdy, James H. Vallot, Robert B. Byrne, William Otes, Carl F. Spaulding, Ernesto Ramirez, Charles C. Smoke, Willie Jones, Serafin Mills, Rosnido Mora, H. H. Hill, Bernard Raminsky, Bobbie Williams, Lenard Higgans, Arnd Antilla and William Turpin.

Clyde C. Brown
Contact Mrs. Rosemary Morgan Doggett, c/o M. Gallo, #4 Viaduct Road, Chickasaw, Ala., regarding property matter.

Ex-SS Cara Sea
Anyone who was on the ship with Millard E. Byron when he died in Rijeka, Yugoslavia, is asked to contact his mother, Mrs. Georgia Byron, Tornado, W. Va.

Bob Schaeffer
Contact Pat Driscoll at the USPHS Hospital, Staten Island, NY.

Curtis E. Nelson
The above-named or anyone knowing his whereabouts is asked to contact his mother, Mrs. Martha L. Nelson, Box 343, Howard Lake, Minn.

Robert L. Tompkins
Get in touch with L. R. Adams, Credit and Collections Department, Virginia Mason Hospital, 1111 Terry Avenue, Seattle 1, Wash.

John L. Whisman
You are asked to contact your legal wife, Bertha Whisman, at 2089 Market Street, San Francisco 14, Calif.

Edgar R. Goulet
Get in touch with your daughter, Barbara Stokes, c/o Stella Goulet, 739 East Broadway, South Boston, Mass.

Salvatore Barbara
Get in touch with your sister, Frances Curto.

Frank J. Ray wishes to inform his many friends that he is located at the VA Hospital, Baltimore, recovering from the flu and would appreciate their mail and visits.

Rose Knot On New Mission

BALTIMORE—Ending a stay of almost two months here to upgrade its electronic tracking equipment, the SIU-manned Rose Knot (Suwannee) left at the end of May for an astronaut tracking station in the Pacific.

The Rose Knot is expected to take part in the next scheduled launching, tracking and recovery attempt involving a US astronaut. Her new station in the Pacific has led missile personnel to assume that the next US space mission will be a seven-orbit shot ending in the Pacific. The past two successful Man-in-Space missions were three-orbit trips ending in the Atlantic.

Stationed Off Africa

During the first around the world orbit by Lt. Col. John H. Glenn, Jr., the Rose Knot was stationed off the coast of South Africa. A number of her sister ships also took part in that project and were stationed in other areas, although rigid security arrange-

ments prevented their identification.

Similar security precautions were imposed by the National Aeronautics and Space Administration, sponsors of the Space program, when the ship arrived in Baltimore early in April. No public word was issued about the ship's presence here in port.

The converted Liberty was sent to the Maryland Shipbuilding and Drydock Corporation yard while electronic technicians of the Ben-

dix Radio Corporation worked on the ship's missile tracking and telemetry equipment.

Just prior to the recent flight of Commander Scott Carpenter the space agency announced the location of the Rose Knot and said she was being redesignated as a Pacific tracking ship. She did not take part in the successful orbit by Carpenter, although a number of the other ships in the missile program, manned by Seafarers and operated by SIU companies were posted throughout the world.

Before sailing for the Pacific the Rose Knot made extensive runs into the Atlantic testing the improved equipment installed aboard.





ANOTHER SERVICE OF YOUR SIU CLINICS

Starting next month, SIU clinics will extend another important service to Seafarers in their continuing battle against disease and disability that can affect a Seafarer's livelihood. The latest innovation is the inauguration of a centralized immunization program through the union medical centers in six SIU ports.

The program will enable every SIU man to stay up to date on the necessary vaccinations and "shots" required for voyages to all parts of the world by taking them leisurely—either in the course of his regular physical examination at the clinic or at any time he's on the beach. The mass inoculation series often necessary just before sailing day, as well as the discomfort and inability to work because of swelling or soreness, thus can easily be avoided.

An added advantage is the assurance that the lack of necessary "shots" won't cause anyone to miss out on a job and, in cases where a Seafarer's personal vaccination record is lost, the central records at the clinics will quickly verify his immunization status. The new service is in the interest of all hands and is expected to be an important aid to Seafarers in days to come.

