

WELCOME DELEGATES! 11th SIUNA CONVENTION

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No. 9

SEAFARERS LOG

May 3
1963

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



Voting Time. Seafarer Albert Pfisterer signs voting roster at headquarters before casting ballot April 30 in SIU election for delegates to SIUNA convention. Fifteen delegates were elected during the all-day balloting by Seafarers in all ports. Paul Pallas (foreground), one of the three members of rank-and-file Polls Committee, looks on. (Story on Page 3.)



Cargo Record-Breaker.

SIU-manned National Defender, at grain elevator in Westwego, across from New Orleans, is latest SIU ship to haul record cargo. (Story on Page 2.)

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Marine Unions Urge Labor-Gov't Policy On Shipping Issues

WASHINGTON—US maritime unions have drawn up plans for an improved working relationship with Federal agencies affecting shipping, and have set out to develop a labor liaison committee with the State Department as a first move to resolve a number of disputed issues.

The action was taken by the unions at a meeting in New York on April 23 called by the International Longshoremen's Association, which was attended by the SIU and representatives of other major waterfront unions. The session was a follow-up to an earlier meeting here on April 9.

Union officials met in the office of the AFL-CIO President George Meany here in Washington with Deputy Undersecretary of State U. Alexis Johnson to deal with questions arising out of the ILA boycott against foreign ships that have been trading with Cuba. The State Department has sought an easing of the union ban, which has been extended to all Polish and Yugoslav ships as well as vessels of other Soviet bloc countries.

SIUNA President Paul Hall, who attended the meeting of the State Department with ILA officials, proposed the idea of a liaison committee as a means of clearing up long-standing differences between various Federal agencies and US seamen's unions. Problems involving handling of 50-50 cargoes and US maritime policies involving foreign shipping continue to be unresolved, Hall pointed out.

The subsequent meeting in New York called by the ILA was held to set up guidelines for a common policy among waterfront unions on the Cuba ship boycott and also to reiterate support for a permanent labor liaison with Federal agencies. A further meeting is to be held shortly in Washington to expand on the idea of the labor-Government committee.

Support for the union position on the issue of foreign ships trading with Cuba is provided by the latest release from the Maritime Administration covering foreign vessels which have hauled cargoes to Cuban ports since January 1. An original MA list of 12 such ships has now grown to 60, comprising the following: Great Britain, 22 ships; Greece, 15; Norway, 5; Poland, 4; Italy, Yugoslavia, Lebanon, 3 each; Spain, 2, and Denmark, Japan and Morocco, 1 each.

Pacific SIU Clinic Plan Now Final

SAN FRANCISCO — Long-delayed efforts by the SIU Pacific District to establish a system of medical centers for West Coast seamen took a big step forward last month, when a plan to build and operate the first health clinic here was put into effect.

The start on setting up the first Pacific District clinic followed a meeting April 10 between officials of the Sailors Union of the Pacific, the Marine Cooks and the Marine Firemen, and the Pacific Maritime Association, representing the shipowners. The meeting put the final touches on the trust agreement formalizing the clinic program.

A union campaign to start a network of medical centers on this coast began several years ago but was stalemated until it became an issue in last year's shipping strike by Pacific District unions. Before the strike was settled, a stipulation was reached calling for the creation of a clinic program jointly administered by the unions and the companies.

Present plans call for the construction of a clinic here, and for medical centers to be established at other West Coast ports in the future. The operation is expected to be limited at first to Pacific District seamen only. Family coverage will be added later.

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PAUL HALL, President

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Raphael Semmes Tops In Safety



"Best Ship of the Year" safety award in Sea-Land's SIU-manned fleet was presented to the Raphael Semmes at Port Newark last month for the second time since the fleet-wide competition began. Pictured (l-r) are Joe Algina, Seafarers safety director; M. Caldas, steward; R. McCamee, electrician; J. Silva, bosun; P. M. Mohun, chief mate, and F. Caciopoli, company safety rep.

SIU Ships Set Record For Grain

NEW ORLEANS — The SIU-manned tanker National Defender (National Shipping & Trading) is the new grain-loading champ of New Orleans. After pulling up to the Continental Grain Elevator at Westwego, across the river from this port, she took aboard a record 1.8 million bushels.

This means that SIU-manned ships now hold the record for grain loadings at all four elevators in this area.

Among the record-holders are the SIU-manned tanker Transeastern, which took on more than 1.5 million bushels last year at the Bunge Corporation elevator up the river in Destrehan, and the Titan, which took aboard almost a million bushels at the public grain elevator here two years ago.

The National Defender is bound for Yugoslavia. She went downriver loaded to a depth of 37 feet, the maximum depth at which she could safely clear the Mississippi River passes. Her 1.8 million bushel cargo weighed an estimated 49,000 tons, representing the largest single grain shipment ever to leave this area. It is the equivalent of 1,000 boxcars of grain.

New Orleans loaded over one-third of all outbound US grain in 1962, amounting to nearly a half billion bushels, and seems well on the way to surpassing that mark in 1963.

Bull Line Plan Still In Court

NEW YORK—A hearing on Wednesday in Federal Court before a bankruptcy referee has been postponed until Friday, May 10, to give the Bull Line-Kulukundis shipping interests additional time to propose a plan acceptable to creditors for reorganization under a trusteeship arrangement.

Creditors include the SIU and other shipboard unions with a direct interest in monies owed to members' welfare, pension and vacation funds, as well as SIU crewmembers who have filed liens against individual ships for wages due.

Meanwhile, the Mount Ranier has been sold at an auction in Yokohama, Japan, for \$241,000. It was the fifth ship in the Bull Line American-flag operation to be sold. The others were the Kathryn, Star Point, Westhampton and Southampton.

Three other vessels, the Beatrice, Mount Evans and Sands Point, are scheduled for sale May 9 in Baltimore. Another ship, the Frances, is awaiting sale in New Orleans.

Manuel E. Kulukundis, head of the Kulukundis shipping empire, has been negotiating with a British bank for a loan which would permit the reorganization of the American-flag operation to proceed.

The Mount Ranier's SIU crew returned to the States prior to the sale and was advanced money from an escrow fund secured by the SIU some time ago to cover wages and allotments owed to SIU crews and families.

SIU Asks Continued Protest

No-Strike Hearings On Again In House

WASHINGTON—Hearings reopened this week before the House Merchant Marine and Fisheries Committee on the Bonner bill (HR 1897), amid protests from Seafarers and other union members all over

the country urging defeat of the legislation which would lead to compulsory arbitration in the maritime industry.

Seafarers are asked to continue sending protests to members of the Merchant Marine Committee urging rejection of the Bonner proposal.

A number of labor witnesses are still scheduled to testify on the measure, among them Jesse Calhoun, president of the Marine Engineers Beneficial Association.

SIUNA President Paul Hall has already given testimony on two occasions in March, strongly opposing the bill's passage on the ground that it would lead to compulsory arbitration of maritime labor disputes without meeting any of the major problems plaguing the industry.

In the face of strong labor opposition, maritime management is generally split on the issue of compulsory arbitration. Only the subsidized operators have testified in favor of the legislation.

Testifying in favor of the bill this week were witnesses from Hawaii, speaking on behalf of Hawaiian Chambers of Commerce. They argued for passage of the bill, on the ground that any shipping strike that might affect Hawaii was a national emergency. They contended that compulsory arbitration of these disputes would be the "best solution."

No Government witnesses have testified yet in the hearings which are running much longer than originally anticipated. Among those who will probably testify for the Government in the weeks to come are Commerce Secretary Luther Hodges and Labor Secretary W. Willard Wirtz, who has previously indicated his opposition generally to compulsory arbitration in labor-management disputes.

SIU Pickets Job Agency Bid To Scab J-K Strike

LONG ISLAND CITY—The strike by 600 members of the SIU United Industrial Workers against Jay-Kay Metals received a major boost this week when the company was forced to forfeit huge orders ticketed for Chicago, one of its largest markets.

The strike, which began on April 2, has been highly effective and has completely cut production at Jay-Kay's plant here and at a Bronx subsidiary, the Fox Metal Plating Company.

Jay-Kay began trying to bring in a new labor force last week by recruiting through several unemployment agencies in New York City, but this attempt has been met by SIU-UIW picketlines outside the premises of a number of downtown and midtown agencies.

A hearing was due to be held yesterday, May 2, by the NY Department of Licenses on Union charges that one of the agencies, Atlas Employment Agency of 80 Warren Street, failed to abide by state law in referring job applicants to the struck plant. Agencies are obligated under law to advise job applicants of the existence of a labor dispute before sending them out.

In a show of solidarity, Seafarers joined the UIW picketlines outside the struck plant here last week to show the company that the SIU was fully behind the fight to gain decent wages, working conditions and an effective job security program. Accordingly, a back-to-work movement inspired by the company completely fizzled.

The strike began after the breakdown of contract renewal talks that followed a 3-1 SIU-UIW win in balloting held by the National Labor Relations Board last February. This was the second time that the workers had voted down an attempt by an "independent" Local 355 to challenge the UIW's right to represent them.



Picketing on three fronts to support demands for decent contract renewal offer, Jay-Kay workers are pictured on the line outside the company's main plant in Long Island City. Picketlines are also up at subsidiary plant in the Bronx, as well as at a number of NY employment agencies, attempting to scab on the strikers.

Los Angeles Labor Rally



SIU affiliates in the Los Angeles area joined a mass labor rally last month against storekeepers supporting the strike-bound "Southeast News" in nearby Downey, Calif., as part of demonstration sponsored by the LA County AFL-CIO. Over 500 laborites participated in a six-mile line of march through Downey's business district, among them President: L. P. Taylor (right) of the SIUNA-affiliated Int'l Union of Petroleum Workers; L. C. Hamblin of IUPW Local 14 (left) and SIUNA rep. G. Ralph Grago.

New Budget Scheme Eyes PHS Charges

WASHINGTON—Recalling its previous attempts to cut back or eliminate US Public Health Service care for merchant seamen, the Budget Bureau last week launched a new attack on the marine hospital program, via a pending Senate bill to reinstate coverage for some 6,000 seamen-fishermen who are owners or part-owners of fishing boats and other vessels.

In opposing the bill on April 24, to budget agency took the occasion to urge a throwback to the old idea of "user" charges, whereby either seamen or the shipping industry would have to pay the cost of Federal medical care programs.

It also advised the Senate Commerce Committee that it viewed self-employed seamen as "having assumed the business risks of an entrepreneur" whose income is based on profits rather than wages, and therefore felt they did not qualify for such care. Until 1954, seamen-fishermen had received PHS hospital care.

The Bureau estimated that the eventual cost of including these workers in the present medical care program, which dates back to 1798 as a Federal responsibility, might reach \$1.5 million annually. The total regular appropriation for USPHS hospital and medical programs now calls for an expenditure of almost \$50 million in the 1964 fiscal year.

Only half of this figure, according to the Bureau, represents medical care for merchant seamen. The agency's proposal for instituting a "user" charge system covering PHS care would involve either an increase in present tonnage taxes on the operators, or a direct charge against established labor-management welfare plans financed by employer contributions. These plans "would provide a mechanism for reimbursing the Federal Government . . ." it noted. Both proposals can be expected to draw heavy fire from all sections of the industry and would be strongly resisted by the SIUNA.

WASHINGTON—The Maritime Subsidy Board has taken a fresh look at its role in promoting the US merchant fleet, and has urged all shipping companies, subsidized and unsubsidized alike, to stop fighting each other on every proposed change or expansion in service. It said this has produced endless hearings and litigation. In handing down a decision April 21 on a pending case involving a change in routing sought by

Subsidy Bd. Hints 'New Look'

Otherwise, the Board declared, "we would be so tied to existing levels of service that we could not meet our growing needs." Upon application, companies would be allowed to move their ships "where the trade requires" as long as there was no showing that "subsidy moneys are not being effectively and efficiently employed . . . or unfairly used . . ."

The SIUNA has long maintained that maritime proceedings by Federal agencies are cumbersome and that the changing patterns of US foreign trade are not taken into account under the procedures established by the Merchant Marine Act of 1936.

The MSB ruling also indicated that the agency would move to streamline procedures governing new grants of subsidy or a change in a currently-subsidized operator's activities. The approval of the APL routing change was over the objections of two subsidized and one unsubsidized line, plus SIU-contracted Waterman Steamship, which originally applied for

Int'l Delegates Meeting In Washington

SIUNA Convention Faces Major Issues

WASHINGTON—More than 200 delegates and guests from all sections of the Seafarers International Union of North America will meet here Monday, May 6, for the opening of the 11th biennial SIUNA convention. Delegations representing SIUNA affiliates on all coasts of the US, Canada, Alaska and in the Caribbean are scheduled to attend what is expected to be the largest SIUNA convention ever held.

The convention is due to take up a wide range of problems confronting the international's seagoing membership, as well as issues among fishermen, fish cannery workers, inland boatmen and shoreside workers in allied industries, which are included in the international's expanding membership of nearly 80,000.

Due to the large number of delegates and guests expected, the convention hotel site has been shifted to the Gramercy Inn, 1616 Rhode Island Avenue, Washington, instead of the International Inn, as announced in the official convention call.

Meanwhile, balloting procedures for the election of delegates from the SIU Atlantic, Gulf, Lakes and Inlands Waters District, were completed yesterday, May 2, after Seafarers at special meetings in all ports ratified the results of voting held April 30. The SIU-AGLIWD has been allotted 15 delegates.

Delegates elected to represent the SIU are: Herbert Brand, Daniel Butts, Michael Carlin, Frank Drozak, Joseph DiGiorgio, Ernest V. Erazo, Howard Guinier, Leon Hall, Paul Hall, William Hall, William Jenkins, Edward X. Mooney, Earl Shepard, Frederick Stewart and Cal Tanner.

In addition, on the basis of a rank-and-file Credentials Committee report passed at a special headquarters meeting on April 22, provision has been made for three alternate delegates to attend as a means of assuring maximum union participation in the convention. The three alternates, who received the lowest number of votes on Tuesday's delegate ballot, are Seafarers Norman William Dubois, Guillermo Grajales and Homer O. Workman.

The nomination, election and certification of SIU delegates was based on the original procedure approved by the membership, copies of which were mailed to all Seafarers at their homes and carried in full by the SEAFARERS LOG.

The convention, which is slated for the full week of May 6-10, is expected to hear a number of speakers representing the maritime industry, the organized labor movement and the Government in its daily sessions. Among those who have accepted invitations to speak are deLesseps S. Morrison, US ambassador to the Organization of American States; George Meany, president of the AFL-CIO; Sen. Russell B. Long of Louisiana; Rep. Hale Boggs of Louisiana, majority whip in the House; Maltland Pennington, special assistant to the Maritime Administrator, and several others. The delegates will be welcomed to the city by F. H. McGuigan, secretary of the Central Labor Council here in Washington.

Full details on the reports, resolutions and actions of the convention on the issues confronting various sections of the international and the labor movement will be carried in the next issue.



Voting in the Port of New York last Tuesday on SIU delegates to the SIUNA convention, Seafarer Erling Johnson picks up ballot from Polls Committeemen John M. Pasko before entering voting booth. Seafarers A. H. Ramos and J. D. Parker are also awaiting turn to ballot.

Waterman's application has passed virtually all the procedural steps leading to approval, but is still pending.

No other injuries have been reported to the ship's crew. The Japanese Maritime Safety Board here said Seafarer Wallace O. Burnett, 37, was killed April 26 while attempting to assist firemen in Kunsan to quench the blaze.

Lack of fire-fighting equipment in Kunsan forced the C-2 type freightship to sail to Moji, Japan, but firemen there also were unable to assist the vessel. She thus proceeded to this port with one of her hatches still smoldering.

The Choctaw is carrying raw cotton and miscellaneous Military Sea Transport Service cargo. The ship left Wilmington, Calif., on March 30 and first called at Okinawa before sailing to Korea.

Born in Dallas, Texas, Burnett first shipped with the SIU last year out of Wilmington. A Navy veteran of World War II, he sailed in the deck department and made his home in Torrence, Calif. His mother, Mrs. Elma Burnett, of Gardena, Calif., is listed as next of kin.

Canada SIU Names Shipping Arbitrator

MONTREAL—The SIU of Canada has established a special job appeals system to deal with members' disputed shipping and seniority rights throughout an impartial outside arbitrator. The Maritime Appeals Board was set up to begin functioning on May 1.

Under the sets of rules established by the union, O.C.S. Robertson, a former Royal Canadian Navy commodore and merchant seaman, was named as the arbitrator. He will operate entirely independent of the union to hear appeals on disputed job rights, hold public hearings where necessary and issue binding rulings.

The job appeals procedure was first proposed at a headquarters membership meeting here in January. After study by an elected membership committee, members voted to accept the idea in principle and authorized discussion with management representatives. The union set up the procedure after seeking company participation.

Meanwhile, the reopening of the St. Lawrence Seaway and the Great Lakes shipping season April 15 was marked by new picketing of the American-owned Upper Lakes Shipping Company in US ports, where longshoremen, grain trimmers, tugboatmen and other maritime workers have refused to handle the company's ships. Last year, Upper Lakes broke its Canada SIU contract, locked out some 300 SIU crewmembers and began recruiting crews through a puppet organization.

One Seafarer Lost In 6-Day Ship Fire

SHIMONOSEKI, Japan—A six-day-old cargo fire aboard the SIU-manned freighter Choctaw which claimed the life of one Seafarer was finally put out here April 30, nearly a week after it broke out in the South Korean port of Kunsan on the Yellow Sea.

No other injuries have been reported to the ship's crew. The Japanese Maritime Safety Board here said Seafarer Wallace O. Burnett, 37, was killed April 26 while attempting to assist firemen in Kunsan to quench the blaze.

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Burnett

The INQUIRING SEAFARER

Question: If you had to quit the sea tomorrow, what would you do?

Mike Piskin: I really don't know. Actually I have no trade ashore and never thought of the possibility of leaving the sea. I like New Orleans though and would probably settle there and try to find a shore job. But I'd rather stay at sea where I've worked for 20 years now. I'd hate to quit.



Jean R. Longhurst: I'd try to follow my line of sea-work in any reefer job ashore or in a shipyard. As a matter of fact I will retire soon, since I'm now 68. I intend to settle in New York and find an easy, part-time job. A man who wants to work can always find a job. With my Union pension I don't have to worry much.



Robert B. Carey: That's a tough question. I sail in the deck department as an AB, and the only shoreside job I could probably get would be a rigging job in construction or a shipyard. I'd like to settle in Florida though, if I could. I like the warm climate. But I'd rather go to sea than do anything else.



William Benjamin: Quitting the sea is something I wouldn't think about until the last minute. It would certainly knock the footing from under me. I'd try to find some sort of work I could do shoreside I suppose. I'd live in New Jersey and I'd stay there and seek work either there or in New York.



Walter H. Stovall: I'd go to British Columbia, get a shack and do some hunting, fishing and trapping. I think I could make out at that kind of life. It's a good, clean, healthy existence with a lot of pleasure to it also. There is always something interesting. It's a real life for a real man.



Ralph Hernandez: That's a hard question to answer. I'd probably try to go into business for myself. I'm a chief steward and would probably open a restaurant or lunchroom to make a living. I'd rather keep going to sea though. After all the years I've been sailing I don't want to quit for any reason.



Teahouse Talk Goes To Sea

TOKYO—Sexy female tones will soon be used to give ship locations and other information to aid navigation-starved men-at-sea. Japan's maritime safety agency said that it is planning to build female-staffed "talkhouses" to replace lighthouses as guides for ocean-going shipping. Talkhouses would dispense information using recorded feminine voices by means of microwave transmission. A test was conducted successfully in February at the port of Kobe.

Delay RR Move On 'Coastal Trade'

ICC Holds Off Rail Cuts

WASHINGTON—The Interstate Commerce Commission has postponed until May 15 proposed rail-rate reductions between New York and San Francisco which were planned to counter SIU-contracted Sea-Land Service's expanding intercoastal containership service. A petition by Sea-Land charged that the railroads proposed cuts on virtually every type of commodity that has been carried in its new East-West service since it began in September. The motive behind all of the rate-cutting attempts is to "destroy intercoastal vessel competition," Sea-Land declared.

In another case of rate-cutting by the railroads the US Supreme Court has sent back for further consideration an ICC ruling that denied rate cuts sought by a number of railroads on "piggyback" (trailer on flatcar) shipments from eastern points to Dallas and Fort Worth, Texas.

The cuts which were denied by the ICC would reduce shipping costs on selected railroad routes to the level of the water carrier rates maintained by Sea-Land and Seafair Lines. The Court ordered the ICC to review its decision in spite of the fact that the proposed rail charges for service between the East and Texas would be below the railroad rate level for similar traffic between points not served by the water carriers.

Meanwhile, a move to safeguard

domestic shipping was made by American-flag trampship operators, who came up with a plan to enable American-flag ships to profitably carry lumber from the Pacific Northwest to Puerto Rico at or below foreign-flag rates. They seek to make this possible through consolidation of individual lumber shipments to make shipments of at least six million board feet.

The American-flag operators have asked the Maritime Administration to reopen applications by American lumber concerns to use foreign-flag ships for the lumber shipments. Through a loophole worked into the Jones Act last year, ten applications to use foreign-flag ships have been granted for lumber shipments and several are pending.

Foreign ships gained authority to move lumber from the Northwest to the Caribbean via an amendment to the Jones Act that passed Congress last year. Sponsored by Sen. Maurine Neuberger (D-Ore.) on a one-year trial basis, the amendment would be extended without limit under a new proposal she introduced in March. It would cover lumber cargoes only.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



Health Department Notes 10th Year

The Department of Health, Education and Welfare, the newest Cabinet-level department of the Federal Government, is celebrating its tenth birthday this year. Though new to Cabinet status, HEW has had some of its basic units in operation for quite a while.

Familiar for its valuable work regarding seamen, the US Public Health Service was born back in 1798, when Congress set up the original Marine Hospital Service for the protection of seamen and residents of coastal communities.

The Federal Office of Education was established in 1867, and the Food and Drug Administration began in 1907 as the Bureau of Chemistry under the Department of Agriculture.

The Children's Bureau was established in 1912. It was the forerunner of the Vocational Rehabilitation Administration in 1920, and Social Security Administration in 1935.

In the last decade, the department has experienced spectacular growth, with the growing recognition of the country's health needs. When created, it totaled about 34,000 employees with a budget of \$1.9 billion. Today, it has nearly 80,000 employees and a budget of \$5.4 billion—and should the department's legislative requests be authorized, the new budget would surpass \$7 billion.

In addition, the department administers \$15 billion a year in Social Security funds involving payments to about 14 million persons.

Repeated year after year by organized labor, the charges that surgeons are overcharging for their services now have the support of the president of the American College of Surgeons. Dr. Loyal Davis of Chicago, in a recent interview, stated that many surgeons do overcharge for their operations because they know their patients have large amounts of insurance.

"Instead of basing their fees on a patient's ability to pay, doctors first find out how much insurance the patient is carrying and charge accordingly."

Dr. Davis expanded on this point, adding: "Just because I, as a doctor, know that one of my patients is getting \$200 from his insurance company, this doesn't mean I should charge him that amount for an operation that is worth only \$100. A doctor should depend on his relationship with his patient in collecting his fee."

This, of course, is what many unions and welfare plan administrators have been saying for years about abuses in fee practices by doctors, surgeons and hospitals as well. It's a welcome sign, indeed, to have the same view brought forward by a spokesman for the surgical profession.

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

Delta Line Pursers Go Union 20-3

NEW ORLEANS—The SIU-affiliated Staff Officers Association has won bargaining rights covering pursers employed by Delta Line in voting conducted by the National Labor Relations Board last winter.

Results of the balloting gave the SOA an overwhelming 20-3 majority among the 23 pursers and chief pursers employed by the line. The election began January 29 and ended a few weeks ago. Final results were just announced by the NLRB.

The Staff Officers had unsuccessfully sought to organize Delta Line pursers in 1957, but lost by a slim margin. One of the union's biggest wins previously came late in 1961 when the SOA climaxed a long, hard-fought drive to organize pursers at American Export Lines.

It was the first AFL-CIO maritime union to gain representation rights on behalf of officer personnel in Export.

Balto. SIU Scores 2nd Ballot Win

BALTIMORE—The SIU United Industrial Workers has scored its second election win in a row here, with a victory in a National Labor Relations Board representation ballot covering workers at the Vulcan Detinning Company's plant in Sparrows Point.

The NLRB balloting was held on March 29 and produced a UIW success by a margin of almost three to one. Of 11 production workers present to cast their ballots, 8 selected the UIW as their bargaining agent. One man did not vote due to a death in the family.

This latest win for the UIW followed a 20-5 vote victory at the Capitol Generator Company here on February 20.

Only four hours prior to the NLRB vote at Capitol, the company called a meeting which all employees were required to attend. However, efforts to dissuade workers at the plant from voting for union representation were unsuccessful, and workers at Capitol put their full support behind the UIW.

Negotiations for an agreement are now being conducted with the company, which rebuilds marine generators, armatures and starters for distribution to wholesalers.

Vulcan Detinning is a division of Vulcan Materials Company of Birmingham, Ala. The Maryland subsidiary separates and recovers steel and tin scrap from tin plate using a special electrolytic process. After detinning the metals, it distributes the finished product to producers of steel and tin chemicals.

Operation at the Sparrows Point location was begun in January. The company expects to reach a full complement of 40 workers when maximum production is reached.

Officers Of Norfolk MTD Council



Foursome at recent meeting of the Hampton Roads Maritime Port Council in Norfolk includes (l-r) SIU Port Agent Gordon Spencer, newly-elected Council secretary-treasurer; David Alston, international vice-president of the International Longshoremen's Association and vice-president of the Council; Peter McGavin, national executive secretary of the Maritime Trades Department, and Murray Pierce, newly-elected Council president and head of Local 147 of the Operating Engineers. Others at the gathering included representatives of the Painters, Marine Engineers, Sheet Metal Workers, Sailors Union of the Pacific, Plumbers and Electricians.

Customs Cracks Down On Gifts From Overseas

WASHINGTON—Seafarers who are probably the world's most travelled travelers will now have to be more mindful of the prices and quantity of goods they send back to the US from foreign ports.

The Customs Bureau has announced a temporary shelving of its plans to do away with the \$10-a-day duty exemption on gift packages sent home by Americans travelling abroad. Instead, it plans to set up a campaign to correct abuses of the privilege by seizing and holding gifts shipped in violation of the duty-free right.

Flooded with complaints from every conceivable source since its plan to cut the duty exemption to \$1-a-day was announced in January, the Bureau says that it will grant a six-month "period of grace" by leaving the old rate in effect.

Customs regulations permit tourists to send home \$10 in gifts daily with no duty charged. This does not cover purchases of liquor, tobacco or most perfumes.

Officials say that some US tourists have been abusing the right by sending "gifts" to their homes, obtaining receipts from foreign merchants which understate the value of merchandise, falsely labeling personal parcels as gifts, splitting up expensive gifts such as chinaware into small packages to avoid paying duty charges on a whole set and by shipping prohibited articles to the States.

With the crackdown in full swing

Union Label Show Set In St. Louis

ST. LOUIS—The annual AFL-CIO Union-Industries Show will open here for a six-day run on May 17 under the sponsorship of the Federation's Union Label and Service Trades Department.

Scheduled for the St. Louis Arena, the multi-million-dollar exhibition is put on each year in a different major American city. Last year's event was in Portland, Oregon, and included special participation by the SIU of North America and the AFL-CIO Maritime Trades Department.

The Union-Industries Show is billed as the world's largest labor-management function because its displays show off the many products and services of American trade union labor.

Souvenirs and gifts worth nearly \$100,000 are expected to be given away to visitors to the show, which is open to the general public, admission free.

Prior to the opening on May 17, the AFL-CIO Executive Council will hold its regular spring meeting here on May 14-16. The MTD Executive Board is also scheduled to hold its quarterly meeting here at the same time.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

during the tourist season, Customs officials hope that greater adherence to the duty regulations in the next six months will eliminate the need to put the proposed amendment in force.

They already point to a lessening of the problem since the proposal was first disclosed in January. At that time, the public was warned that violators are subject to penalties and that packages falsely labeled as "gifts" may be seized and forfeited. The rate of examination of gift packages is being stepped up in the next six months.

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

By Sidney Margolius

Watch For Appliance Buys In May

You'll be able to find many good values in family needs this month if you know what to look for.

Prices of household appliances, which dropped steadily in the past five years, again are being subject to price-cutting on both wholesale and retail levels. Climbing inventories of both new and used cars offer the prospect of reduced prices in the immediate months ahead.

May also is the month this year's models of TV sets are cleared. A number of building materials including lumber and cement have been reduced. More genuine wash-and-wear garments are being produced at surprisingly low prices. May "White Sales" offer reduced prices on linens and curtains. And, meat is cheaper.

Here are tips on these and other buying opportunities this month. **HOUSEHOLD APPLIANCES:** Prices on refrigerators have been slashed again as manufacturers battle to unload heavy inventories. Two-door refrigerator-freezers of 12-13 cubic-foot capacity now are available widely in the \$220-\$235 bracket. This is \$20 less than a year ago, even \$10 below prices earlier this year.

But don't let the dealers step you up. The bargains are the special "merchandising models" the large manufacturers have introduced for price competition. These are almost identical with their regular models carrying higher tags, except for fewer accessories such as butter dish, egg tray, etc.

Prices of automatic washers have been trimmed another \$5 to \$10, with many well-made two-speed washing machines now available at \$200-\$225.

In shopping refrigerators, note that one survey found that women do consider pull-out shelves useful but are less concerned about egg racks and other special storage features often emphasized by sellers.

Sometimes dealers confuse shoppers by advertising or describing some refrigerator-freezers as "frostless" or "frost-free" when actually only the refrigerator compartment is "frostless" and the freezer section still needs to be defrosted manually. A true "frostless" model does not form frost in either the refrigerator or freezer compartments.

That does not mean the true "frostless" model necessarily is your best buy. If you want to save \$25-\$50, the two-door refrigerator with top-mounted non-frostless freezer is a good value.

A frostless top-mounted freezer is not really vital because it needs defrosting only several times a year. If top-mounted this is convenient enough to do manually. But if you want especially large freezer space, the refrigerator with bottom-mounted freezer does give you as much as 50 percent more freezer capacity in the same make and over-all size. In that case, the frostless feature is a genuine convenience because the bottom-mounted freezer is harder to get at for frost removal.

WATER HEATERS: Heavy competition is slashing prices on household water heaters, and also has developed a misleading guarantee situation. Some manufacturers now are extending their five-year "guarantees" to 10 years, and their 10, to 15, without improving the heaters significantly. Nor is it always clear to buyers that these are prorated guarantees.

For example, a ten-year "guarantee" usually means that the seller will install a new heater free if the tank fails within the first five years, but during the second five years will give you only a pro-rata allowance on a new heater.

Also: Some guarantees provide free installation as well as a new tank. Others promise a new tank but installation is extra. Thus, one maker's 10-year guarantee may be quite as good as another's 15-year.

Always find out whether the recovery elements are "regular" or "high." In the case of an electric heater, one model may have a 1500-watt upper heating element, and a 1000-watt lower, while another may provide two 4500-watt elements for faster heating.

FOOD BUYING CALENDAR: This spring's cheaper meat is a real boon to moderate-income families, with both beef and pork cheaper than last year. Turkeys and broilers also are still reasonable. Look especially for cut-rate specials on broilers. Supplies of canned tuna and Maine sardines also are heavy, with stores offering specials. May also is a month of seasonal abundance of eggs, and low prices. Tomato products are a glut on the market: take advantage of those 10 for \$1 specials on tomato soup and sharply-cut prices of canned tomatoes and tomato juice.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



'Cure-Alls' For An Aching Throat

Our national expenditure on such items as mouthwash and other claimed panaceas for our health problems was dealt with at length in this space two weeks ago. Just in case anybody still thinks that an "astringent" mouthwash or a packet of throat lozenges is a good expedient to handle a medical or dental problem, let me caution them further.

Those who think they can spare their doctor by using antibiotic troches or lozenges bought over the counter to sooth an aching throat may not be helping themselves at all. There is only a small amount of antibiotic in the lozenges, but even this small amount may produce a serious allergic reaction if the user is susceptible to this drug.

Greater claims than the curing of sore throats are made by those

mouthwashes which claim to "stop bad breath."

Bad breath is a symptom and not a pathological entity. The causes of bad breath are many, such as dental caries, insufficient care of the teeth with putrefaction of retained debris, pyorrhea, heavy smoking, unclean dentures, sinus infection, etc., including the symptoms of many diseases as scarlet fever, diabetes, etc.

Another cause relates to such aromatic foods as garlic. The problem here is not due to the particles of garlic in the mouth, but due to the fact that in the garlic digested, the aroma is expired from the lungs through the breath.

It is also pointed out that we spend less money annually for toothbrushes than for mouthwashes. This fact seems ironic, since increased brushing of the teeth would help bad breath more than any mouthwash.

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

Louisiana Fed Hears Labor Sec'y

BATON ROUGE—The Administration's legislative and fiscal program won high praise from delegates and speakers at last month's eighth annual convention of the Louisiana State AFL-CIO here.

Some 600 representatives of 130,000 union members in the state attended the four-day gathering, which adopted several key policy resolutions and reelected major officers including Victor Bussie, president, and E. J. Bourg, secretary-treasurer.

US Labor Secretary W. Willard Wirtz was among the major speakers, and was reported to be the first Cabinet member to ever appear before the Louisiana AFL-CIO organization. He urged the delegates to support President Kennedy's proposals for tax cuts.

Rep. Hale Boggs (D-La.), majority whip in the House of Representatives, was also a principal speaker and headed a reception committee that escorted Sec. Wirtz from New Orleans to the convention site here. The committee also included SIU Vice-President Lindsey Williams, chairman of the New Orleans AFL-CIO Committee on Political Education, and Seafarer William Moody, secretary-treasurer of the Central Labor Council of New Orleans and Vicinity.

SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid—March, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,425	\$ 65,945.65
Death Benefits	16	44,328.71
Pension-Disability Benefits	377	56,550.00
Maternity Benefits	50	9,632.70
Dependent Benefits	879	78,793.10
Optical Benefits	474	5,464.44
Out-Patient Benefits	4,878	39,023.50
Vacation Benefits	1,156	342,708.66
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	16,255	\$642,446.76

SIU Clinic Exams—All Ports

March, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	79	25	13	117
Houston	157	12	15	184
Mobile	63	8	6	77
New Orleans	261	18	25	304
New York	385	38	37	460
Philadelphia	39	34	17	90
TOTAL	984	135	113	1,232

SIU Blood Bank Inventory

March, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	2	5
New York	64½	23	26	61½
Philadelphia	49	0	0	49
Baltimore	59	0	0	59
Norfolk	16	0	0	16
Jacksonville	30	1	6	25
Tampa	6	0	0	6
Mobile	13	0	0	13
New Orleans	47	1½	12	36½
Houston	4	0	0	4
Wilmington	6	0	0	6
San Francisco	5	1	0	6
Seattle	15	1	0	16
TOTALS	321½	27½	46	303



Good turnout at SIU membership meetings in New Orleans (top) and in Houston is featured in these photos out of the Gulf. Seafarer Johnny Long, with an eye fixed on the cameraman, is pictured hitting the deck (above, standing) at the Houston gathering.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



The Air You Breath Aboard Ship—II

In the last issue of the LOG we talked about the danger to Seafarers in the working spaces aboard ship when there is a lack of oxygen. An even greater danger in the air you breathe aboard ship usually occurs when something has been added to the air. Among these are fumes and smoke made by heating, burning and welding.

These operations may add fine particles of metals, such as zinc, lead, or cadmium, to the air. Although the particles may be so small that they can't be seen except as a cloud of smoke, they may be extremely dangerous. This is especially so if you are exposed to them over a long period of time.

Lead, for instance, is especially dangerous because it is not eliminated from the body and builds up gradually each time you are exposed. Eventually it will make you sick.

General mechanical ventilation, local exhaust ventilation, or both, are the best means of protection against this kind of contamination in the working spaces aboard ship. Exhaust ventilators will suck up fumes and smoke as soon as they are made so they won't have a chance to spread. But such devices must be kept close to the work to do an effective job, and must discharge the foul air at a safe distance from the source of intake air. Otherwise, the foul air will simply be recirculated back into the working space.

The general mechanical ventilation built into the ship will also protect Seafarers from dangerous fumes and smoke, providing enough clean air is blown in to dilute or disperse the contamination in the work area.

When it is necessary at any time to perform heating, burning or welding operations in enclosed spaces where local or general ventilation isn't available, Seafarers should be sure to wear an air-line respirator over the mouth and nose, even under the welding shield, so that clean air can be supplied through a hose.

Remember though, that air-line respirators are approved for use with no more than 150 feet of hose for each man. This means that you cannot work safely at more than 150 feet from the source of air with the aid of this type of respirator.

Whenever you enter any enclosed area like a deep tank where the atmosphere is contaminated, a safety harness should be worn. The harness should be attended by someone well outside the contaminated area who has a clear and uninterrupted view of the work space. This will insure that in the event you succumb for any reason to the hostile atmosphere, you can be pulled to safety before permanent damage is done to your system.

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

Oil Workers Praise SIU Strike Aid

NEW YORK—SIU assistance to the Oil, Chemical and Atomic Workers International Union in its now-ended strike against the Mobil Oil Company has been lauded in a letter to headquarters from OCAW President O. A. Knight.

The oil workers union expressed thanks for the help given by Seafarers during the strike and boycott against Mobil and asked for continued aid in the OCAW's strike against Shell Oil. The walk-out at Shell's Pasadena, Texas, installation has been going on since last August.

Knight cited the SIU's "generous contribution and moral support" in the Mobil action, and the assistance in cancelling Mobil credit cards for SIU staff representatives.

Meanwhile, in a series of newspaper ads dealing with the strike against Shell Oil, the OCAW charged that the company has "stubbornly refused" to bargain for more than 15 months. It pointed out that for seven months before members of Local 4-367 voted to strike, the union attempted to negotiate a new pact.

Pointing out that Shell's parent firm is owned abroad and that the American subsidiary is the company's most profitable holding, the union said it does not "wish to raise a point against foreign invasion of American markets, believing as we do in free world trade," but does believe that Royal Dutch Shell "should engage in free collective bargaining, as provided by US law."

Texas SIU Tug Pact Scores Major Gains

HOUSTON—Negotiation of a new three-year collective bargaining contract covering employees of the G&H Towing Company was completed by representatives of the SIU Inland Boatmen's Union in Galveston last month. The new agreement guarantees G&H tugboatmen the best wages, working conditions, welfare and job security measures in the harbor towing industry.

The contract provides for generally-improved conditions throughout the 24-boat fleet which supplies tugs for docking and undocking ships in Houston, Galveston, Baytown, Texas City, Freeport, Port Aransas and Corpus Christi, and also engages in extensive tidelands oil field and deep-sea towing operations.

Other improvements won in this round of negotiations included extension to the G&H fleet of coverage by the Seafarers Welfare Plan retirement pension and sickness

and accident benefits. The men in the fleet already were covered by all other SIU Welfare Plan benefits.

The company also agreed to give ten additional days of paid vacation annually. As a result, IBU members employed by G&H will now receive 24 days of paid vacation a year. They may exercise the option of taking the vacation in eight-day periods at the end of each four months of employment. The vacation time is in addition to nine paid holidays provided annually.

Under the agreement, separate wage scales are established for harbor, tidelands and deep-sea towing operations that are tops in the industry. The contract also calls for an automatic two percent wage increase on the second anniversary date of the three-year pact.

G&H has been covered by an SIU agreement for its tugboatmen since 1957, when a successful strike wound up with a first contract after tying up the company's fleet in ports along the Gulf from New Orleans to Corpus Christi.

Long Lines Begins US Sea Trials

BALTIMORE—The SIU-crewed cable layer Long Lines was due to complete her first run on this side of the Atlantic yesterday, May 2, returning to this port after picking up some spare cable in New Hampshire.

Chartered to SIU-contracted Isthmian Lines by the American Telephone and Telegraph Company, the largest ship of its kind in the world has taken aboard more cable of the type now used on the ocean bottom. The vessel will carry it in the event she has to repair worn cable now lying on the depths of the Atlantic.

On her ten-day trip out of this port, the Long Lines ran through a specially designed series of sea trials in which her SIU crew was carefully trained in laying, picking up and repairing cable. Her first job is scheduled for this summer, when she will put down a new undersea cable between Tuckerton, NJ, and Cornwall, England.

Delivery of the Long Lines was set for last year but was interrupted when the Hamburg shipyard where she was being built went out of business. The ship will have a crew of over 100, including technical personnel, when she finally sets out for extensive cable-laying work.

Navy Urges A-Powered New Fleet

WASHINGTON—The US Navy has abandoned its hostility to the idea of atomic-powered surface vessels and has recommended that all major combat ships from now on be nuclear-propelled.

Adm. George W. Anderson, the Chief of Naval Operations, has advised the Department of Defense of the Navy decision that all craft over 8,000 tons should be atom-powered in the future. In addition to the revamping of the fleet, the over-all strategy for sea warfare is also being overhauled under a study due for completion by May 15.

The Navy had long fought advocates of nuclear-powered vessels, primarily on the basis of their extra cost. However, it is now reasoned that the cost of nuclear propulsion is being cut down these days, and that its advantages outweigh the cost factor.

Three atom-powered surface ships are a part of the fleet today. The carrier Enterprise, the cruiser Long Beach and the frigate Bainbridge can run continuously at top speed for 180,000 miles, while a conventional frigate has a range of only 3,000 miles.

The construction of 70 to 80 nuclear-powered surface warships over the next ten years has been urged to upgrade the fleet, and would take a big bite out of the Navy's \$2.5 billion annual budget. Adm. Anderson, in testimony before Congress recently, cited the fact that about two-thirds of the Navy's ships are 16 years old or more.

NEW

EVERY THREE MONTHS

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

YOUR SIU SHIP'S LIBRARY

Type Minutes When Possible

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

'Frisco Centennial Greet Japanese Ship

APL SLASHES PACIFIC LINER FARES

SAN FRANCISCO — The Port of San Francisco celebrated its 100th birthday April 24 and received a Japanese freighter sailing into this port as the 500,000th vessel to sail through the Golden Gate since 1863. The Muneshima Maru was greeted by port officials as part of celebrations for the centennial observance.

Earlier, American President Lines, whose ships are manned by the SIU Pacific District, announced a drastic cut in trans-Pacific passenger fares to compete with a new Japanese thrust in the liner trades. The APL rate cut came a few days before the Japanese-flag Sakuru Maru docked here to mark the reopening of Japanese-flag passenger trade to the US Pacific Coast and South America.

Cut 25 Percent

An APL spokesman said that fares for the luxury liners Presidents Roosevelt, Wilson, Cleveland, and Hoover will be reduced 25 percent. The new rate structure across the Pacific from California to Hawaii will start at less than \$712 and is the biggest passenger fare slash on trans-Pacific vessels in more than ten years.

In addition to Japanese ports, the reduction will apply to round-trip sailings from Okinawa, Manila and Hong Kong. For the present, the new rate will not apply to air-sea journeys. The four APL luxury liners sail from Yokohama to Hong Kong and Manila and then

on the homeward voyage call at Kobe and Yokohama.

Reopening the Pacific-SA run for the Japanese, the Sakuru Maru is owned by the Osaka Shosen Kaisha Lines and, at 12,000-tons, is the largest passenger ship built in Japan since World War II. She has a passenger capacity of 852 and is 515 feet long with a speed

of 19½ knots.

The Japanese vessel stopped first at Honolulu and then proceeded here where she dropped off 122 voyagers and then left for Los Angeles. She will cruise through the Panama Canal enroute to Cristobal, Curacao, La Guaira, Rio de Janeiro, Santos and Buenos Aires before returning to Japan.

Bethtex In Port Of Baltimore



Routine payoff and sign-on was the word on a recent visit of the Bethtex (Ore) to Baltimore, where crew representatives gathered in the messhall with SIU Patrolman Paul Gonsorchik (center) to check out the condition of the vessel. Pictured (left) is deck delegate Ralph E. Stahl. John J. Niemiera of the steward department is at right.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Fresh Vegetables For Your Meals

A Norwegian vessel recently carried a cargo of 750,000 pounds of fresh vegetables from Brownsville, Texas, to London, England. Stowed carefully in a midship hold which had been lined with polyethylene sheeting, insulated and packed with ice, the shipment arrived dry and crisp, in excellent condition and ready for distribution to London markets.

With similar careful attention, a large shipment of potatoes made the trip from Maine to North Europe recently, also arriving in excellent condition.

These are events which SIU stewards should note with interest. They prove that fresh, tasty vegetables can survive long voyages if properly cared for and can be carried on even the longest voyages to round out and add interest to shipboard meals.

Vegetables, especially fresh vegetables, are of great importance in the diet of Seafarers because of their health protective value. They are often left uneaten, however, either because they are poorly prepared or unattractively served.

One thing to remember is that most raw vegetables have waste, which must be removed carefully and completely because it is either inedible, unattractive, or has poor taste. In taking off the waste by peeling, scraping, brushing or cutting, however, take care not to destroy the edible portions.

Vegetables must be cooked in the shortest time possible, using a minimum of water. Loss of both vitamins and flavor will occur if they are cooked too long or in too much water. When they are tender, you know the vegetables have been cooked enough. Then they should be removed from the water immediately.

Seasoning may be needed before the vegetables are served, so they should be tasted prior to being served. Practically all leftover vegetables can be kept and utilized in combinations with other vegetables in soups, meat pies, etc., with proper care in cooking and seasoning.

Salads, hot or cold, are another way in which vegetables may be served. In cold salads, where vegetables are served raw, extra care should be taken in trimming and removing waste so that this healthful dish will be both attractive and tasty when served.

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

Navy Study Calls Strong US-Flag Fleet 'Essential'

WASHINGTON—A strong case for an expanded American-flag merchant fleet from the standpoint of US trade needs and national security has been urged by Commander Leo J. Marshall, US Navy, of the Progress Analysis Group in the Pentagon.

In a paper titled "Ebb Tide For The United States Merchant Marine," Cmdr. Marshall sets forth some of the reasons why greater public support is necessary to keep a US-flag fleet on the high seas.

The following are excerpts from the analysis prepared by Cmdr. Marshall, and are reprinted here with his permission:

"Seapower to many people means naval ships and their weapons. But the term has a much broader meaning. Our nation's seapower consists of its total strength and interests on the sea. A real danger to our seapower would be the abandonment of our commercial shipping fleet. For it is our people's interest in maritime strength that will decide the future of American shipping.

"The United States merchant marine is a privately-owned industry composed of many different commercial enterprises . . . but it is a unique industry in one significant aspect: Aided by cargo preference statutes and subsidy program, the industry has attempted to compete on the international market for cargo services against the competition of lower foreign wages.

"Our higher cost of living makes the price of an American-built ship twice as much as the same ship built abroad. And operating costs are higher since the wages of US merchant seamen are three to five times greater than foreign seamen. Against this background, the charges which critics have leveled at the US maritime industry through the decades include:

- "Expensive construction and operating subsidy.
- "Inefficient methods of cargo handling.
- "Complacent management.
- "Spiraling wage demands.

"These charges are not without foundation. The industry has not entirely weathered these storms of criticism . . .

"In each condemnation the United States standard of living is the common denominator which transcends each issue. Demands of maritime labor are not significantly different from the demands of the entire American labor movement. But maritime labor does receive more public attention due to its vital function in ocean transportation.

"If the maritime industry were to be judged solely on an economic comparison with foreign shipping cost in shipbuilding and ship operation, the doors of the industry should be closed tomorrow and the economic laws of absolute and comparative advantage would prevail. If such were the case, we would do well to abandon our maritime commercial shipping and let our foreign friends haul our cargo.

"But the US maritime industry involves more than isolated economic principles.

"The basic issue involves national self-sufficiency in

ocean transportation. The basic issue relates directly to national production and world trade, as well as international assistance in economic, political and social progress.

"For many decades the US produced more raw material than it consumed. This is no longer true. Our country has changed from a raw material surplus nation to a raw material deficit nation.

"We annually spend about \$8 billion on imports of raw material. With 60% of all our imports in the form of raw and unmanufactured material, the US has become the world's greatest importer. The result is that we have an increasing dependence on foreign sources of supply.

"An economic pinch to the individual American paycheck could easily result from an absence of or reduced supply of these raw materials. Without them American plants and factories would be crippled.

"Our production must not depend on the foreign ship operator who would offer service on a schedule which better fits the economic program of his nation, rather than the commercial needs of this country. Foreign-flag ships cannot provide our country such a national guarantee.

"Now let us consider world trade and American ships . . .

"US-commercial-flag ships are needed from a national standpoint to ensure that shipping rates remain competitive and that a modicum of control is retained over an ocean shipping capability.

"In World War I, shipping rates charged by foreign shippers rose 1000%.

"In World War II, the rates rose 300%.

"Because the US was not at the mercy of foreign-flag fleets during the Korean conflict, conference shipping rates increased a modest 10%.

"Such increases in shipping rates would be transferred to the individual citizen in finished products on the open market. US-flag ships are important to American industry and to every US consumer by ensuring ship transportation for commercial cargo at reasonable rates.

"Thus, three points are significant in the area of world trade and US-flag shipping at the national level:

"(1) As a result of International Conference Route agreements, the cargo shipping rates to use an American liner ship are the same as those charged by a foreign ship on many trade routes of the world.

"(2) The very presence of American-flag tramp ships on the trade routes acts as a control on shipping rates for American private shippers and governmental foreign aid cargo.

"(3) National shipping provides assistance in our balance of payments problem. This contribution will become more apparent when the Trade Expansion Act of 1962 is applied to the European Economic Community. It has been predicted that our foreign waterborne trade will increase by 100 million tons by the year 1970. Every cargo on American ships reduces our balance of payments deficit.

"On the international level we need American flag-ships to assist in the economic war being waged by international communism against the Free World.

"US-flag ships seek waterborne cargo for private profit and in so doing they assist the national economy. The

USSR uses world trade both as an economic weapon today and a political inroad tomorrow . . . The growing Soviet merchant fleet has been used to control the flow of sea commerce into and out of selected countries whose geographic location is of strategic importance to free world trade (Indonesia, UAR, Cuba).

"American-flag ships and those of our allies must be available to offer the newly-emerging nations a choice of world markets for their exports. American-flag ships and those of our allies must be available to newly-emerging nations to preclude their total dependence upon the Soviet.

"If we are to reach beyond our shores for world trade and influence it must be by ships—American ships. Foreign aid cargoes are evidence of American friendship, and the best symbol of that friendship is the American flag on the sterns of the ships carrying our foreign aid cargoes.

"For example, the Alliance for Progress depends upon shipping for realization. It would be futile to talk about building a binding relationship with our neighbors to the south unless we have the ocean transportation to make good relationships a reality.

"Since the maritime industry operates in a world market, but must pay national wages, the US taxpayer is justified in asking what is the national price tag for this assuredness of US-flag ships for national defense; for continued American import of raw material for production and jobs; for holding shipping rates in check; and for participation in the economic contest for political and social influence?

"In the 1960's our nation will spend about 1/3 of 1% of the Federal budget per year in the field of merchant shipping. We spend about the same amount on subsidization of peanuts.

"Even in the space age, the role of sea transportation will not change. The basic issue will continue to involve national self-sufficiency. We would not rely upon foreign air forces, navies, or armies of our allies for our only defense merely because they are cheaper: our nation is fully aware of the need for US-controlled armed forces. We similarly need a merchant marine responsive to US control.

"Beyond the point of free enterprise in the ocean transportation industry, the Federal Government has a definite interest in determining how large a merchant fleet is needed. A mobilization base must be maintained in all modes of transportation. If public support of free enterprise industries vital to national security is lacking, then the use of subsidy is appropriate. But over-riding any subsidy program must be the more basic determination by government of the need for ocean shipping in quantity and type to support expected demands of military emergencies in addition to peacetime economy usage.

"The tide of our maritime strategy is now at maximum ebb. If we, through lack of interest, continue to let it run out by default, our nation will suffer irreparable loss. But if we cause that tide to change by supporting the concept of American seapower and use its flood of opportunities, we can change the cold war to a wet war—and win."

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

WHAT IS THE 'RIGHT' AND WHY IS IT WRONG? An examination of the general goals and methods of the men and organizations dedicated to the destruction of trade unions and other democratic institutions provides the answer.

No single definition fully covers the right wing. They are "against" many things. The things they are "for" would destroy the social welfare programs of the past 30 years. But they offer no alternative solution to the problems of old-age, unemployment and a whole list of national problems.

They are dedicated, determined and dangerous, using money, manpower and militancy to peddle their wares. They package their programs in the red, white and blue of anti-communism, but theirs is an anti-communism which weakens democracy by showering suspicion on democratic institutions and responsible officials. They see themselves as the forces of "good" combatting hordes of evil-doers or dupes.

As a rule, they are against labor unions. They favor a national open shop law and would clamp unions under anti-trust law restrictions. What they really want is to butcher collective bargaining, by turning back the clock to the days when the individual worker was completely at the mercy of his employer.

They want to do a hatchet job on the US Supreme Court because they dislike decisions that defend the basic liberties of all Americans. They are against what they call "big government," meaning strong central government. They say "Washington" usurps states' rights, individual rights and (this is when they howl loudest) corporate rights.

They are against a truly free public school system which introduces students to new ideas and different viewpoints. They want to undermine the public school system—which organized labor has done so much to build up—and convert it into an indoctrination ground for future rightists.

When these general attitudes are translated into action at the community level against specific, reachable targets, the results are often disastrous. Textbooks presenting facts about trade unions or the United Nations (another right-wing bugaboo) are censored or forced out of use; teachers are run off their jobs; liberal clergymen are attacked and defamed; labor leaders are vilified; responsible community officials are slandered.

The danger of the right wingers is that they are no longer a "lunatic fringe," but a substantial force in many American communities. How far they can or will go, it is impossible to prophesy. But, as a report by the Fund for the Republic last year concluded:

"The question raised by these trends is whether or not they will lead to a pattern set by Italy or Germany, or whether we will, as we did in the 1920s when the Ku Klux Klan spread over the land, return to our previous adherence to moderation and a sense of fair play. It would be a rash man, indeed, who could predict the outcome of the current struggle to determine the character and political complexion of this nation."

LABOR ROUND-UP

A National Labor Relations Board panel ordered drug store owners in Kitsap County, Wash., to end a lockout of union workers and stop efforts to discourage union membership after their contract offer was rejected by members of the Retail Clerks International Association. In declaring such employer practices "unlawful discrimination," the NLRB hit a pre-lockout agreement by the store owners in the area to suspend workers participating in strikes and picketing.

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The US Air Conditioning Corp. of Delaware, Ohio, has been ordered to pay more than \$113,000 in back pay to 22 members of the United Auto Workers who were illegally laid off by the company in 1958. The National Labor Relations Board cited the company for failing to comply with a previous order and a court enforcement decree. It ended an investigation into the case, which had been pending since 1960.

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Three first-time new contracts covering 1,500 non-professional workers at New York City hospitals and old-age homes have been won by Drug and Hospital Employees Local 1199 of the Retail, Wholesale and Department Store Workers Union. The biggest pact covering 500 workers provides a 21-cent hourly wage increase spread over a 27-month period, a 37½-hour week and provision for arbitration of all disputes.

A South Carolina textile firm which distributed a "generally anti-union" magazine article to its employees during working hours but fired a worker who called attention of other employees to a "pro-union" paragraph in it, has been found guilty of illegal conduct. The article was a purported account of a strike at the Harriet-Henderson mills in Henderson, NC. A National Labor Relations Board majority ruled that the firing was based on a pretext, and that the real reason the company discharged H. C. McKinney, Jr., was because he wore a union button and worked actively on behalf of the Textile Workers Union of America in 1961.

~ ~ ~

Protests from the Denver Federation of Teachers have prompted School Superintendent Kenneth Oberholtzer to order all school principals to halt discrimination against union materials for teachers. The DFT said that its union paper and other materials were being removed from teachers' mail boxes.

~ ~ ~

Hundreds of pounds of clothing have been gathered by Local 99 of the International Ladies Garment Workers Union to aid the more than 20,000 Negroes dropped by Mississippi local officials from rolls of those eligible for Federal surplus commodities. The Congress on Racial Equality charges the Mississippi action was in retaliation for efforts of Negro citizens to register for voting.

'Agenda'



The many issues facing the Eleventh Biennial Convention of the Seafarers International Union of North America, which opens this Monday, May 6, make it especially fitting to have the gathering take place in Washington. More and more, over the years, the nation's capital has become an important battleground where the future of the maritime industry and the trade union movement is determined.

Right now, in fact, seamen and maritime unions are in the forefront of a campaign to preserve the free collective bargaining system that affects the interests of all American trade unions and trade union members. Under a proposal in the House of Representatives that has been strongly denounced by the SIUNA, the shipping industry already has been singled out for special treatment of its labor-management disputes.

One proposal, by Rep. Herbert C. Bonner, chairman of the House Merchant Marine & Fisheries Committee, would lead to compulsory arbitration of all maritime labor disputes and would set a dangerous precedent for labor-management relations in all industries. And it is but one of many legislative matters and actions by Government agencies in which the SIUNA has a vital interest.

Equally important, from the standpoint of the seagoing membership, is the rickety status of the domestic shipping industry, the limited maritime and shipbuilding budget, and the future of the US offshore merchant fleet that now hauls considerably less than ten percent of the nation's increased foreign trade.

The SIUNA delegates now converging on Washington for the opening of the convention on Monday thus have good reason for coming to the capital and making their voice heard on these issues.

For while the expanded "international" character of the SIUNA has been demonstrated by the location of the past three conventions—San Juan, Montreal and San Francisco—this first SIUNA convention in Washington is an ideal place to take stock and plan further progress. Those who note such details will also recall that this convention is being held just a few months short of the

25th anniversary of the SIUNA's founding in October, 1938, which launched the many gains that exist today for the members of all affiliates ashore and on the high seas.

The nearing of the quarter-century-mark is always a good omen, and we know the delegates will use it well in charting a course for the future.

Business As Usual

In case anybody thinks the State Department has gone soft on shipping and may be changing its anti-maritime tune, forget it. The fellows over at State seldom have a good word to say about US-flag shipping, and one of their latest handouts is no exception.

The attitude of the State Department seems to develop out of the notion that while its activities are draped with the American flag, its duty in overseeing US foreign relations is best served by promoting foreign shipping. A 50-50 law on movement of US Government-financed cargoes is therefore best observed—in State's view—by fighting to keep American shipping's share of these cargoes at 50 percent or less.

Even so, a 20-page report on the "Food For Peace" program administered by the State Department's Agency for International Development (AID) tells an important story about the way American farm surplus helps needy nations. The legend "Donated by the People of the United States" has truly become one of the best-known food labels in the world when it appears on bags and containers shipped abroad.

The fact that our laws and those who administer them make it possible for much of the cargo tagged in this manner to move overseas on foreign vessels is irksome enough to American seamen.

What makes things worse is the failure of the State Department to give credit where credit is due, to the ships and seamen which have the task of getting the food cargoes to their destination, at the rate of three shiploads a day for wheat alone. Only merchant ships can do this type of job, but you'd never know it. The State Department, as usual, forgot to mention it.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$17,500 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Timothy J. Less, 61: Brother Less died of natural causes on February 3, 1963 at the USPHS hospital, Staten Island, NY. He shipped in the engine department after joining the SIU in 1945. A daughter, Alice Less, of Manville, NJ, survives. Burial was at Evergreen Cemetery, Brooklyn, NY. Total benefits: \$500.



Cataldo Ferregna, 49: Brother Ferregna died of pneumonia while aboard the SS Antinous off Inchon, Korea, on January 30, 1963. He joined the SIU in 1957 and sailed in the steward department. Anthony C. Ferrigno, of Jersey City, NJ, was named administrator of his estate. His place of burial in the US was not reported. Total benefits: \$4,000.



John Straka, Jr., 36: Brother Straka died of natural causes aboard the SS Halycon Pioneer on October 2, 1962. He had sailed on deck since joining the SIU in 1945. A sister, Mrs. Mary Dacey, of Chicago, Ill., survives. Burial was at sea. Total benefits: \$4,000.



Jacob L. Buckelew, 69: Cancer was fatal to Brother Buckelew at the VA Hospital, Tuscaloosa, Ala., on January 19, 1963. He shipped in the steward department after joining the SIU in 1955. Surviving is a sister, Mamie Buckelew, of Selma, Ala. Burial was at New Live Oak Cemetery in Selma. Total benefits: \$500.



John C. Loffler, 35: Brother Loffler was lost at sea off the coast of Mexico on December 8, 1962 while aboard the SS Kenmar. He joined the SIU in 1948 and had shipped in the engine department. His wife, Virginia Lee Loffler, of Grafton, W. Va., survives. Total benefits: \$4,000.



Richard B. Suttle, 34: The death of Brother Suttle was reported due to natural causes while he was aboard the SS Steel Vendor off Inchon, Korea on February 6, 1963. He joined the SIU in 1959 and had shipped in the engine department. An aunt, Nadine Suttle, of Colorado Springs, Col., survives. Total benefits: \$4,000.



Omar Ali, 78: Brother Ali died of natural causes at the USPHS Hospital, Staten Island, NY, on March 7, 1963. Sailing with the SIU since 1955, he had shipped in the engine department. A friend, All Osson, of New York NY, survives. Burial was at Greenwood Cemetery in Brooklyn. Total benefits: \$500.



All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$2,600 in maternity benefits and a maturity value of \$325 in bonds:

Yaswant Somani, born January 28, 1963, to Seafarer and Mrs. Yaswant Somani, Philadelphia, Pa.

Laverne Collier, born February 22, 1963, to Seafarer and Mrs. James Collier, Mobile, Ala.

Lisa Ann Donald, born April 1, 1963, to Seafarer and Mrs. William J. Donald, Norfolk, Va.

Maria Angelus Reyes, born March 24, 1963, to Seafarer and Mrs. Angel Reyes, Brooklyn, NY.

Herbert Valentin, born March 25, 1963, to Seafarer and Mrs. Gilbert Valentin, Bronx, NY.

Cheryl Ann Zaniewski, born March 20, 1963, to Seafarer and Mrs. Edwin Zaniewski, Kent, Ohio.

Jill Pamela Olson, born April 2, 1963, to Seafarer and Mrs. John E. Olson, Newark, NJ.

Irvin Dean Tate, born June 13, 1962, to Seafarer and Mrs. Irvin T. Tate, Millry, Ala.

Mark De Fazio, born April 11, 1963, to Seafarer and Mrs. John De Fazio, Staten Island, NY.

Paul Dew, born February 8, 1963, to Seafarer and Mrs. Paul H. Dew, Glen Burnie, Md.

Robert Sutton, born December

23, 1962, to Seafarer and Mrs. Russell Sutton, Fairchance, Pa.

Kevin P. Dunphy, born February 22, 1963, to Seafarer and Mrs. Patrick Dunphy, Rio Piedras, PR.

Nancy Ann Tjong, born April 5, 1963, to Seafarer and Mrs. Rudy Tjong, Astoria, NY.

SEAFARERS in DRYDOCK

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

USPHS HOSPITAL NORFOLK, VIRGINIA
William Lee Stone
Marvin Gilien
William E. Grimes
Charles Hurlburt

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Chris Astydidix
A. Carrano
M. Carrasco
Louis J. Cevitte
Joseph F. Colliton
Ezell Crocker
George Daniels
H. DaSilva
R. DeGraft
F. T. DiCarlo
Francis T. Di Carlo
Thomas Duncan
A. Duraeher
Marion P. Edge
Frank Galvin
Kwing P. Gee
Bryan Gibson
Juan Gonzalez

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
Gerald J. Corelli
Salvatore J. Alpedo
Louis C. Babin, Jr.
Charles K. Baker
T. L. Blackledge
Fred Brand Jr.
R. G. Canraniguo
Carl A. Carlson, Jr.
Samuel Clinkscales
Enrique Constantino
James W. DeMoug
Ralph Dougherty
John Dovak
Harry D. Emmett
Marcus Evans
W. A. Fincannon
William C. Fisher
Clinton E. Franks
Francisco Fraone
F. F. Fiasne
Julio Gale
E. C. Gallaspy
Hiram M. Glassop
Manuel L. Gominio
Leon J. Gordon
Edgar Goulet
Frank A. Halem
Walter A. Johnson
Leonard Kay
William A. Kirby
Ernest Kirkpatrick

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Paul L. Arthofer
Harry Libaum
Mervil H. Black
Steven Boldes
D. C. Bednorz
Arthur M. Caruso
John K. Donnelly
J. E. Fernandez
Donald R. Hampton

USPHS HOSPITAL JACKSONVILLE, FLORIDA
R. Canady
C. Cothraw
I. Damico
J. Epperson
V. Gonzalez
R. Johnson

USPHS HOSPITAL BOSTON, MASS.
Ralph Baum
Robert Davis
Joseph Domovian
Edward Farrell
Thomas W. Carter
Russel E. McLeod
Fred Reimolt

USPHS HOSPITAL SEATTLE, WASHINGTON
Gerald J. Corelli
Steve Kolina
A. F. Maxwell
John W. McCaslin
Arnold L. Midgett
Louis W. Moore
Rosindo Mora
Sam Morris
Sam Morris
C. C. Newcomb
Mario Pochecho
Coy C. Presley
August J. Prince
Wm. E. Roberts
Aubry L. Sargeant
John T. Sauterer
Wade H. Sexton
Hubert Seymour
F. S. Stick, Jr.
Finis M. Strickland
Adolph Swenson
Harvey L. Thomas
Robert Trippe
William A. Wade
James T. Walker
August J. Williams
C. C. Williams
George Williams
James R. Williams
Joseph A. Williams
Roy B. Young, Jr.

Cites Newspaper 'Misinformation'

To the Editor:
Now that the New York newspapers are back on the stands I can read the slanted news items again and ponder on the misinformation that is fed to the public.
For a news item that glaringly

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.

shows utter confusion and clear contradiction you can't beat the one I came across in the "New York Times" of April 1. It purported to give some facts for the support of Rep. Bonner's bill which "would designate the Coast Guard to establish standards (for physical and mental qualifications of merchant seamen) and make sure that they are observed."
I guess all Seafarers know about this bill. As far as I can see, its purpose is either to man our merchant ships with supermen (some observers report that the Coast Guard would be sadly undermanned if the proposed standards were applied to their own personnel), or else to revive the old "blackball" system — probably the latter.
Anyway, here are some contradictory quotes from this item: "Nearly 90 per cent of the nation's seagoing jobs figured in injury or sickness reports in 1962." Read that over, because a little further on the same item states: "Hence it would be incorrect to say that 88.9 per cent of the men . . . reported illness

or injuries." And further along still: ". . . there were some encouraging notes in the maritime safety picture. For instance the number of injuries or illnesses of a serious nature is declining."

Note the contradictions in the statements all contained in one "news" item. Boy, are they confused!

I guess the writer was talking about the Marine Index system of reports on seamen in order to make a case for the bill by Rep. Bonner. Unfortunately, this kind of misinformation can be very dangerous.

We certainly hope you'll keep reminding everyone concerning this proposal. The Coast Guard has been trying to establish this system of standards for years.

George R. Berens

Texas City Eatery Is Recommended

To the Editor:
Crewmembers of Seatrain and other vessels that have occasion to be ashore in Texas City, Texas, in the early mornings or any other time are advised to eat at Bee's Place (coffee shop) while in that port of call.

There you'll find a husband-wife team that serves up the best of food at reasonable prices in the most modern surroundings. Especially fine is their coffee, to order. Time and again they will heat it up for you at no extra charge.

It's like the "bottomless cup," so to speak. But best of all is the courtesy with which they greet one and all, and make one feel so welcome that one keeps on coming back for more.

Bee's coffee shop costs no more to reach by taxi than any other point in the Texas City area. It would also be a good place to send SEAFARERS LOGS as already a lot of our Union brothers meet there for snacks.

Clarence L. Cousins

SIU Tugs Lend Hand In Rescue

BALTIMORE—SIU boatmen on three Curtis Bay tugs had a hand in a ten-day attempt by several vessels to refloat a grounded Liberian Liberty ship that became a tourist attraction just off the beach at Tolchester recently.

A salvage boat finally removed the freighter Agia Thalassini from the beach on March 16. She was then able to go into a shipyard here to check for damage to her bottom. The empty ship had blown ashore by estimated 52-mile winds on March 6.

The Curtis Bay tugs Kings Point and Fells Point were originally called in to pull the ship off the sand at high tide on March 8, but were unsuccessful. A third Curtis Bay boat, the Carolyn, joined the other two on the next high tide and pulled and tugged at the freighter for over 14 hours, while she resisted every attempt to move her.

A Coast Guard vessel, the Chinook, next tried to budge the ship, reportedly moved her about 12 feet, but no more.

Then the commercial salvage tug Curb was called on the job from New York, and did manage to free the vessel after she'd been aground for eight days. But while the Curb was retrieving its refloating gear, the Agia Thalassini drifted aground all over again and the job had to be repeated.

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

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From the Ships at Sea

A sad tale of thwarted love comes from the Del Norte (Delta) by way of ship's delegate Claude A. Bankston. As Bankston tells it, one of our union brothers leaned out of a porthole as the ship tied up in Houston and kissed his wife who was standing on the dock.

But before he could even unpucker, the passionate Seafarer was surrounded by angry customs, health and immigration officials who insisted that his wife be vaccinated immediately and that the whole crew be warned not to even touch anyone on the dock before the ship was cleared.

The path of true love never runs smooth, they say, but for seamen it seems to have some especially rough spots.

~ ~ ~

While she was still at sea the Del Norte was the scene of a big debate about the best time to show movies. There were those who favored movies in the afternoon and others who complained about the noise disturbing them in the lounge spaces. A perfect solution was found and both sides had their way. It was decided to show the afternoon movies in the engine mess, so the Del Norte crew can have their movies and their quiet too.

~ ~ ~

When Seafarers meet far from home in a foreign port, it's a day for rejoicing, and that's just what happened when the crew of the Lisa B (Venture Shipping & Trading) came across the gang on the Halcyon Pioneer in Djakarta. A good time was had by both crews, Seafarer Chuck Hostetter reported to the LOG.

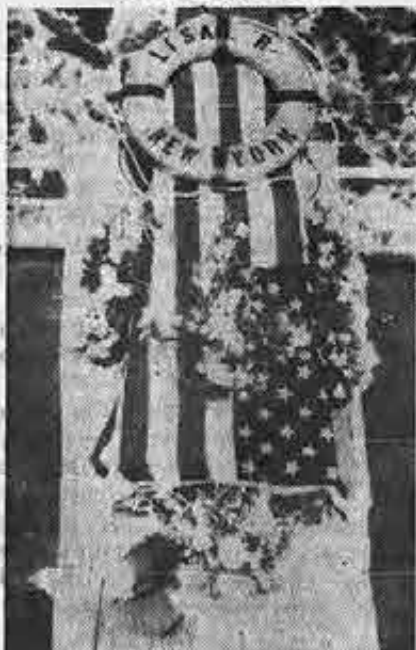
~ ~ ~

Baker J. Padelsky of the Marymar (Calmar) is a talented fellow with both baking pans and fishing poles, reports ship's meeting chairman John Hannay. Since the crew baker is also an ardent fisherman, things seem to be getting to the point where Seafarer Padelsky doesn't know which to do first. He does so well at both, however, that no one is complaining.



Padelsky

Last Rites



Burial at sea was held aboard the Lisa B (Venture Shipping & Trading) for Seafarer Fred Hansen who was killed in an accident in Djakarta, Indonesia. Shipmates forwarded this photo of the last rites to the LOG, commemorating Brother Hansen as a fine seaman and union man.

The gang on the Almena (US Tankers) came out four-square against buying a pig-in-a-poke at a recent ship's meeting. A motion was made and seconded to urge the captain to post the prices for the slopchest on the bulletin board so everyone can see at a glance what any particular item costs.

Safety is the topic of the day aboard several SIU ships, including the Mobile (Sea-Land), Trans-



Hannay



Hostetter

Orleans (Hudson Waterways) and Fairport (Waterman). At a ship's meeting on the Mobile, it was suggested that the men in each department get up a list of every-

thing they consider unsafe aboard ship, for presentation at the next safety meeting. The crew of the Trans-Orleans is moving for positive action to eliminate all possibility of careless smoking while the vessel is carrying fuel. More safety meetings are being called to get the idea across, reports Pat Murphy, ship's meeting secretary.

On the Fairport, the gang is tackling the problem of slippery decks, especially the areas just outside the entrances to the mid-shiphouse. A liberal application of non-skid paint was the suggestion at the last ship's meeting.

The crew of the Robin Locksley (Robin Line) is taking steps to protect the ship's library. At a ship's meeting, a motion was passed that all books should be returned promptly to the library after use and that the books should always be locked up while the vessel is in port. The library is to be opened again only when the vessel is at sea. The theory seems

CATHY (Seatramp), Sept. 15 — Chairman, J. Breene; Secretary, P. Jakubcsak. J. Lupo resigned as ship's delegate and F. C. Chase was elected to serve. No beefs reported by department delegates. Request that last standby clean up all dirty dishes left in messhall.

LUCILE BLOOMFIELD (Bloomfield), Sept. 14—Chairman, V. Fitzgerald; Secretary, L. Santa Ana. \$1.50 in ship's fund. No beefs reported. Motion made that ships which run to foreign ports be allowed to purchase milk, and that this be voted on at meetings in all ports. Donation asked for parts for crew washing machine. Vote of thanks to steward department. See patrolman about getting library aboard.

STEEL ROVER (Isthmian), June 23 —Chairman, D. Hammock; Secretary, W. Mitchell. Ship's delegate reported that all is running smoothly. No beefs reported. Sept. 17—Chairman, Jack Yates; Secretary, M. A. Mechel. All beefs will be turned over to patrolman at payoff, including matter of one man taken off ship by Coast Guard.

BLACK POINT (American Tramp), Aug. 10—Chairman, Vincent A. Quinn; Secretary, James Sumpter. Some disputed OT to be taken up with boarding patrolman.

NEW ORLEANS (Sea-Land), Sept. 21—Chairman, Alvin Carpenter; Secretary, Fazil Ali. \$4 in ship's fund. Motion made to have payroll and on last day of voyage, at port of payoff. Ventilators in crew rooms to be brought to the attention of patrolman. All shore gang to be kept out of crew messrooms.

SEATRAN TEXAS (Seatrains), Sept. 24—Chairman, John Cole; Secretary, A. Martel. \$20.31 in ship's fund. Men asked to wipe grease and paint off hands before using towels.

OVERSEAS REBECCA (Maritime Overseas), Sept. 10—Chairman, Howard A. Bergine; Secretary, Andy Gowder. Howard Bergine was elected as ship's delegate. He will see captain in regard to buying a small PA system in Japan, for saloon to galley. Everything running smoothly.

KYSKA (Waterman), Sept. 15 — Chairman, J. Pate; Secretary, J. Nielsen. Crew contributed \$94 to library, and captain added \$15. One wiper was taken off by Coast Guard in Yokohama. One electrician signed off by mutual consent in Yokohama.

CAPRI (Peninsular Navigation), April 9—Chairman, J. Thomassen; Secretary, Ken Hayes. \$1.21 in ship's fund. Crew asked to donate at payoff. TV fund stands at \$135 and crew asked to donate some more as new aerial is needed. No beefs reported. Discussion about baker and his baking.

SEATRAN LOUISIANA (Seatrains), Sept. 24—Chairman, V. Whitney; Secretary, R. Hutchins. Ship's delegate reported everything at present is running smoothly. \$32.55 in ship's fund. Steward department given a vote of thanks for a good job.

TAMARA GILDEN (Commercial Transport), Aug. 15—Chairman, Richard Wardlow; Secretary, James Norton. Ship's delegate asked to be relieved from post due to getting married this trip. Steve Kolina elected to serve. \$8 in ship's fund. No beefs

reported. No water for showers or to wash clothes. Union should take this matter up with company. Vote of thanks to the steward department for fine job. Ship's delegate to see about SIU library for next trip.

CANTIGNY (Cities Service), Sept. 23 —Chairman, T. E. Frazier; Secretary, Floyd Jenkins. New washing machine to be taken up with patrolman.

STEEL ARTISAN (Isthmian), Sept. 7 —Chairman, N. Swokla; Secretary, Gus Lopez. R. Jackson elected to serve as ship's delegate. Donated \$5 to the American Merchant Marine Library. \$20.65 in ship's fund. Crew asked to wear proper attire in messhall, especially at mealtime. No beefs reported by department delegates.

STEEL SURVEYOR (Isthmian), Sept. 2—Chairman, J. D. Blanchard; Secretary, M. S. Sospina. Everything running smoothly. \$35.81 in ship's fund.

DIGEST of SIU SHIP MEETINGS

Motion made that deck department should have the same OT on callout as the engine and steward department, after 5 PM and before 8 AM. Ship needs to be fumigated.

STEEL FABRICATOR (Isthmian), Sept. 8—Chairman, Vladick Suska; Secretary, Howard S. Gilbert. \$28 in ship's fund. No beefs reported by department delegates.

STEEL ARCHITECT (Isthmian), Sept. 5—Chairman, Grover C. Maddox; Secretary, Egbert W. Goulding. Grover C. Maddox was elected to serve as ship's delegate. \$32.04 in ship's fund. Crewmembers asked to cooperate in keeping ship safe from pilferage. Everything going along fine.

ANTINOUS (Waterman), Sept. 14—Chairman, S. R. Mehlinger; Secretary, M. E. Mason. No beefs reported. One OS missed sailing in Mobile and re-joined ship in Pensacola. Motion made to lock pantry to prevent foreign personnel from eating the night lunch in port. Key to be given to gangway watch for crew's use.

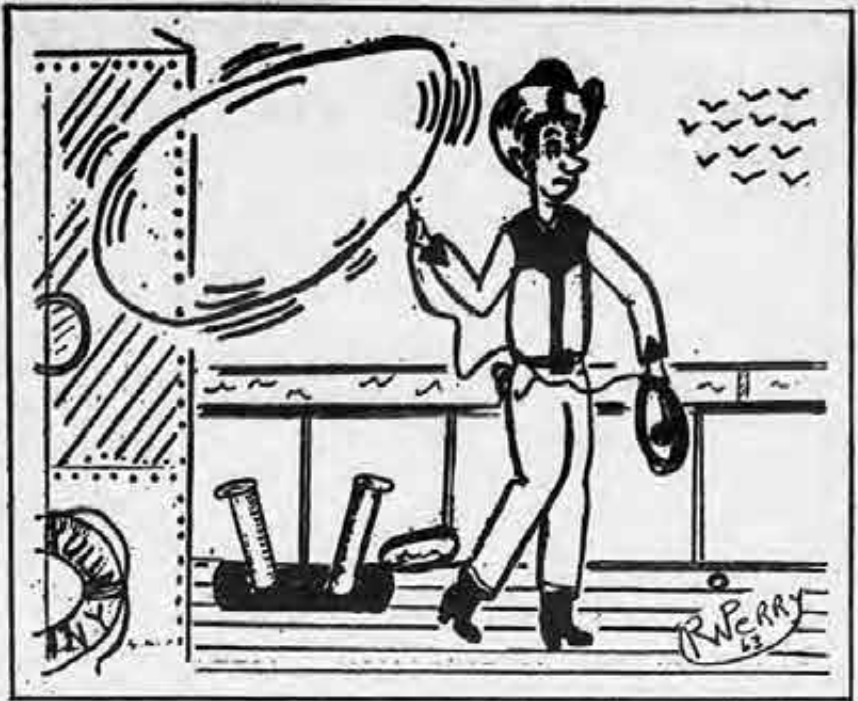
TRANSLOBE (Hudson Waterways), Sept. 18—Chairman, Johnson; Secretary, J. A. Tucker. Everything running smoothly. Vote of thanks given to chief steward and steward department for the good food and service. Everything excellent.

MADAKET (Waterman), Sept. 16—Chairman, Henry Blider; Secretary, A. G. Espaneda. No major beefs reported. One man hospitalized and one man missed ship in Antwerp, Belgium. \$4 in ship's fund. Vote of thanks to steward department for a good menu and good food.

COE VICTORY (Victory Carriers), Sept. 16—Chairman, Lewis Smith; Secretary, Frank Allen. \$21.45 in ship's fund. Request for small donation at draw, and permission to buy bamboo wicker chairs in Keelung for library.

Shipshape

By R. W. Perry



"But Tex, I keep tellin'ya, we just don't throw a heaving line that way!"

to be that the crew can find enough leisure pursuits in port without having to resort to reading.

Quick action by the SIU crew of the Titan (Bull) in averting a near-tragedy in India recently, has won the deep thanks and appreciation of the officers and men of the St. Christopher (Olga

Konow). In a letter to the LOG, the captain of the St. Christopher commended the Titan crew for its swift action and described the incident.

On March 10, a launch carrying stores overturned and sank immediately outside of Chittagong Harbor. Two Titan crewmen, one St. Christopher crewman and a Pakistani boatman were being carried out to sea by an eight-knot current when they were sighted by some of the Titan crew. A lifeboat was quickly lowered and the four men were recovered without any injuries. An excellent job by the men of the Titan is how the entire rescue operation was described.

LOG-A-RHYTHM: I'm The Wind

By Paul R. Albano

*I wish I were a wave blown by the wind,
I would sing my song to God;
For God makes the wind blow.*

*If I could blow the wind
I'd calm me down,
And let the ducks waddle in delight;
Let the houses stand upright;
There'd be no cause for fright.*

*Without the wind to fight,
I'd say "go play, wherever you wish."*

*Of course you know,
I'm not the wind.*

*But let's pretend
That I make the wind blow.*

Tennessee

By Roy L. Hinson

*Bands were playing down the street,
Comrades behind the guns,
Every one that took a seat
Was Tennessee's own sons.*

*Listen to the shouting voices!
Harken to the free!
Make our boys your choices,
For they are Tennessee's.*

*Amidst the blazing guns have been
Men forsaken by the free,
Wounded lives whom others rend,
Except by faithful Tennessee.*

*See the saddened faces
Limping as they go;
Men of all the races
Were arrows in our bow.*

*When we won or lost the race,
Though bands played for me
Until I beheld the faithful face
Of my old Tennessee.*

Landlubber Loves Trip On SIU-Manned Ship

For most landsmen a trip aboard an ocean freighter is an adventure to be looked forward to for a long time. Once completed, it is looked back on as a fond memory for the rest of their lives.

It was exactly so for Mrs. Floyd E. Brink, who had never been on a ship before, after she made a voyage to Puerto Rico aboard the Alcoa Patriot (Alcoa).

She thought so much of the trip, the ship, and the SIU crew that she sent the LOG a copy of the only edition ever published of the "Patriot Gazette," a hand-typed, one-shot, two page newspaper, edited—naturally enough—by Mrs. Brink. In it she tells the world

she found. And she discovered during her first fire and boat drill that a "Mae West" does absolutely nothing to enhance a lady's figure.

Mrs. Brink had nothing but praise for the Patriot's SIU crew. She gave special thanks to Seafarers Monroe Hall, Leo Reynolds and F. A. Stephen for "keeping us on the right track and making veteran sailors out of the greenhorns painlessly."

A little of the "Brotherhood of the Sea" also rubbed off on Mrs. Brink and her fellow passengers too. She tells how they quickly became friends spending leisure hours together playing rummy or bingo, or shopping for bargains in Ponce, San Juan and Mayaguez.

No trip on an SIU ship would be complete without some mention of the food. Here the Patriot's steward department can take a well-deserved bow. Mrs. Brink described the food as "Ambrosia," food for the Gods. The only complaint about the food seemed to be its effect on the passengers' waists.



Hall



Stephen

how much fun she had, and how much she learned on the voyage.

Mrs. Brink learned a great deal about ships. She discovered that portholes make wonderful drying places for nylons. She discovered that when the weather got rough, the Alcoa Patriot was pretty adept at doing the "Twist." Doors and hatches, she learned, must be kept closed or hooked aboard ship, because they have no respect for fingers or heads.

When the weather is bad and the Patriot is doing the "Twist," going down the ship's ladders can be better than skiing for breaking bones,

Crewmembers Of Cable Ship Long Lines

The crew of the SIU-manned cable ship Long Lines (Isthmian) is shown here on deck in Hamburg, Germany, where she was built. After arriving in Baltimore last month on her maiden voyage, the Long Lines soon left again on a training cruise to acquaint her SIU crew with some of the unique skills necessary for cable-laying operations. Seafarer Leo Strantins, AB, submitted the photograph with some of his impressions of the new ship, which has what he describes as the best quarters on any ship he's ever seen. A total of 100 crewmen will be aboard when the ship leaves this summer for the Atlantic. (See story on Page 7.)



Atlantic Storms Hit Fanwood, Spur Cooks To New Heights

The men aboard the Fanwood (Waterman) learned what the North Atlantic can be like when winter storms lash the sea to white froth. For 18 days the Fanwood and her crew, returning from Europe, were battered by heavy seas and gales with winds up to 120 miles an hour.

To make things even worse the Fanwood was returning light, with no cargo, and she really did some rocking and rolling in the pounding seas, the crew reported to the LOG.

It finally got so bad that the captain decided to turn around and head back for a while since they were not making any headway

against the storm and there was no sense in risking the lives of the men aboard. So they rode it out in this manner for two days, just going along with the winds and the sea, until things calmed down enough to at least make some headway.

The steward department came through it all with flying colors,

the crew reports. In spite of everything, chief cook Juan Collazo was always in the galley doing his cooking, putting out meals and everything that goes with them in spite of the fact that he had already taken a couple of falls sliding back and forth on the rolling, pitching deck.

However, honors for the first fall go to galleyman Juan Bonfont, who stuck with chief cook Collazo through thick and thin to put out the chow.

All in all, it must have been a great steward department on the Fanwood because, during the height of the storm, the crew says, night cook and baker Johnnie Hoggie was still able to put out his rolls, pastry,



Collazo



Hoggie

pudding and cakes. At one point he even made five lemon meringue pies to help cheer the gang.

He had to hold the pie pans with the five pies in his arms to steady them from the rolling of the ship until they set. A dedicated man, Brother Hoggie!

As far as the steward department was concerned though, the final touch came when a barrel of flour snapped its lashings in the galley, broke open and covered everything with a thick white layer. A "white Christmas" came a little late to the Fanwood galley.

Shorthanded?

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

ALCOA PURITAN (Alcoa), June 24—Chairman, George Cor; Secretary, Lionel Abramson. No beefs reported by department delegates.

COALINGA HILLS (Maritime Tankers), Aug. 12—Chairman, Robert Jensen; Secretary, J. L. Hodges. Discussion on trying to keep native peddlers off ship. Ship's delegate to sea engineer about the cold water. Crew says men aft do not hear fire bells.

PENN VANGUARD (Penn Shipping), Aug. 5—Chairman, W. Bunthoff; Secretary, Peter Preslia. No beefs reported. All is well.

ARIZPA (Waterman), Sept. 30—Chairman, E. J. DeAnselo; Secretary, C. Garner. Ship's delegate reported that everything is going fine. No beefs reported. Discussion on canned milk. Crew would like to discontinue it.

ALCOA RANGER (Alcoa), Sept. 22—Chairman, H. C. Cain; Secretary, none. Motion to keep stevedores out of passageways in all ports. New locks needed on doors.

ALCOA PILGRIM (Alcoa), Sept. 26—Chairman, John G. Katsos; Secretary, Thomas Cummings. Chief cook and AB missed ship in Okinawa. Chief cook flown to Hawaii but whereabouts of AB are unknown. \$9.90 in ship's fund. No beefs reported.

YAKA (Waterman), Sept. 30—Chairman, Jacob Anshon; Secretary, B. J. Koontz. Motion that when ship's pay ends at midnight and there is no payroll by noon the next day, crew should receive an extra day's pay. Suggestion that passes should be issued before cargo is to be worked in Far East ports. Vote of thanks to steward department. LOGs should be sent to Seamen's Clubs in Yokohama, Pusan and Inchon.

SEATRAN SAVANNAH (Seatrains), Aug. 26—Chairman, Hernandez; Secretary, Danny. Some delayed sailing disputed for day workers in deck department. John Fancott elected to serve as ship's delegate. Crew requested to leave laundry room clean and remove wash from machine promptly.

SEATRAN LOUISIANA (Seatrains), Aug. 29—Chairman, Van Whitney; Secretary, R. Hutchins. Disputed delayed sailing to be taken up with boarding patrolman. \$11 in ship's fund.

DIGEST of SIU SHIP MEETINGS

fund. Vote of thanks to the steward department. Suggestion that ship's delegate see the chief engineer about getting some spare fuses.

FAIRLAND (Sea-Land), Aug. 26—Chairman, Pete A. Senon; Secretary, Bernard Macs. Louis Gracia elected to serve as ship's delegate. Discussion on immigration coming to ship late. Crew held up on shore leave. Crew requested to be properly dressed when in messhall.

GLOBE CARRIER (Maritime Overseas), August 5—Chairman, R. Bullard; Secretary, W. Renny. No beefs reported by department delegates. Request that adequate water cooler be installed in crew mess. Crew asked to keep recreation room clean.

ROBIN KIRK (Robin), Dec. 8—Chairman, W. T. Brightwell; Secretary, E. O. Conrad. W. O. Wandell was elected to serve as ship's delegate. \$11.50 on hand in ship's fund. No beefs reported by department delegates.

BENTS FORT (Cities Service), Oct. 14—Chairman, none; Secretary, E. C. Candill. No beefs reported. Charles Lambert was elected to serve as ship's delegate. See patrolman regarding items that ship needs.

OVERSEAS ROSE (Maritime Overseas), Sept. 16—Chairman, A. Blackie Bankston; Secretary, L. J. Fernandez, Jr. Ship's delegate reported that all beefs were settled. Edward Leasgang elected new ship's delegate. Crew asked to keep the ship clean and turn in all mail to the ship's delegate.

FANWOOD (Sea-Land), Sept. 30—Chairman, J. Gouds; Secretary, R. Tindell. Ships delegate reported that the members refuse to work with the unsafe conditions existing aboard ship. Motion for New York hall to have baggage room for members' gear. Vote of thanks to steward department.

PETROCHEM (Valentine), Sept. 30—Chairman, F. E. Taylor; Secretary, T. L. Farrell. Ship's delegate reported that the ship sailed short last trip. No beefs reported by department delegates. Vote of thanks to steward department.

GLOBE EXPLORER (Bulk Ships), Sept. 30—Chairman, none; Secretary, J. E. Sanders. One man missed ship in Philadelphia. Some disputed OT in deck and engine departments. Motion made to hold meeting at beginning of trip so that delegates will have time to make up repair list. All unauthorized persons requested to stay out of galley and pantry during meal hours.

ERNA ELIZABETH (Albatross Tanker), Sept. 30—Chairman, James Prestwood; Secretary, Wilbert Wantling. Some disputed OT in the three departments. Motion made that disputed OT be carried over on the next payroll. Crew asked to dump all garbage aft. Vote of thanks given to the steward and his department for a job well done.

KEVA IDEAL (Ideal Cement), Sept. 19—Chairman, J. W. Faircloth; Secretary, J. R. Sockko. Ship's delegate to see patrolman about transportation. \$2.15 in ship's fund. Crew requested to keep messroom clean.

COUNCIL GROVE (Cities Service), Oct. 9—Chairman, George McCurley; Secretary, Julian Dedicatorta. George McCurley resigned as ship's delegate and was commended for his patience and satisfactory performance of his duties. Henneson Laffing was elected to serve as new ship's delegate. Motion made to raise and pro-rate disability pension for members who become disabled, with less than 12 years' discharges. Chief cook Melito Maldonado praised for his magic touch in the kitchen. \$9.61 in ship's fund.

TRANSYORK (Transeastern), Oct. 7—Chairman, V. L. Tarallo; Secretary, K. E. Gibbs. John T. Cormier missed ship in Pearl Harbor. His gear is being kept until ship reaches port and then will be brought to agent's office until claimed. Drinking fountain needed outside of messhall. Vote of thanks to steward department. Aug. 5—Chairman, M. T. Doherty; Secretary, K. E. Gibbs. No beefs reported. K. E. Gibbs was elected to serve as ship's delegate.

OVERSEAS EVA (Maritime Overseas), Oct. 7—Chairman, Max Lisplkin; Secretary, Thomas Liles. Few hours disputed OT. Vote of thanks to watch for cleaning messhall. Vote of thanks to galley department.



ANNUAL REPORT

For the eleven months ended November 30, 1962
SEAFARERS WELFARE FUND
 17 Battery Place, New York 4, NY

to the
SUPERINTENDENT OF INSURANCE
 of the
STATE OF NEW YORK

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

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES:

As of November 30, 1962
 (Name of plan) Seafarers Welfare Plan
 (Address of plan's principal office) 17 Battery Place, New York 4, NY.

	ASSETS*		
	Column (1)	Column (2)	Column* (3)
1. Cash		\$ 875,260.98	
2. Bonds and debentures			
(a) Government obligations	\$ 803,229.73		
(b) Nongovernment bonds	2,653,800.74		
(c) Total bonds and debentures	3,457,030.47		
3. Stocks			Not Applicable
(a) Preferred	—0—		
(b) Common	1,183,505.83		
4. Common trusts	—0—		
5. Real estate loans and mortgages	—0—		
6. Operated real estate	—0—		
7. Other investment assets	—0—	4,640,536.30	
8. Accrued income receivable on investments		—0—	
9. Prepaid expenses		—0—	
10. Other assets			
(a) See attachment	64,609.97		
(b)			
(c)		64,609.97	
11. Total assets		5,580,407.25	
LIABILITIES AND FUNDS			
12. Insurance and annuity premiums payable		—0—	
13. Reserve for unpaid claims (not covered by insurance)		—0—	
14. Accounts payable. See Attachment	524,154.93		
15. Accrued payrolls, taxes and other expenses	—0—		
16. Total liabilities		524,154.93	
17. Funds and reserves			
(a) See below	1,356,378.00		
(b) Fund balance	3,699,874.32		
(c)			
(d) Total funds and reserves		5,056,252.32	
18. Total liabilities and funds		5,580,407.25	

* Indicate accounting basis by check: Cash X Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See Attachment.
 * The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower. If such a statement is not so required to be filed with the U.S. Treasury Department (Act. sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1); Bonds at amortized cost; stocks at cost.
 * If A (2) in Item 13, PART III is checked "Yes," show in this column the cost of present value, whichever is lower, of investment summarized in lines 2c, 3a, and 3b. If such value differs from that reported in column (1).
 Item 17 (a) Reserve for welfare benefits for pensioners and their dependents—\$1,356,378.00.

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

Eleven Months Ended November 30, 1962
 (Name of plan) Seafarers Welfare Plan
 (Address of plan's principal office) 17 Battery Place, New York 4, NY.

RECEIPTS

1. Contributions		
(a) Employer	\$2,417,280.50	
(b) Employees	—0—	
(c) Other (Specify)	—0—	
2. Interest, dividends, and other investment net income	170,373.85	
3. Gain (or loss) from disposal of assets, net. Loss	(1,325.12)	
4. Dividends and experience rating refunds from insurance companies	—0—	
5. Other receipts		
(a) Equipment and Office Improvement Rental	\$ 25,159.12	
(b) Interest on Delinquent Contributions	3,630.73	
(c) Miscellaneous	2,106.63	30,896.48
6. Total lines 1 to 5, inclusive		2,617,225.71

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits	—0—	
8. Benefits provided other than through insurance carriers or other service organizations. See Attachments	3,259,987.87	
9. Administrative expenses		
(a) Salaries (Schedule 1)	220,833.62	
(b) Fees and commissions	50,392.13	
(c) Interest	—0—	
(d) Taxes	11,964.78	
(e) Rent	17,946.18	
(f) Other administrative expenses	112,375.39	413,512.08

10. Other disbursements		
(a) See Attachment	137,891.30	
(b)	—0—	137,891.30
11. Total lines 7 to 10, inclusive		3,811,391.25
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		(1,194,165.54)

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year		4,827,985.58
14. Excess (deficiency) of receipts over disbursements (line 12)		(1,194,165.54)
15. Other increases or decreases in funds		
(a) Net increase or decrease by adjustment in asset values of investments		
(b) See Attachment	66,054.28	
(c)		66,054.28
16. Fund balance end of year		3,699,874.32

SEAFARERS WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT — FORM D-2

FOR THE ELEVEN MONTHS ENDED NOVEMBER 30, 1962

Item No.

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

5B Classes of Benefits Provided

Death	Scholarships
Hospital	Special Services
Maternity	Medical Examination and Safety Program
Unemployment	Sickness and Accident
Seamen's Training School	Disability
Training for Licenses	Medical
Motion Pictures	Blood Transfusions
Interest Free Loans up to \$100	Surgical
Optical	Special Therapeutic Equipment
Burial Plots	Blood Bank
Rehabilitation	Rehabilitation Therapy

EXHIBIT B-1—Item 10—Other Assets

Investment in Stock of Wholly-Owned Corporation (At Cost)		\$ 4,000.00
Advances to Wholly-Owned Corporations		12,641.80
Miscellaneous Receivables		7,288.86
Deposits		170.00
Due from Other Plans		32,509.31
Capital Donated to Wholly-Owned Corps.	\$ 269,293.70	
Less: Reserve for Donated Capital	261,293.70	8,000.00
Fixed Assets		
Furniture and Fixtures—New York	335,288.28	
Medical and Safety Program Facilities—Bklyn., NY	93,022.03	
Medical and Safety Program Facilities—Puerto Rico	58,743.14	
Medical and Safety Program Facilities—New Orleans, La.	44,943.95	
Medical and Safety Program Facilities—Balt., Md.	46,050.49	
Furniture and Fixtures—Blood Bank Program—New York, NY	558.78	
Equipment Outposts	1,181.43	
Cemetery Plots	2,101.68	
Furniture & Equipment—New Orleans, La.	10,145.07	
	592,034.85	
Less: Reserve for Fixed Assets	592,034.85	—0—
Total Other Assets		\$ 64,609.97

Item 14—Accounts Payable

Payroll Taxes Withheld	\$ 4,923.94
Unclaimed Benefit Checks	240.00
Contributions Held in Escrow	15,443.92
Due to Other Plans	503,547.07
	\$524,154.93

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

ASSETS	
Contributions Receivable—Note	\$962,460.97
Interest Receivable on Bonds	29,244.73
	\$991,705.70

LIABILITIES	
Incurred Benefits Payable	\$197,397.96
Administrative Expenses Payable	30,208.84
	\$227,606.80

Note: Included herein are delinquent contributions in the amount of \$340,045.89 of which \$189,419.16 was due from A. H. Bull Steamship Company, as principal for its own vessels and from its subsidiary, A. H. Bull & Company, Inc. as agents for several steamship companies. During the two months following the end of the current reporting period, the Plan received \$142,503.62 against these delinquencies, of which \$45,552.25 was received from the A. H. Bull interest. The Plan has instituted legal actions for the recovery of the balance of contributions due from A. H. Bull Steamship Company et. al., who have recently begun proceeding for reorganization under Chapter XI of the Bankruptcy Act.

EXHIBIT B-2—Line 8 and Page 2—Item 7

Benefits provided other than through insurance carrier or other service organization. Cost of Benefits Paid	\$3,211,070.86
Cost of fixed assets acquired for purpose of providing specific benefits	48,917.01
	\$3,259,987.87

EXHIBIT B-2—Line 10—Other Disbursements

(Continued on Page 14)

ANNUAL REPORT

(Continued from Page 13)

Trustees Meetings	\$ 11,552.10
Travel Expenses	5,815.22
Furniture, Fixtures and Equipment	107,102.48
Maintenance of Real Estate	3,394.55
Write-off of loans due to death of eligibles	332.50
Moving Expense	89.23
NY State Insurance Dept. Examination Expense	9,605.22
	\$ 137,891.30

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

Decrease in Reserve for Benefits to Pensioners and their Dependents ..	\$ 8,743.00
Acquisition of Fund Balance Resulting from Assumption of Other Plan ..	47,158.28
Transfer of Contingency Reserve to Fund Balance	250,453.00
Transfer of Assets Related to Certain Benefit Programs assumed by Other Plan— Net of Reserves	(238,300.00)
	\$ 66,054.28

LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable	
13. Reserve for unpaid claims (not covered by insurance)	
14. Accounts payable	
15. Accrued payrolls, taxes and other expenses	
16. Total liabilities	
17. Funds and reserves	
(a) Reserve for future benefits and expenses	2,701,328.72
(b)	
(c)	
(d) Total funds and reserves ..	2,701,328.72
18. Total liabilities and funds	2,701,328.72

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

ANNUAL REPORT OF THE SEAFARERS WELFARE FUND

STATE OF New York }
 COUNTY OF New York } ss.
Russell H. Brandon and Al Kork
 Trustees of the Fund and
 being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.
 Employer trustee: _____
 Subscribed and sworn to before me this 16th day of April 1963
John J. Raguseo
 JOHN J. RAGUSEO
 Notary Public State of New York
 No 30-8482865
 Qualified in Nassau County
 Cert. filed in Nassau Co. & N. Y. Co.
 Commission Expires March 30, 1964

EXHIBIT B-2 SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For eleven months ending November 30, 1962
 (Name of plan) Seafarers Pension Plan
 (Address of plan's principal office) 17 Battery Place, New York 4, NY.

RECEIPTS

1. Contributions	
(a) Employer	\$2,877,461.23
(b) Employees	
(c) Others (Specify)	
2. Interest, dividends, and other investment net income	23,030.19
3. Gain (or loss) from disposal of assets, net	(880.81)
4. Dividends and experience rating refunds from insurance companies	
5. Other receipts	
(a)	
(b)	
(c)	
6. Total lines 1 to 5, inclusive	2,899,610.61

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits	
8. Benefits provided other than through insurance carriers or other service organizations	483,869.50
9. Administrative expenses	
(a) Salaries (Schedule 1)	27,491.97
(b) Fees and commissions	18,683.70
(c) Interest	
(d) Taxes	1,319.54
(e) Rent	1,775.67
(f) Other administrative expenses	16,921.92
Total	66,192.80
10. Other disbursements	
(a) Trustees Meeting Expense	2,700.17
(b) Traveling Expense	782.09
Total	3,482.26
11. Total lines 7 to 10, inclusive	553,544.56
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)	2,346,066.05

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year	—0—
14. Excess (deficiency) of receipts over disbursements (line 12)	2,346,066.05
15. Other increases or decreases in funds	
(a) Net increase or decrease by adjustment in asset values of investments, Fund Balance of other Plan Acquired	298,674.53
(b) Net increase in Reserve for Future Benefits and Expenses	(2,644,740.58) (2,346,066.05)
(c)	
16. Fund balance end of year	—0—

ANNUAL REPORT

For the eleven months ended November 30, 1962

SEAFARERS PENSION PLAN
 17 Battery Place, New York 4, NY

to the
 SUPERINTENDENT OF INSURANCE
 of the
 STATE OF NEW YORK

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

EXHIBIT B-1 SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1962
 (Name of plan) Seafarers Pension Plan
 (Address of plan's principal office) 17 Battery Place, New York 4, NY.

ASSETS

	Column (1)	Column (2)	Column (3)
1. Cash		\$ 140,009.98	
2. Bonds and debentures			
(a) Government obligations	\$ 151,798.48		
(b) Nongovernment bonds	797,889.31		
(c) Total bonds and debentures	949,687.79		
3. Stocks			Not Applicable
(a) Preferred	108,111.59		
(b) Common	876,386.73		
4. Common trusts			
5. Real estate loans and mortgages			
6. Operated real estate			
7. Other investment assets, U.S. Treasury Bills	137,064.61	2,071,250.72	
8. Accrued interest paid on investments		1,448.53	
9. Prepaid expenses			
10. Other assets			
(a) Accounts Receivable	488,619.49		
(b)			
(c)		488,619.49	
11. Total assets			2,701,328.72

ANNUAL REPORT OF THE

Seafarers Pension Fund

STATE OF New York }
 COUNTY OF New York } ss.
Russell H. Brandon and Robert A. Matthews
 Trustees of the Fund and
 being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.
 Employer trustee: _____
 Subscribed and sworn to before me this 17th day of April 1963
John J. Raguseo
 JOHN J. RAGUSEO
 Notary Public State of New York
 No 30-8482865
 Qualified in Nassau County
 Cert. filed in Nassau Co. & N. Y. Co.
 Commission Expires March 30, 1964

PERSONALS and NOTICES

Income Tax Refunds

Checks for the following are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif:

Joseph H. Camp, John J. Doyle, Irving Futterman, Charles R. Hummel, Jr., Ernest R. Johnson, Jorgen G. Pedersen, Marvin E. Satchell, Cleveland Scott, Harold A. Thomsen, Leo Wills.

✂ ✂ ✂
H. H. Harper

Isthmian Lines has your suitcase aboard the Steel Voyager. Send a forwarding address to the company, c/o Erie Basin, Brooklyn, NY.

✂ ✂ ✂
Bob Shafer

The above-named or anyone knowing his whereabouts is asked to contact Pat Driscoll at the USPHS Hospital, Staten Island, NY.

✂ ✂ ✂
Ex-SS Jackie Hause

Checks for wages for the following men are still being held by Schwartz & Lapin, attorneys, 310 West Building, Houston 2, Texas, and can be obtained by sending proper identification:

Samuel O. McCurdy, John C. Gregory, Carl F. Spaulding and Bernard Kaminsky.

✂ ✂ ✂

Mrs. James Martin, 2138 Hallins St., Baltimore 23, Md., would like to correspond with some other seamen's wives if they would write to the above address.

Charles Oglesby

Your wife asks that you contact her immediately regarding an emergency at home. Phone Hickory 4-0304, New York City, collect.

✂ ✂ ✂
Peter Raptakis

You are asked to get in touch with Jim Kyriakos, 139 Decatur St., New Orleans 16, La., as soon as possible.

✂ ✂ ✂
Monte Fila

Contact Ed Peila, 43 Mt. Pleasant Ave., Wallington, NJ, so that he'll know what you want to do on that personal matter. His phone is GENEVA 8-3658.

✂ ✂ ✂
William H. Lee

You are asked to contact grandmother, Mrs. Leonard Ellia, by phoning 347-1219 in New Orleans, La.

✂ ✂ ✂
Charles (Chuck) Aldridge

Contact Pat Harris, 6218 Geh-

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

PRESIDENT
Paul Hall
EXECUTIVE VICE-PRESIDENT
Cal Tanner
VICE PRESIDENTS
Earl Shepard
Al Tanner
Ludsey Williams
Robert Matthews

SECRETARY-TREASURER
Al Kerr
HEADQUARTERS REPRESENTATIVES
SIU Hall Ed Mooney Fred Stewart

BALTIMORE 1216 E. Baltimore St.
Rex Dickey, Agent Eastern 7-4000
BOSTON 276 State St.
John Fay, Agent Richmond 3-0140
DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

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

HOUSTON 5804 Canal St.
Paul Drosak, Agent Walnut 8-3207
JACKSONVILLE 2608 Pearl St., SE, Jax
William Morris, Agent ELgin 3-0987

MIAMI 744 W. Flagler St.
Ben Gonzales, Agent Franklin 7-3594
MOBILE 1 South Lawrence St.
Louis Neira, Agent HEMlock 3-1754

NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600

NORFOLK 416 Colley Ave.
Gordon Spencer, Acting Agent 625-6505
PHILADELPHIA 2604 S. 4th St.
Frank Drosak, Agent DEWey 6-3819

SAN FRANCISCO 450 Harrison St.
Frank Boyne, Agent DOuglas 2-4401
E. B. McAuley, West Coast Rep.

SANTURCE PR 1313 Fernandez Juncos.
Stop 20
Keith Terpe, Hq. Rep. Phone 723-0003

SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIN 3-4334
TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2788

WILMINGTON, CALIF. 503 N. Marine Ave.
George McCartney, Agent TErminAl 4-2528

ing, Apt. 24, Houston 2, Texas, at once regarding an insurance settlement of benefit to you. The phone is RI 7-6751 or MI 4-4380.

✂ ✂ ✂
Andy Johannson

The above-named who was on voyage No. 1 of the SS Wang Knight in June-July, 1959, is asked

to get in touch with Paul Barber at the USPHS Hospital, Box 100, Fort Worth, Texas, about two lost suitcases.

✂ ✂ ✂
Lars Nelsen

Film you submitted to the SEAFARERS LOG some time ago on a burial at sea has been processed.

Send a forwarding address plus any details available on the burial.

✂ ✂ ✂

Earl J. Fuller, Jr.

Your mother writes from Rt. 2, Berryville, Va., asking you to contact her as soon as possible and let her know where you are.

SIU BULLETIN BOARD

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

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

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

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

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

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

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

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

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

KNOW YOUR RIGHTS

New Mailing Address Set For Seattle

SEATTLE—A new arrangement for membership mail has been established for Seafarers in this area.

As a result, all mail for individual Seafarers should be sent to the following post office address, with each man's name plainly marked:
Seamen's Unit
Federal Station
1st and Madison
Seattle 4, Wash.

Starting June 1, 1963, no mail will be received in the SIU hall which is destined for individual Seafarers registered in port or due to arrive in the area.

Mail addressed to the Seamen's Unit can be picked up any time between the hours of 8 AM and 5:30 PM, Monday through Friday. In order to pick up mail, Seafarers should have their seamen's papers with them for identification purposes.

Schedule Of SIU Meetings

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:
New York May 6
Philadelphia May 7
Baltimore May 8
Detroit May 10
Houston May 13
New Orleans May 14
Mobile May 15

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through June, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
May 20	May 22	May 24
June 17	June 19	June 21

Seatrain Readies PR Run

EDGEWATER, NJ—SIU-manned Seatrain Lines expects to begin interim operations late this month between here and San Juan, using two of its present vessels equipped with fixed cranes. The ships will handle only containers and vans.

The service will be a temporary operation until the end of the year when a new Seatrain terminal and railroad yard will be ready at Isla Grande, Puerto Rico. At that time, the company hopes to start full-time operations with shore cranes capable of handling railroad cars.

Vessels to be equipped with the cranes for the interim service are the Seatrains New York and the Savannah, which will make weekly runs between here and San Juan. Both ships presently operate between New York and Savannah, but the company has announced that this service will be discontinued about May 15.

Seatrain is also looking into the feasibility of including the Savannah service as one of the ports on the new run to Puerto Rico. The present service to Savannah will

be dropped, the company announced, because of a drop in traffic and revenues that began last summer and made the run unprofitable.

Use Temporary Piers

The vessels in the interim operation will carry both containers and loaded truck bodies. They will dock at temporary pier facilities in the Port of San Juan until the permanent facilities are completed at Isla Grande. A contract has already been let for the \$1.5 million railroad car-handling facilities.

Highly-competitive railroad rates were blamed for the suspension of Seatrain's business at Savannah. It was emphasized, however, that for the present the termination of the Savannah service should be considered merely a suspension.

The last sailing on the Savannah service will be from Seatrain's terminal here on May 13 southbound, and from Savannah northbound on May 17.

Quitting Ship? Notify Union

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

Swiss Lower Boom On US Tax Cheats

WASHINGTON—The prospect of Switzerland remaining a haven for US-owned corporations seeking a refuge from the Internal Revenue Service may soon be dimmed once and for all.

In a precedent-smashing step incurred by foreign criticism of her tax system, Switzerland has started to erect barriers to keep foreigners from using Swiss corporations to avoid paying taxes to their home countries. Starting this year, Swiss firms are being refused the advantages of that nation's tax treaties if information shows they are abusing treaty privileges to obtain a waiver on foreign tax payments for aliens.

The tax advantages of Switzerland for foreigners stemmed from its double tax agreements with other nations, including the US. Under these pacts, capital gains, license fees and income paid into Swiss firms by foreign companies were exempt from foreign withholding taxes and subject only to a minor Swiss levy.

Recent years have seen a huge

build-up of Swiss-based holding corporations, a large number of them owned or controlled by US interests. The US Internal Revenue Act of 1962 anticipated the Swiss move and imposed immediate US taxes on "passive" investment and license income when it is accumulated in a low-tax nation like Switzerland and not distributed to US shareholders.

Tests Set Up

The new Swiss crackdown is aimed at Swiss companies which receive income from abroad and funnel it into the hands of foreigners to bypass tax laws in their own countries. It sets up tests to determine eligibility for the double tax treaty benefits. If Swiss-based companies do not meet these tests, local and federal Swiss authorities may refuse certification vital to treaty tax relief.

Seafarer's Camera In Action

Korean children proved an ideal subject for the roving camera of Seafarer William C. Calefate while he was on an Alcoa ship in the Far East. His photographs, taken at Pusan, Kunsan and Inchon, depict the new generation coming to life ten years after the end of war in Korea.

KIDS in KOREA



Youngsters in different ports are willing subjects, with a natural interest in the man behind the camera.

Western clothes are commonplace today, but open-air market (above, right) still flourishes. In center row (right), Seafarer Ronnie Guralski has two small fry in tow.