

Holiday Greetings to all Seafarers & their families

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No. 12

SEAFARERS LOG

December 28,
1962

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



Lumber Ship Splits

Pacific District SIU crewmembers were all pulled off safely by breeches buoy (inset) and helicopter just hours before the 19-year-old Alaska Cedar began to break up on the rocks at Coos Bay, Ore. Seven crewmembers injured when the ship smashed into shore were released shortly after being admitted to the hospital. The Coast Guard rigged the breeches buoy after a helicopter dropped a line to the ship. (Story on Page 16.)



SIU SUPPORTS ILA STRIKE OVER DOCK WORK GANG ISSUE

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MTD Drive On Bridges Scores

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Ship Issues 'Toughest' -Hodges

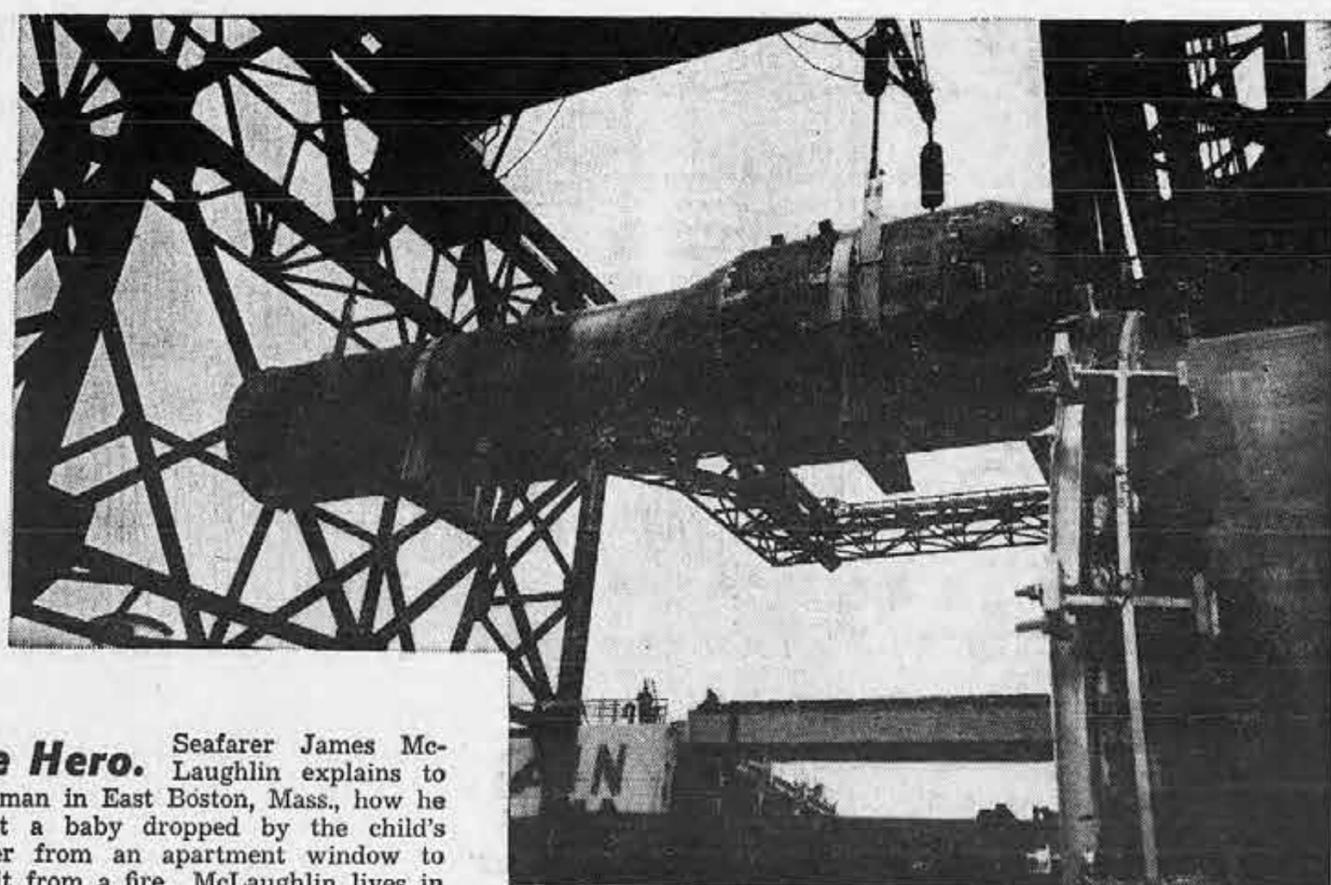
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SEATRAN READIES PUERTO RICO RUN

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Fire Hero. Seafarer James McLaughlin explains to policeman in East Boston, Mass., how he caught a baby dropped by the child's mother from an apartment window to save it from a fire. McLaughlin lives in the house next door. (Story on Page 2.) (Boston Globe Photo)



Texas-Size Job. Shore-based crane at SIU-contracted Seatrain terminal in Edgewater, NJ, hauls giant air-separation tower aboard the Seatrain Texas for trip south. The shipment was routine, though too big to move by rail or truck. (NY Port Authority Photo)

Study Group Due To Report

Shipping Problems 'Toughest'—Hodges

WASHINGTON—The Maritime Evaluation Committee, which is soon expected to make its report to the Secretary of Commerce, is faced with "probably the toughest problems" confronting the Administration, according to a press conference comment by Commerce Secretary Luther H. Hodges last week.

Established almost two years ago to study the adequacy of the nation's merchant fleet and all phases of the maritime industry, the committee's job is to make a determination on the necessary size of the US fleet and the types of ships needed to service the country's offshore and domestic trade.

Secretary Hodges stated that "we put some basic questions" to the Committee and that the length of its deliberations is "indicative of the toughness of their problems."

The committee has had a variety of proposals before it, including a long-range program for the industry drafted last year by the AFL-CIO Maritime Trades Department. The maritime union proposals centered on the need to overhaul existing shipping legislation and called for proper enforcement of US shipping policies, such as the "50-50" program dealing with Government-financed cargoes.

Abuses of the law were recently spotlighted in a Senate Commerce Committee report. The Department of Agriculture, as well as other agencies, was cited several times for using "evasive" tactics and "subterfuge" in handling farm surplus cargoes on various occasions.

As recently as December 17, the Agriculture Department cleared a Government-financed cargo on a Norwegian tanker, the Nora, to allow it to carry tallow to the

United Arab Republic. This ship has been trading actively with Cuba, and was there in July and again in September of this year.

A protest to President Kennedy by the American Maritime Association on this score said that the Department's latest action again puts the US "in the position of paying ocean transportation to a foreign steamship company that has traded with the enemies of the US."

SIU Taxi Garage Men Seek Pact

Strike At Checker Cab

DETROIT—Rejecting management's shadow-boxing in contract negotiations, Checker Cab garage workers have struck the company's three garages here with the support of Checker drivers who handle 950 cabs. The drivers have been respecting picketlines at the garages and are using retail service stations for gas and repairs.

Inside garage workers voted 54-2 for representation by Local 10 of the SIUNA Transportation Services & Allied Workers in a National Labor Relations Board election in August. More than 70 inside cab workers are involved. They rejected the Teamsters in the NLRB balloting.

Local 10 has petitioned separately for a vote among some 1,600 of the Checker drivers, and the NLRB in Washington is currently acting on this request. With the garage strike on, the non-union drivers are using outside facilities to service their cabs.

The outside maintenance costs the company an estimated two and

a half times more than its normal bills. Gas prices, usually based on bulk purchases for its own garages, are also considerably higher.

The TSAW has also petitioned the labor board for a separate election covering the second largest cab company in town, the independent City Cab Drivers Association. About 250 drivers would be affected.

Checker's garage men currently are paid \$1.15 per hour, with a scale of \$1.45 to \$1.85 for skilled men. No one gets overtime. Prior to the strike, management belatedly came up with an offer of ten cents more hourly across the board, with provision for a 48-hour week without payment of overtime.

At least one major gasoline company advised Local 10 that its gas stations have been ordered not to service Checker's equipment until the strike ends. Similarly, one of the big independent garages notified the union that it would not service any cabs other than those it regularly handles.

Before the walkout got underway, and as a condition to the start of contract talks, the union won back pay and reinstatement for a garage worker who was badly

beaten and then fired by Checker Cab's president the night the TSAW won the election.

An Ounce Of Prevention



While dad's away, Mrs. Gloria Young takes care of the medical chores for daughter Elizabeth, 6, via a medical exam for the youngster at the SIU clinic in Brooklyn. Seafarer Larry Young is steward on the New Orleans (Sea-Land).

SIU Tugmen Win Voting In 2 Fleets

WILMINGTON, NC — Two more tugboat elections in this harbor have been won by the SIU Inland Boatmen's Union in balloting conducted by the National Labor Relations Board and announced on December 6.

The SIU-IBU whipped United Marine Division Local 333 of the National Maritime Union on both occasions.

Voting involved crews on four boats operated by two separate companies, Cape Fear Towing and the Stone Towing Line. Each company has two active boats and two reserve vessels. The SIU-IBU won a 4-2 majority in both fleets, and has been certified as bargaining representative by the NLRB.

Contract talks should get underway early in January. The two fleets handle most of the docking and undocking work in this area for deep-water vessels.

One of the main campaign issues cited by the union in winning the vote was the fact that the men in both fleets had not had a wage increase for the past five years. The certification covers all personnel except captains and pilots.

Seafarer's 3-Floor Catch Rescues Baby From Fire

BOSTON—A Seafarer turned "baby-catcher" here when James McLaughlin, 24, caught six-month-old Richard Fayles, whose mother was forced to drop him out of a third-floor window during a blazing, early morning fire of undetermined origin.

McLaughlin was with his mother, Mrs. Jennie McLaughlin, at their home in East Boston when she happened to glance out the window and saw smoke pouring from the apartment building next door.

Mrs. McLaughlin promptly alerted her son, and James rushed to the street, while she called the Fire Department.

Arriving in front of the blazing building, McLaughlin looked up in time to see Mrs. Richard Fayles, 19, holding her baby out the

window to keep him away from the smoke and flames around and behind her. Her arms were beginning to weaken from the strain of holding the baby, and McLaughlin sensed this with a sailor's know-how.

"Drop him," he shouted.

Mother Drops Baby

Mrs. Fayles let little Richard slip from her aching arms, and he made the life-saving plunge in shipshape fashion. As McLaughlin grabbed the baby in his arms, he cushioned the impact by falling backward with his own body as a shock-absorber for the child.

The child's mother had been aroused shortly before McLaughlin's arrival beneath her third-floor window by neighbors on the first floor with the terrifying cry of "Fire!"

Heavy Smoke

Heavy smoke cut her off from the stairway and she ran to the front of the building where, standing in a cloud of smoke and flame, she held her baby out the window. Firemen arrived after McLaughlin caught the baby, and they quickly drew a ladder up to the third floor to bring Mrs. Fayles down to the street.

She was taken to City Hospital where she was reported in cheerful spirits since her baby was alive and okay. She suffered burns of the arms and back while holding her son out the window.

Both Mrs. Fayles and her husband had the warmest praise for McLaughlin's action. Richard Fayles, father of the baby, was walking home just as the fire apparatus arrived and found his baby safe on the ground.

McLaughlin joined the SIU in February, 1955, and ships in the deck department.

Hearing Recessed In Canada Dispute

OTTAWA—The Norris Commission hearings into the Great Lakes shipping dispute recessed here on December 20 and will resume on January 7. The recess came as the SIU of Canada was presenting

evidence through rank-and-file members regarding the union's various functions and services.

Nearly 40 rank-and-file witnesses, both men and women, had already testified when the recess was called. Many were former employees of the Upper Lakes Shipping Company, who had been locked out of their jobs last Spring when the company broke its 10-year collective bargaining relationship with the SIU and signed a contract with a paper union having no members and no organization of any kind.

The witnesses described the company's lockout tactics and its attempts to force them into the scab union, in the course of which the company employed private de-

tectives and labor spies.

The dispute between the SIU of Canada and Upper Lakes arose after the company evaded its contractual obligations to the SIU, locked some 300 SIU crewmembers out of its fleet, and began to recruit scab crews through the Canadian Brotherhood of Railway, Transport and General Workers, and the Canadian Maritime Union, which was set up by the CBRT and the Canadian Labour Congress.

Due to the effectiveness of SIU picketing action against the company, supported by the AFL-CIO Maritime Trades Department and its affiliated unions, the CLC group, including the CBRT, last July engineered a boycott of SIU ships which led to the closing of the St. Lawrence Seaway. This action was avowedly taken by the CLC and CBRT in order to force the Canadian government to move against the SIU and to bring pressure on the US Government. The boycott led to the establishment of the Norris Commission.

The SIU has maintained, during the entire course of the dispute, that the pattern of activity throughout clearly points to a conspiracy spearheaded by the company and the CLC group, in which the CBRT has played a major role.

'Right-to-Work' Tactics Flop

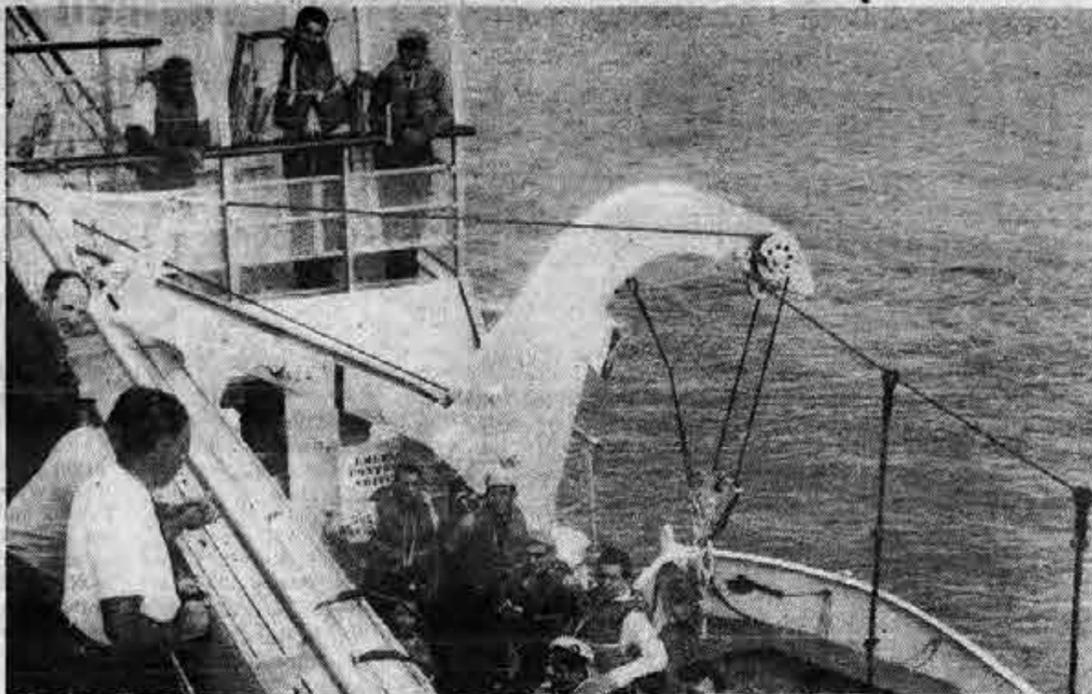


The antics of the "National Right-to-Work Committee" were so way out in an anti-union film depicting a 1957 strike in Indiana that the National Labor Relations Board has just thrown out an election at one plant where it was shown, on the ground of misrepresentation. The film titled "And Women Must Weep" turns the president of the striking Indiana local, 59-year-old grandmother Ruth Monroe (left), into a tough, shouting "labor bully" portrayed by the actor on the right.

LOG Schedule

This edition of the SEAFARERS LOG, as reported previously, marks the return to a bi-weekly publishing schedule of 26 issues per year, with full coverage of all the news. Seafarers should be on the lookout for the LOG every two weeks from now on.

Fire & Boat Drill On The Del Norte



Visiting the Port of New Orleans, SIU Safety Director Joe Algina, with Seafarer John Doyle and Capt. E. R. Seamen, Delta Line port captain (foreground, l-r) observes fire and boat drill aboard the SIU-manned *Del Norte* (Delta). Crewmembers posed for the photographer before heading out on another voyage to South American ports.

MTD Drive Against Bridges' Raids Wins 1st Plant Vote

WILMINGTON—A program set up by the AFL-CIO Maritime Trades Department for a vigorous organizing drive and counterattack against raiding by Harry Bridges' International Longshoremen's and Warehousemen's Union is starting to pay off.

The Maritime Trades Coordinating Committee, created this summer, has won its first victory in the campaign to stop Bridges' raiding. In a National Labor Relations Board election, Operating Engineers Local 501 and the American Federation of Grain Millers Union won bargaining rights in a showdown fight at Quaker Oats Manufacturing in Los Angeles by a 48 to 19 vote.

At the time the Committee was organized, the ILWU had established a catch-all division and was raiding various AFL-CIO unions on the West Coast, including some of the fish and cannery workers affiliates of the SIUNA. The MTD then took steps to pool the strength of AFL-CIO unions in the area so that the ILWU could be kept from picking off small unions that lacked the resources to compete with Bridges.

The Los Angeles area has similarly been approved by the AFL-CIO Executive Council as the focal point for a pilot organizing drive by all Federation unions in 1963. Objective of the drive is 5,000 unorganized firms employing more than 750,000 workers in hard and soft goods manufacturing, government, food and beverage trades, hotels and miscellaneous industries.

The Federation has been trying to set up this sort of program for a number of years, AFL-CIO President George Meany stated, and

"this will be a test of our ability to organize" based on mutual cooperation by normally-competing affiliates. All unions involved have pledged to aid the union assigned an organizing target. The MTD campaign will function within the framework of the general AFL-CIO campaign in the area.

A survey of the current organizing situation based on the 12

months ending June 30, 1962, shows AFL-CIO unions participating in 4,934 elections—the highest number in nine years—and winning 2,692 contests involving 186,439 workers. The elections-won percentage at 54.5 percent was the highest in the past three years. However, almost the same number have lost jobs due chiefly to the impact of automation.

Seatrain Mounts Crane To Enter NY-PR Trade

SIU-contracted Seatrain Line hopes to start its proposed containership service between New York and San Juan, Puerto Rico, this February, using a ship-mounted crane on the Seatrain New York. The

temporary conversion job on the New York will mark the first time since World War II that one of the specialized vessels has carried its own lift unit.

The temporary crane, with a lift capacity of about 30 tons, will remain aboard the New York until next fall, when a 125-ton, land-based installation is due to be completed at Isla Grande. At that time, Seatrain will add the Savannah to the Island run and initiate a regular weekly service.

Seatrain, as reported last summer, is moving into the Puerto Rico trade to help fill the gap left by Bull Line's cutback of its Island service. Sea-Land is already on the run with two special container vessels.

None of the Seatrain vessels have featured a ship-based crane since the railcar carriers were operated by the Government during the war. The company has special land-based lift equipment at its regular Stateside terminals, which load and discharge boxcars and containers on and off the ships in minutes.

Due to be installed in the next few weeks, the temporary mount on the New York will handle truck trailers, which are to be Seatrain's cargo to and from San Juan during

the temporary service. Thereafter, the company will combine rail-water-rail with truck-water-truck operations.

The permanent Isla Grande installation will cover a 17-acre site that will include a railroad teamyard and cost \$1.5 million to build.

Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature readings at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. This should also be done when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available.

SIU Supports Dock Walkout

ILA Hits Bricks To Protect Jobs

Members of the International Longshoremen's Association, AFL-CIO, resumed their strike on December 23 and began picketing piers in ports from Maine to Texas. The walkout followed the shippers' rejection of an ILA offer of a two-year contract during which the key issue of manpower would be studied by a panel, with recommendations to be made at the conclusion of the agreement.

The SIU and other member unions of the AFL-CIO Maritime Trades Department are giving full support to the ILA strike.

In New York and other ports, MTD coffee wagons are providing hot drinks to picketing longshoremen throughout the harbor areas.

The longshoremen had been working since October 4 as the result of an injunction obtained by the Government providing for an 80-day "cooling-off" period under the terms of the Taft-Hartley Act. The contract between the union and the shippers originally expired at midnight on September 30.

Picketing began immediately and Taft-Hartley was invoked within ten hours, sending the longshoremen back to work.

Contract talks since that time have failed to produce any agreement. The shippers have been insisting on cutting the size of work gangs, which the ILA has flatly rejected.

Employers Responsible

The responsibility for the strike rests squarely on the backs of the employers, since the ILA sought to avert the strike by reducing some of its demands and offered to resolve the principal stumbling block—the size of work gangs—by means of the panel study of the manpower situation on the docks. The fact that the employers elected to take a strike, despite the ILA offer, indicates that they are seeking to have the Government take them off the hook.

The ILA, through Executive Vice-President Thomas (Teddy) Gleason, who is also chairman of the union's negotiating committee, has accused the shippers of lacking good faith in their bargaining. The strike has been 100 percent

effective. Shipping in all of the affected ports is tied up tightly, with the exception of military cargoes, which have been given clearance by the union.

Coast SIU Gets MSTs Pact Rights

SAN FRANCISCO—The new Military Sea Transport Union within the SIU Pacific District has won formal recognition from the Government as bargaining agent for unlicensed seamen on West Coast MSTs vessels.

Prior to its formal showing of support among MSTs seamen, the SIU affiliate for some time had been recognized as the "informal" representative of the MSTs seamen on the Coast. This has existed since last summer, shortly after the union's campaign got underway.

Seniority Preserved

The development of a new organization to service MSTs personnel takes into account the desire among MSTs men for a separate union structure of their own as part of the SIUNA and the Pacific District. All civil service seniority and other accrued benefits will be preserved in the new structure.

Organizing within the MSTs fleet began after a Presidential executive order gave all Government employees the right to join unions of their choice. This allows for full representation rights and grievance procedures after majority support among the workers is clearly established.

Vacation Payoff



Vacation time is holiday time for Seafarer Frank J. Smith, who enjoys a cool one in the NY Port 'O Call after picking up \$933.71 SIU vacation pay check. He was bosun on the *Orion Planet* for 16 months.

'Narrows' Has A New Look

Seafarers arriving in the Port of New York these days will find a "new look" in the harbor as they sail up the Narrows.

The long-awaited bridge linking Brooklyn and Staten Island is taking more recognizable shape, with the spanning of two 690-foot towers by the first series of cables. The jumble of steel and concrete at both ends of the bridge construction project will, when completed in 1965, be known as the Verrazano-Narrows Bridge.

Though the present product resembles a gigantic clothesline, the final 4,260-foot version will be the longest suspension bridge in the world and will cost an estimated \$325 million.

The first cables to span the Narrows have already been set in place. Twenty-three other ropes of iron will carry two temporary catwalks to be used in the spinning of the main bridge cables.

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SEAFARERS ROTARY SHIPPING BOARD



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

November 1 Through November 30, 1962

The best shipping period so far this year was recorded in November, as SIU halls dispatched a total of 2,796 jobs. New registration for the month dipped to 2,860. The totals for December should show a busy shipping period despite the longshore walkout and the idling of some vessels in US ports.

Six ports, particularly Mobile and New Orleans, listed increased job activity during November, with Louisiana's "Crescent City" leading the way in shipping throughout the district. Baltimore, Jacksonville, Tampa and Houston all showed gains. Boston, with almost no change from its October report, remained busy. The same applied to San Francisco and to New York. Houston is still way off its busy summer pace.

The number of payoffs, sign-ons and in-transit ship

visits went up again, aiding the general upturn in job movements.

All departments shared in the shipping rise, although the deck gang handled most of it. Class B new registrations were up in all three departments, but the deck department was the only one where the total registration was higher than in October. This was reflected in a decline among class A men still registered on the beach at the end of November, though the class B figure went up.

The general "up" trend in shipping was least noticeable for class A seniority men, as class B and C men filled most of the 270 jobs shipped that represented the gain for the month. The class A portion of the total shipping was down to 58%, while "B" shipping accounted for 32% and class C for the remainder.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	2	1	11	14
New York	50	18	40	108
Philadelphia	7	9	16	32
Baltimore	14	11	14	39
Norfolk	5	0	12	17
Jacksonville	2	1	12	15
Tampa	3	0	24	27
Mobile	11	7	13	31
New Orleans	22	19	37	78
Houston	6	5	42	53
Wilmington	0	0	7	7
San Francisco	2	4	7	13
Seattle	5	3	4	12
TOTALS	129	78	239	446

DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			CLASS B										
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP										
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	9	9	2	20	0	2	4	6	5	6	1	12	0	0	4	4	1	1	4	6	12	4	6	22	8	15	3	26	0	2	2	4
New York	48	107	29	184	10	23	46	79	41	80	19	140	10	27	28	65	4	18	21	43	140	65	43	248	85	159	47	291	2	23	61	86
Philadelphia	8	22	3	33	0	5	10	15	5	10	1	16	0	1	5	6	1	0	2	3	16	6	3	25	12	24	5	41	0	7	14	21
Baltimore	29	25	9	63	3	13	16	32	17	44	9	70	7	7	22	36	2	2	7	11	70	36	11	117	40	61	11	112	2	12	20	34
Norfolk	5	10	0	15	0	1	2	3	3	8	1	12	1	0	2	3	0	1	0	1	12	3	1	16	13	12	2	27	1	1	11	13
Jacksonville	7	11	2	20	1	8	11	20	3	8	3	14	3	3	4	10	0	2	0	2	14	10	2	26	10	16	3	29	1	9	9	19
Tampa	3	10	4	17	0	3	2	5	1	4	6	11	0	3	2	5	0	3	3	6	11	5	6	22	7	8	2	17	0	3	1	4
Mobile	23	29	6	58	0	10	10	20	34	41	9	84	3	14	17	34	1	2	11	14	84	34	14	132	31	26	7	64	0	1	5	6
New Orleans	57	94	21	172	6	42	47	95	53	62	16	131	7	48	56	111	7	11	8	26	131	111	26	268	63	101	19	183	5	37	59	101
Houston	34	73	13	120	3	21	19	43	24	54	12	90	2	20	9	31	0	0	3	3	90	31	3	124	59	82	16	157	3	34	42	79
Wilmington	9	8	3	20	1	6	3	10	4	7	4	15	0	0	1	1	0	0	1	1	15	1	1	17	16	16	1	33	3	10	9	22
San Francisco	14	22	4	40	2	6	8	16	8	34	11	53	2	3	5	10	0	1	3	4	53	10	4	67	22	21	3	46	3	11	9	23
Seattle	13	16	3	32	0	8	6	14	8	17	5	30	2	5	5	12	1	0	1	2	30	12	2	44	16	12	4	32	0	12	9	21
TOTALS	259	436	99	794	26	148	184	358	206	375	97	678	37	131	160	328	17	41	64	122	678	328	122	1128	382	553	125	1058	20	162	251	433

ENGINE DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			CLASS B										
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP										
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	4	0	6	0	0	2	2	1	3	0	4	0	2	3	5	0	1	2	3	4	5	3	12	2	7	1	10	1	2	3	6
New York	26	85	16	127	14	42	26	82	23	72	17	112	9	35	31	75	4	12	9	25	112	75	25	212	42	139	18	199	17	37	38	92
Philadelphia	3	15	4	22	1	5	6	12	4	11	2	17	0	3	5	8	1	1	2	4	17	8	4	29	0	24	4	28	0	5	10	15
Baltimore	4	37	3	44	0	23	19	42	7	26	5	38	0	15	14	29	0	16	4	20	38	29	20	87	4	47	6	57	0	14	21	35
Norfolk	2	6	1	9	1	6	2	9	0	7	3	10	1	1	3	5	0	1	0	1	10	5	1	16	5	10	2	17	2	8	6	16
Jacksonville	2	12	1	15	1	10	7	18	1	3	0	4	0	6	3	9	0	3	1	4	4	9	4	17	2	12	2	16	1	17	8	26
Tampa	0	4	0	4	0	0	4	4	0	1	0	1	1	1	3	5	0	1	1	2	1	5	2	8	1	6	1	8	0	1	3	4
Mobile	8	31	5	44	2	18	7	27	8	33	6	47	4	26	11	41	0	6	5	11	47	41	11	99	7	32	5	44	0	7	0	7
New Orleans	26	87	12	125	8	40	33	81	24	87	10	121	3	49	38	90	3	8	3	14	121	90	14	225	31	92	10	133	4	54	43	101
Houston	22	62	9	93	6	38	29	73	21	51	7	79	7	20	16	43	1	3	1	5	79	43	5	127	19	60	6	85	6	55	53	114
Wilmington	2	8	2	12	2	8	3	13	1	2	1	4	1	0	2	3	0	0	0	0	4	3	0	7	4	12	2	18	4	10	7	21
San Francisco	5	14	10	29	1	6	3	10	7	20	5	32	0	5	1	6	0	2	1	3	32	6	3	41	12	25	6	43	4	6	3	13
Seattle	4	20	0	24	2	3	6	11	8	17	5	30	1	6	3	10	3	2	2	7	14	10	7	31	6	21	0	27	1	4	6	11
TOTALS	106	385	63	554	38	199	147	384	105	333	61	499	27	169	133	329	12	56	31	99	483	329	99	911	135	487	63	685	40	220	201	461

STEWARD DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			CLASS B													
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP													
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos	0	1	0	1	0	0	1	1	2	1	1	3	7	0	0	5	5	2	0	3	5	9	5	5	19	0	4	2	5	11	0	1	1	2	
NY	14	41	21	68	14	3	6	33	42	7	27	13	50	97	2	3	28	33	3	5	25	33	97	33	163	26	56	29	97	208	2	3	51	56	
Phil.	3	7	3	8	21	0	2	12	14	2	3	2	10	17	0	0	3	3	0	1	11	12	7	3	12	22	4	10	3	10	27	0	3	17	20
Bal.	4	15	9	26	54	3	2	23	28	6	12	4	20	42	0	0	18	18	1	1	14	16	42	18	76	9	24	16	29	78	4	2	23	29	
Nor.	0	1	2	5	8	4	2	2	8	0	3	0	2	5	1	0	4	5	0	0	2	2	5	5	2	12	4	5	2	5	16	4	3	2	9
Jac.	0	4	3	1	8	2	2	1	5	0	3	1	2	6	1	1	6	8	0	0	3	3	6	8	3	17	0	3	2	0	5	1	6	5	12
Tam.	3	0	3	1	7	0	0	1	1	0	0	2	2	4	0	0	0	0	0	0	0	0	2	0	0	2	3	4	9	19	1	1	1	3	
Mob.	5	13	8	18	44	0	0	16	16	7	16	11	24	58	3	0	18	21	0	1	8	9	58	21	9	88	7	14	9	20	50	0	15	15	
NO	11	25	18	69	123	5	7	50	62	10	25	18	65	118	5	4	65	74	3	1	11	15	118	74	15	207	15	30	21	64	130	7	5	46	58
Hou	6	26	8	30	70	1	4	27	32	6	12	4	21	43	1	0	16	17	0	0	7														

The INQUIRING SEAFARER

QUESTION: As a Seafarer, how do you handle your haircutting problems?

Walter H. Stovall, deck: If I have to get a haircut, it will always be in a union hall, probably the one right at headquarters. The barbers in the union halls are dependable, although a board ship haircuts are passable. I couldn't say if the haircuts in one port are any better than haircuts somewhere else.



Lester M. Wyman, deck: I get my haircuts aboard ship, if there's a second-class barber available, anybody who can cut hair. There are rarely any first-class barbers aboard. Steer clear of foreign ports for barbers, especially Africa, which has unsanitary conditions in its barber shops. The best thing to do is get your haircuts aboard ship.



Karl Schroeder, deck: I let it grow, that's all! Unless there's a barber aboard ship, I usually wait until I get ashore at home. I don't let anyone mess around with my hair. For haircuts, the best ports are in the States. I had haircuts in Spain, Japan and even in Russia. A girl gave me a haircut there and it was awful.



Anthony Barbaro, engine: I don't give it a thought. If there's a barber on the ship I get a haircut. When there's no barber, everyone's got long hair so it isn't so bad. I'd like to go back to the old days when men wore their hair long. Then all you'd need would be a pair of scissors every six months.



B. B. Henderson, steward: Usually I get my haircut aboard ship. The best ports to get your haircut are in Spain. A barber did a good job there on me. At least, I think so. In Manila they have good barbers and in Honolulu there are a couple of women barbers. I don't mind having women cut my hair.



William Sanford, steward: Usually some crewmember has barbering tools with him. If not, it just has to grow, that's all. The worst cut I ever had was in Venezuela; it left me just about bald and my hair was shorter on one side than on the other. They have Japanese girls cutting hair in Pearl Harbor who are very good barbers.



NY On Road to Hong Kong?

NEW YORK—The Textile Workers Union of America has protested the purchase of carpeting for the State Assembly from a low-wage runaway plant in South Carolina and a Hong Kong mill.

A formal union protest to Assembly Speaker Joseph V. Carlino noted that a unionized plant only 25 miles from the state capital in Albany has furnished carpeting to the state in the past and is "fully capable" of meeting the Assembly's requirements.

The TWUA called on Carlino to rescind his approval of the purchase, and also asked State Comptroller Arthur Levitt to undertake a "thorough investigation" of the carpeting order.

A. & M. Karagheusian Company, which was given a state carpeting order, is "a typical runaway operation" in the South, the union said. Until 1961, it noted, the firm's principal factories were in New Jersey.

The company has resisted all attempts by its workers to organize, and pays wages averaging about \$1.40 an hour as compared with \$2.17 in unionized mills. Its fringe benefits are "distinctly substandard" in comparison with the unionized Mohawk Mills operations in nearby Amsterdam, NY, TWUA declared.

The TWUA letter to Carlino also protested the purchase of carpeting made under "coolie" conditions in Hong Kong by a mill which the union said is owned by a firm headed by a brother of Gov. Nelson A. Rockefeller.

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



Don't Let Your 'Engine' Run Down

There's a lot of talk going around nowadays about how nice and easy it would be if all anyone had to do to be fed was take a few pills every day. Then there'd be no more eating, but lots of spare time, goes the daydream.

Well, brothers, it would also be nice to be able to run our cars for a year on an atomic pill. This would also save time, money and effort. But, unfortunately, or maybe fortunately, for a good while—maybe for the rest of our lives—we'll have to be content living on good old-fashioned food and running our cars on oil and gasoline. So we still have to worry about getting ourselves fed the right way.

The human body is like a car engine in many ways, but it's much more troublesome. Although it runs on "fuel," it has to have five different kinds—all nicely balanced—and it has to be refueled three times a day. Each of us requires a different amount of fuel, depending on his size, weight and the kind of work he does.

A chief steward may not have time to delve deeply into the matter, but he cannot afford to ignore the basic facts of nutrition. His many responsibilities require him to know the principles essential to maintaining and improving health.

Nutritionally, there are three main classifications of food: Energy foods, body-building foods and protective foods.

The chief energy-producing foods are carbohydrates and fats. Carbohydrates are the starches and sugars, bread, macaroni, candy, pastry and similar foods. Fats are found in such foods as butter, fatty meats, peanuts and salad oil.

The primary function of proteins is body building and repairing, although they also produce heat and energy. In addition to carbohydrates, fats and proteins, vitamins and minerals comprise the main food elements. Many foods contain all five of these elements, although different foods have varying amounts of each.

Proteins build up flesh, muscles and blood. They give energy and help the digestion along. You'll find them in the foods you like best—meat, milk, eggs, cheese, fish, poultry, beans and peas. The same foods, plus bread and green leafy vegetables (lettuce and cabbage), provide the minerals that keep your bones and teeth in good shape. These minerals are calcium and phosphorous.

A good protective food that you need for good health is salt—the salt aboard ship, which contains iodine. In hot weather you lose a lot of salt by perspiring and this has to be replaced either by salt tablets or by an extra amount of salt in the food.

You should be acquainted with different kinds of vitamins, what they're good for and what foods supply them.

Vitamin A helps you see well at night and keeps you in good general health. It is found in yellow food, butter, egg yolks, carrots and other yellow vegetables and fruits. You can also get it from kidneys, liver and giblets. Vitamin A won't dissolve in water, so you can be

sure it will still be in foods after you've cooked them.

Vitamin B is a family in itself. Its family names are difficult: Thiamin, Riboflavin, Niacin are the ones you should know.

Food provides fuel, material for growth and repair, and the special things like vitamins, which are necessary for good nutrition. To obtain everything needed for vigorous health, therefore, a variety of foods must be eaten, since each food has its special duty.

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

Florida MTD Hits Runaway Ship Use For Cuban Action

MIAMI—Use of Liberian-flag ships during the recent US military build-up in this area has drawn the fire of the Maritime Trades Council of Southeast Florida. The MTD group protested the use of two and possibly more runaway vessels to handle movement of Army trucks and tanks at Port Everglades.

The Liberian-flag LSTs Inagua Foam and Inagua Shipper had been in use for a week at the time of the union protest. This practice was defended by the Military Sea Transportation Service on the

ground that the Cuban emergency made it necessary, and MSTs was not able to provide equivalent American-flag vessels.

MSTS also advised that it was not its policy to use foreign-flag ships unless an emergency developed. However, as the MTD group pointed out, MSTS has for almost a dozen years contracted for three runaway-owned landing craft to carry missile supplies from Cape Canaveral to Atlantic missile range bases.

The contract is held by the Canaveral International Corporation, owned by the Dubbins Brothers who also run the Liberian-flag passenger liner Calypso Liner from Miami Beach to Bimini. The Calypso Liner had a complete shake-up of its crew because they sought to join the SIU. Charges before the National Labor Relations Board were withdrawn when many of the crewmembers dispersed to other vessels or went back to their old jobs.

Two contracts with the Canaveral firm, according to one news report, were renewed as recently as last month so that the three landing craft could continue transporting supplies to the Cape Canaveral downrange missile tracking stations.

The contracts awarded by the MSTS were for a minimum of two and maximum of five years and will involve more than \$2 million if continued the full term. The company has transported cargo to the island installations since 1950.

The Inagua Foam and Inagua Shipper are owned by West India Shipping Company, Inc. of West Palm Beach, formerly of Miami.

MFOW Victim Of '59 Attack Dies In Frisco

HONOLULU—Members of the Marine Firemen's Union and the SIU Pacific District recently mourned the death of Sam Matthews, a member of the black gang on the President Polk (American President) who was the victim of a savage mugging attack while ashore in New York in 1959.

Partially Paralyzed

Matthews was partially paralyzed as a result of the encounter and spent the rest of his days in the hospital. Union members took up his cause and raised a special benefit fund to assist Matthews and his family. He had lived here in Hawaii with his wife and seven children.

Money raised by the Matthews fund was used to aid the support of his family, to pay the cost of special therapy treatments and to finance a 1961 visit to the States by his wife and four of his children who hadn't seen their father for two years. The treatments and special surgery a year ago were designed to help the MFOW veteran regain use of his legs.

Hospitalized 16 Months

Hospitalized for 16 months in the Staten Island, New York, marine hospital, Matthews was later shifted to the San Francisco USPHS hospital, where he died. Burial was arranged here several weeks later. The attackers who caused the injuries that led to his death were never found.

Aliens' Report Is Due Again

WASHINGTON—All Seafarers who are resident aliens should be alerted to the fact that every resident alien must report his address during January of each year, even though his address may not have changed during the previous 12 months.

Report In 10 Days

Alien seamen who are temporarily away from the United States on January 1 must report within ten days of returning to the States—at any post office if they report during January or at a US Immigration Service office if they report later.

The address form should not be mailed, but should be submitted in person. Aliens failing to report are liable to severe penalties.

In separate action, the Immigration Service has amended the rules governing the documentation of alien crewmen so that they no longer need "present a passport issued by the country of his nationality."

Present Passports

The amendment provides that an alien crewman "present whatever documents are required." This documentation includes presentation by the crewman seeking landing privileges in the US of any valid passport being honored by the Immigration Service.

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

US High Court To Rule On Jury Trial For M&C

WASHINGTON—The US Supreme Court has opened the door to a further strengthening of the legal position of a seaman making a claim for maintenance and cure.

The high court has agreed to hear arguments on whether a seaman has the right to a trial by jury when he is making a maintenance claim coupled with a claim for Jones Act negligence.

Earlier this year the position of a seaman making a maintenance and cure claim was strengthened when the court served notice on shipowners and claims agents that it would not tolerate attempts to short-change seamen on maintenance and cure benefits owed as a matter of law. An allowance of \$8 daily in maintenance benefits is also required under SIU contracts and other union collective bargaining agreements.

The high court issued its warn-

ing in handing down an opinion last May. It said that the amount of maintenance and cure owed by a shipowner to an ill seaman could not be reduced by any amount earned by a seaman during his illness.

An issue has been made of the right to a jury trial in the present case, which dates back to an injury that occurred in 1954, since the verdict went against the seaman involved and the trial court judge heard evidence on the maintenance claim without allowing it to go to a jury.

A Federal appeals court upheld the ruling, although the question of a jury trial in maintenance proceedings is handled differently from one Federal jurisdiction to another and is even disputed within the same jurisdiction, according to the petition heard by the Supreme Court.

One of the opinions questioned the "cavalier treatment of perhaps the most cherished of all procedural rights," a trial by jury. The case first got to court in 1960.

New Bedford Fishermen Elect Officers

NEW BEDFORD, Mass.—Biennial elections in the SIU-affiliated New Bedford Fishermen's Union have ended with the reelection of Howard W. Nickerson as union secretary-treasurer. Voting ended November 30.

With 610 members voting in secret balloting, Nickerson drew 266 votes to defeat Austin P. Skinner and Edward P. Patenaude. Skinner received 195 votes and Patenaude, 122.

Incumbent Jacob Ostensen was also reelected as union delegate, winning a total of 326 votes to defeat three opposing candidates. The tallying was conducted by a three-man rank-and-file committee on December 4. Under the constitution of the fishermen's union, the officers' new terms begin January 1.

Earlier, the union announced the award of \$250 scholarship grants to the children of two members lost at sea. The Robert J. Swain Memorial Scholarships are given in honor of a former NBFU official.

This year's prizes went to Frederick J. Mitchell, son of Capt. Sandy Mitchell, lost at sea with his crew and vessel, and to Sonya Paulsen, whose father was steward aboard the R. W. Griffin, Jr. Frederick is a sophomore at Bridgewater State College and Sonya is now attending Cape Cod Community College.



The latest scholarship awards by the New Bedford Fishermen's Union go to Frederick J. Mitchell and Sonya Paulsen, children of two members lost at sea. Prof. Milton S. Riggs (right) makes the presentation, as union Secretary-Treasurer Howard W. Nickerson looks on.

DIGEST of SIU MEMBERSHIP MEETINGS

The following is a digest of SIU regular membership meetings during the month of October, 1962, in all constitutional ports. This feature will be carried each issue in the SEAFARERS LOG:

NEW YORK, Oct. 8—Chairman, Earl Shepard; Secretary, Fred Stewart; Reading Clerk, E. X. Mooney. Minutes of previous meeting in all ports approved. Port agent's report on shipping accepted. President's report mentioned attendance at Carpenter's Union convention, action on dispute between SIU of Canada and Upper Lakes Shipping, AFL-CIO sanctions against NMU in Robin Line beef, SIU support of COPE, ILA strike, expanding SIU training programs, Cuban beef, AFL-CIO activities. Report carried unanimously. The secretary-treasurer reported on the Union's financial and real estate interests, opening of bids for Norfolk hall and need to elect quarterly financial committee. Report carried unanimously. Welfare services report presented. Meeting excuses referred to port agent. Auditors' reports accepted. Discussion in good and welfare on Cuban beef. Total present: 563.

PHILADELPHIA, Oct. 9—Chairman, Frank Drozak; Secretary, Steven Zubovich; Reading Clerk, Charles Stansbury. Minutes of previous meetings in all ports approved. Chairman introduced Congressman Barrett of Philadelphia who spoke on election issues. Agent thanked members for donations to blood bank and support of MTD port council beef. Shipping report read and accepted. President's September report carried. Auditors' reports accepted. Total present: 69.

BALTIMORE, Oct. 10—Chairman, Rex E. Dickey; Secretary, Raymond E. Lavoinie, Jr.; Reading Clerk, Tony Kastina. Minutes of previous meetings in all ports accepted. Port agent's report on shipping approved. Delegates thanked for bringing in clean ships. President's report for September accepted unanimously. Meeting excuses referred to dispatcher. Auditors' reports accepted. Total present: 240.

DETROIT, Oct. 12—No meeting held due to lack of a quorum.

HOUSTON, Oct. 15—Chairman, Lindsey Williams; Secretary, Reed Humphries; Reading Clerk, Paul Drozak. Minutes of previous port meetings accepted. Port agent reported on shipping, ILA strike, IBU and UIW activities and thanked members for aid in MTD beef against Yugoslav ship. Report adopted. President's report carried unanimously. Auditors' reports accepted. Total present: 275.

NEW ORLEANS, Oct. 16—Chairman, Lindsey Williams; Secretary, Clyde Lanier; Reading Clerk, C. J. "Buck" Stephens. Minutes of previous port meet-

ings accepted. Port agent reported on shipping, MEBA beef with Mississippi Valley Barge Line and local elections. Chairman discussed ILA strike. Reports accepted. President's report carried unanimously. Various meeting excuses received. Auditors' reports accepted. Discussion in good and welfare on ILA strike. Total present: 280.

MOBILE, Oct. 17—Chairman, Lindsey Williams; Secretary, Louis Neira; Reading Clerk, Robert Jordan. Minutes of previous meetings in all ports accepted. Port agent urged all members to vote in local elections. Shipping report accepted. President's report carried. Auditors' reports accepted. Total present: 189.

'Instant' Island, Life-Rafts Next

Seafarers may one day be able to save themselves from a watery grave in event of shipwreck by "foaming" themselves a plastic island using urethane plastics. Scientists says the substance may have many emergency uses.

An "island," for instance, could be foamed on the ocean's surface in the event of a ship loss or a forced airplane landing at sea. The size of the plastic island would be about 30 to 40 times the size of the chemical pack used.

A similar, but smaller, kit of chemicals could then create a foam, do-it-yourself life-raft or small two-man boat. Once aboard, the wreck survivors could then foam a string of aluminum foil-covered reflectors—to enlarge the target detectable by radar. When a helicopter arrived, the rescue could be effected by lowering a newly-foamed plastic tube.

Another of the endless possibilities is a device for covering each individual aboard a plane that appears headed for disaster in an individual plastic envelope.

But uses are not limited to disaster situations. The raw plastic materials could be shipped to remote construction sites where rigid building panels could be foamed up by on-site equipment.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Holiday Season Needs Extra Caution

One way to make 1963 a happy New Year is to play it safe and observe safety rules. One of the worst months for accidents is December. Everybody tends to be carried away by the holidays and caution is usually thrown to the winds.

A major hazard at this time of year is fire. Home-made wiring on Christmas trees is a potential tinderbox. Excess paper strewn about from leftover gift wrappings and even dried-up trees are other materials that are good fire fuels.

The inflammability of many items on the market always constitutes a potential fire menace. Plastic decorations and gifts can be extremely dangerous. As an assurance to the consumer, many juvenile costumes such as cowboy outfits are now made fire-proof or fire-resistant. This is in everyone's interest.

A few simple rules should be remembered that can easily help to prevent tragedy. If you're home and have a baby sitter to look after the youngsters while you are out on the town, give her full instructions on what she has to do. Tell her how she can reach you, if necessary. Show her the exits to the house and make certain she

knows how to call the fire department.

As far as the fire department is concerned, every member of the family should also have this information and know how to use it. Those extra seconds can often make a big difference between life and death or serious property damage, if this precaution is taken in advance.

When you're having a party at home, there may be a number of people who will be smoking. Provide plenty of ashtrays for your guests. In advance of any parties, also take the time to clear off ice and snow from your walks and steps. This should be done as soon as possible after a storm for everyone's protection.

Don't forget the grim fact that in 1961 there were fifty more deaths than in 1960 during the three-day Christmas holiday period. This really points up why you have to take extra pains at home to make this season a safe one. It's the only way you'll make it to 1963.

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



SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid — October, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits	7,470	\$ 17,372.18
Death Benefits	13	43,663.49
Pension-Disability Benefits	333	49,950.00
Maternity Benefits	63	12,550.20
Dependent Benefits	592	63,719.52
Optical Benefits	351	4,467.66
Out-Patient Benefits	9,359	75,390.00
Vacation Benefits	1,570	358,728.53

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 19,751 \$625,841.60

SIU Clinic Exams—All Ports October, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	85	6	8	99
Houston	146	15	10	171
Mobile	147	17	14	178
New Orleans	242	13	23	278
New York	444	42	27	513
Philadelphia	54	28	43	125
TOTAL	1,118	121	125	1,364

SIU Blood Bank Inventory

November, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	5	0	0	5
New York	30	32½	30	32½
Philadelphia	48	0	1	47
Baltimore	64	0	0	64
Norfolk	15	0	0	15
Jacksonville	42	0	6	36
Tampa	6	0	0	6
Mobile	4	8	0	12
New Orleans	84	42½	8	118½
Houston	16½	0	0	16½
Wilmington	5	2	0	7
San Francisco	7	5	8	4
Seattle	15	0	0	15
TOTALS	341½	90	53	378½

Welfare \$s Spark His Recovery

CHICAGO — The SIU Welfare Plan proved its worth once again in providing an economic cushion to a Seafarer hospitalized for over a year.

Seafarer Hugh Warren revealed how the Welfare Plan had helped him when he stopped by at the Union hall here. Recently recovered from a delicate abdominal operation, Warren had warm praise for the SIU welfare program.



Warren

The operation had hospitalized him for more than 12 months and benefits from the Welfare Plan enabled him to meet the inconvenience of a long period of inactivity in comparative comfort.

Warren joined the union in 1958 and sails in the steward department. Prior to his illness he served for a time as an SIU organizer here in the Great Lakes area.

As a Seafarer, he appreciates service of the SIU Welfare Plan which, he says, he could not have done without during his illness. The total funds he received exceed \$1,000, which also met the expense of special surgical equipment. Now recuperating, Warren says he certainly has a great deal to be grateful for this Christmas and one of the blessings to be counted is his SIU membership.



Seafarer Bernardo Villaneuva, 72 (right), receives his first \$150 monthly check from SIU welfare rep. John Dwyer at headquarters. He just got out of the hospital after a seven-month stay due to injuries in a car accident.

8 Oldtimers Get SIU Pensions

Eight more Seafarers joined the ranks of SIU veterans receiving union pensions this month. This makes a total of 77 oldtimers who have become eligible this year for the lifetime pensions of \$150 per month.

The new group of pensioners includes: Prudencio De Jesus, 70; Louis D. Guellnitz, 68; Tony Sparrow, 65; Enoch J. Pringle, 66; Louis Corne, 65; John H. East, 67; Bernard Villaneuva, 72; George B. Fleming, 53.

Shipping with the SIU since 1941, Brother De Jesus sailed in the engine department for a period of 42 years. A native of Puerto Rico, he paid off his last ship, the DeSoto, (Waterman), in May. He now lives with his wife, Jenerosa, in Brooklyn.

A native of New York, Brother Guellnitz joined the SIU at New

York in 1942 and shipped in the steward department. His last ship was the Steel Chemist (Isthmian) to wind up a 35-year sailing career.



Guellnitz



Sparrow



Pringle



Corne



East



Fleming



Oldtimer Prudencio De-Jesus, 70, shows off his first SIU pension check in New York. He last shipped on the DeSoto.

Salvaged British Vessel Fails To Beat Deadline

DETROIT—The British freighter Montrose, which until recently was sunk in the Detroit River, will spend the winter months in Toledo until the St. Lawrence Seaway opens next spring.

The Montrose lost its race with the Seaway's winter closing date after several delays caused by bad weather and the Coast Guard's rejection of the hurry-up patching job done to close a 37-foot-long gash in her side. She received the hole in her hull in a collision with a cement-laden barge the night of July 30.

The sunken freighter was raised by the Great Lakes Construction Division of Merritt-Chapman and

Scott, whose boats are manned by the SIU Inland Boatmen's Union. Members who participated in the salvage work had expected that repairs and inspection would be completed in time for the Montrose to make the Lakes-channel trip to Montreal this year.

The 7,318-ton vessel from Liverpool partially blocked the south-bound channel of the Detroit River for several months. The risky attempt to refloat her was slowed by an explosion which injured three members of the Pile Drivers Union working on the preliminary structures necessary to bring her right side up. The ship was on her side in 35 feet of water.

SIU-IBU men aided the task of hoisting the Montrose to the surface with derricks, then secured her with tow lines to nearby tugs and docks. The hole was then sealed off with cement and steel and she was pumped out.

Merritt, Chapman and Scott agreed to accept payment only if they were able to raise the Montrose. Payment would then depend on whether the freighter is finally seaworthy. If it is not, the salvage firm will be paid according to the ship's salvage value.

New Postal Rates Start January 7

WASHINGTON—New US postal rates go into effect next month under legislation passed by Congress that will raise the price of a first-class stamp to five cents, the price of the first stamp in 1847.

The increases involve all first-class and airmail rates. The price of a stamp for a regular first-class letter will go up from four cents to a nickel, and an airmail stamp will cost eight instead of seven cents. Regular postcards go up to four cents and airmail cards up to six cents.

Congress' latest overhaul of the postal rates provide wage increases for Post Office Department workers and is a step toward the goal of a self-sustaining US postal system. The last postal hike was in 1958.

The new rates go into effect on January 7, 1963, so Seafarers are advised not to get caught short on postage before mailing that letter back home or sending something in to the SEAFARERS LOG.

Most small union publications will not be affected by the new legislation, which boosted second-class mailing costs for non-profit organizations by slightly increasing the per-pound mailing rate. It is expected to result in slightly higher mailing costs for the LOG.

A previous postal change also boosted the cost of returning non-deliverable copies of second-class publications, so Seafarers are again urged to be sure their correct address is on file as part of the LOG mailing list.



SHORT HILLS (Sea-Land), July 15—Chairman, Lee deParlier; Secretary, Vince Genco. Ship's delegate reported everything running smoothly. New baker and chief cook doing a good job. Motion that patrolman initial book when dues and assessments are paid so that at the end of year men can go to any hall and have receipts for the year verified. Vote of thanks to ship's delegate and steward department. Galley force doing a good job.

ALCOA RUNNER (Alcoa), July 28—Chairman, William Burke; Secretary, Cyril A. Scott. One man missed ship in Mayaguez. Crew told that all men should get lifeboat certificate. No beefs reported by department heads.

DIGEST of SIU SHIP MEETINGS

Captain will hold safety meeting on July 29. Crew asked not to use abusive language in passageways or on ship. Misunderstanding between wipers and engineers should be taken up with patrolman. Vote of thanks to steward department for a job well done.

STEEL TRAVELER (Isthmian), July 15—Chairman, R. L. O'Brien; Secretary, N. Mathey. Ship's delegate reported that all disputed deck department OT and other beefs will be taken up with patrolman in San Francisco. \$37 in ship's fund.

TRANSERIE (Hudson Waterways), July 29—Chairman, C. C. Ennist; Secretary, L. P. Nagmann. Crew asked to remove cots from deck when not in use. Mixing machine will be on dock on arrival back in USA. Shortage of water aboard since some was pumped over side in error. Motion made that headquarters be notified concerning the arrangement of crew quarters, and use of a room for shortage of engine supplies. Discussion on wage rates. Suggestion that food committee get a larger variety of food and better grades of meats, etc. Vote of thanks to steward department for improvement in menus and preparation of food.

COASTAL CRUSADER (Suwannee), July 29—Chairman, Thomas Kline; Secretary, Cliff E. Taggart. \$113 was donated to orphanage, leaving a balance of \$2.18 in ship's fund. No beefs reported. Vote of thanks to steward department for a well done job all around.

OVERSEAS REBECCA (Maritime Overseas), Aug. 5—Chairman, Paul L.

Whitlow; Secretary, Richard Christenberry. Captain reported to be pleased with the crew's attitude. Everything running smoothly. Vote of thanks to the steward department and the watch for cleaning up the messhall in the mornings. Suggestion made that the steward inform all his men to dump wet garbage only into the drums aft. Wooden and cardboard boxes should be kept out of the drums and put on deck aft.

JOSEFINA (Liberty Navigation), Aug. 16—Chairman, L. Wing; Secretary, A. Aaron. Ship's delegate reported that a letter was written to patrolman regarding draws in bunker port. No major beefs reported. Suggestion that crew make less noise in messhall at night. Keep natives out of passageway and messrooms.

BETHEX (Ore Navigation), no date—Chairman, S. Garcia; Secretary, J. R. Abrams. \$273 in ship's fund. No beefs reported by department delegates. Motion to pay ship's treasurer \$10 per trip for extra work involved in keeping coles in box. Price of sodas to be lowered to 10 cents. See about getting wind chutes 21 inches long. Vote of thanks to steward department.

PENN TRADER (Penn Shipping), Aug. 19—Chairman, V. E. Keane; Secretary, J. F. Austin. Few hours disputed OT in steward department. Captain stated there will be a draw every five days. More patrolmen needed in Houston to service ships that come into port. Motion that when ship is sailing short, ship's delegate be authorized to get a man where he can, if the Union cannot furnish a replacement before sailing.

FLOMAR (Calmar), Aug. 21—Chairman, T. A. Jackson; Secretary, Thomas Harris. Report will be sent in from the Canal regarding one man missing ship in Coos Bay, Ore. \$8.15 in ship's fund. Money will be spent if ship lays up. Few hours disputed OT in deck department as the mate has been working on deck doing sailors' work. Crew asked to keep the toilets clean.

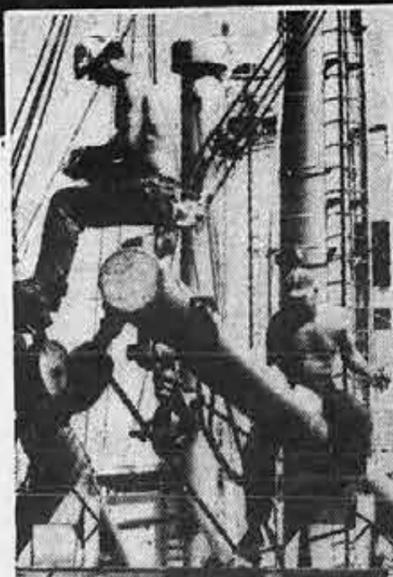
STEEL AGE (Isthmian), July 5—Chairman, A. Salem; Secretary, E. Hansen. New washing machine installed thanks to electricians. Each department asked to elect a safety representative. Draws will be in travelers checks. Donated \$5 to Seamen's Library, leaving a balance of \$18.02. Motion to see patrolman about inoculations. Suggested that they should give shots 4 or 5 days before sailing as there are ill effects after the shots.

NEW JERSEY (Seatrail), July 22—Chairman, J. Townsend; Secretary, J. Rielly. Ship's delegate reported no beefs. New ship's delegate is Nick Merk. Crew asked to cooperate in keeping messroom clean at night.



LIFE

ON AN SIU SHIP



A Raw Landlubber Learning the Ropes

5. The ship's deck is a busy place.

W. When the ship is underway, the deck is a busy place.

4. The ship's deck is a busy place.

RLA Cites Cost Of Job Losses

Rap Rail Merger Plans

WASHINGTON—Unions in the Railway Labor Executives' Association, including the SIU Railway Marine Region, are hitting back at the proposed merger of the Pennsylvania and New York Central Railroads by pointing up the railroads' own figures showing that job losses and cut pay-rolls will provide more than \$63 million of the \$81 million savings planned by merger supporters.

This means that the workers on the two railroads would provide the biggest share of the financial advantage to be gained.

Moving on to Government statistics covering consumer expenditures in 1950 (the latest figures available, so that most of the following is actually understated in terms of today's costs), RLEA cites what the loss of only 100 railroad jobs would mean to a typical community:

\$52,300 less paid by the workers in taxes;

\$159,600 spent for food and bev-

erages would be lost to local grocers and restaurants;

\$9,300 less would be spent for tobacco;

\$49,800 less would be spent for rent and other housing costs, and 65 home mortgages would have to be foreclosed;

\$19,800 in business would be lost to producers of electric power and sellers of fuel and refrigeration;

\$19,800 less would be spent for things necessary to operate a household;

\$41,600 worth of business would be lost by furniture and household equipment dealers;

\$60,900 less would be spent for clothes and clothing services, such as dry cleaning and laundry;

\$87,700 less would be spent for transportation, including automobiles, servicing, gasoline and oil;

\$24,600 less would go as income to doctors, nurses and others providing medical care;

\$11,300 less would be spent in beauty parlors and in sale of cosmetics;

\$34,000 less would be spent on recreation, education and books;

\$5,800 less would be spent with miscellaneous businesses;

\$19,200 less would be given as gifts to churches and others;

\$24,300 in premiums for personal insurance would be lost to insurance salesmen.

RLEA also warns shippers not to "believe the Pennsylvania and the New York Central railroads when they tell you fewer tracks, fewer cars, fewer locomotives, fewer trains add up to more and better service for you. This is not and cannot be so."

The trend in business mergers was reported separately in a report to Congress that more than 3,400 small firms have been swallowed up by the country's top 500 industrial firms during the past 11 years. The House Select Committee on Small Business also found that the 50 largest merchandising outfits bought up 332 smaller enterprises to reduce competition.

Committeeman



A member of the latest SIU rank-and-file Quarterly Financial Committee, Seafarer E. Jensen is pictured at headquarters meeting right after his election. He's been shipping SIU since 1948 in the deck gang.

New Food Idea

Fresh Fish—Bones & All

Eat fish—eyes, bones, innards and all!

That is the suggestion of a panel of doctors appointed by the National Academy of Sciences to develop new and inexpensive foods to help feed the underfed and undernourished millions in different parts of the world.

The protein-rich concentrate would be in the form of a fine white powder or liquid which would be both tasteless and odorless. Mixed with other foods, however, it could provide an inexpensive, highly-nutritious food at a cost of less than one-half cent per person per day.

The panel of doctors estimated that by using the annually unharvested fish from United States waters alone, enough animal protein could be produced to help feed one billion people a year.

A development of this kind would have great impact, not so much in the United States, but in the underdeveloped areas of the world where the gap between population and food supply is widening steadily at an alarming rate. Raising the nutritional level of the people in these areas would make it more possible for them to raise their living standards in other ways.

Much research and development is needed before the new fish flour concentrate becomes a reality, the panel points out. Many problems remain to be solved, including selling the very idea of eating fish—eyes, bones, innards and all. But it is hoped that the doctors' report will spur Government research to help develop this vast and untapped food source.

Canal Traffic Curbed In Venice

VENICE, Italy—When the Union of Gondoliers protested intrusion of a motorized, black gondola last summer upon this city's serene street canals, the city obliged with laws not only barring outboard gondolas, but also outboard motorboats that competed with the 500 gondolas. It further ruled that large motorboats, which have been used as ferries, must glide along at speeds below seven miles an hour—so they won't make waves.

Great Lakes' Traffic Jam



Twelve vessels were detained in the Detroit River while the Canada SIU-contracted motorship *Hutchcliffe Hall* and US Steel's *Richard V. Lindabury* maintained a collision position for three hours to give the *Hall* time to unload some of its grain. The *Lindabury* had crashed into the *Hall*, giving the Canadian ship a gaping hole in her side.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Vacation Gains Change Leisure Habits

The recent doubling of the SIU vacation pay benefits to \$800 on an annual basis once again points up the fact that union contracts in many industries are changing the country's vacation habits, as more workers gain more weeks of leisure each year. During the past decade alone, many dramatic changes have been made in union-negotiated vacation provisions.

In 1952, only four percent of major union agreements—those covering 1,000 or more workers—provided maximum vacations of four weeks or longer. Fifty percent of contracts had maximum vacations of less than three weeks.

By 1961—the most recent data available from the Labor Department's annual survey of union contract provisions—43 percent of all agreements provided four or more weeks of vacation. Only eight percent of the contracts had a

maximum vacation of less than three weeks. For 1962, additional improvements have brought the majority of union contracts up to a vacation standard of four weeks or more.

A special analysis in the "Collective Bargaining Report" carried by the AFL-CIO's monthly magazine, notes that labor's drive for a shorter workweek has spurred the trend towards longer vacations. Among the innovations mentioned is the agreement the Steelworkers negotiated this year with the major can companies providing a special 13-week vacation every five years for employees with 15 or more years of service.

This, the article points out, is the first form of "sabbatical" leave negotiated in a major settlement.

While vacations longer than four weeks are still infrequent, the article cites five-week vacations negotiated by the Brewery Workers in a number of contracts and a St. Louis agreement reached by the union early this year which provides six weeks of vacation for employees with 20 years' service.

The AFL-CIO analysis also notes a new trend towards paid vacations in the construction industry despite its seasonal and casual nature. Twenty-six percent of major construction agreements included in the 1961 survey provided vacations, compared with 20 percent four years before.

Most of the construction vacation agreements require employers to contribute a specific amount per hour to a central vacation fund for distribution as vacation payments. This is similar to the procedures used in other industries such as apparel and maritime, and, of course, is the basis for the SIU Vacation Plan established back in 1952, at an annual rate of \$140 in benefits. The rate of SIU benefits has been increased on seven different occasions since then.

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

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolin

Your 'Sun-Land Vacation Spot' May Be A Mirage

Better Business Bureau, the Federal Trade Commission and various state attorneys have joined an all-out effort to control questionable promotions of land in remote desert and submarginal areas, often sold sight unseen to unwary buyers. The Association of Better Business Bureaus reports that hundreds of thousands of acres throughout the country are being promoted at a cost to the public that may run into many millions of dollars.

While advertising paints a beautiful picture of living in the sun, frequently the true facts are not only omitted but actually misrepresented. The real tragedy of the latest land promotions, which have been persisting and multiplying over the past three years, is that often they are aimed at older people seeking retirement homes, or families hoping to build a vacation home now for subsequent retirement use.

Many of the promotions are for land in warm-climate states. The St. Louis Better Business Bureau points out that desert lands in the Southwest, hilly lots in the South and swampy regions on the Southeast are advertised by mail and in newspapers and on TV for as little as \$10 down and \$10 a month.

But questionable plots in other areas are being offered at seemingly low prices for vacation and retirement homes. The Akron, Ohio, Better Business Bureau got so many local inquiries about the "Shenango Lakes" real estate development near Jamestown, Pa., that it sent an investigator there. He found that lots previously advertised at \$199 now were offered by mail for \$499. The "lakes" turned out to be two ponds. Cottage sites bordering the ponds were considered to be "waterfront property" and were priced at \$2,200. Sites had an average frontage of just 40 feet.

The St. Louis Bureau found that at the O'Fallon Hills development in Missouri, the rutty road stopped even before it reached the lots which had been offered for a "total price of \$395." The purchase agreement for these lots stated that the purchaser would be responsible for the cost of extending the streets,

as well as water and power lines.

One of the biggest recent promotions has been for sites on a so-called ranch in Nevada. The original "Gamble Ranch" which was supposed to be the subdivision consisted of less than 80 acres with just one well, law-enforcement authorities reported. But the promoters (the Pacific Westates Land Development Corporation), also bought up over 200,000 additional acres of dry, sagebrush land surrounding the original Gamble Ranch and sold these arid lots as part of their "ranch" promotion.

Other dubious promotions have been exposed recently in Utah and near Taos, New Mexico. These offered lots free as "prizes" but charged heavy amounts for conveying title. Prices asked for land in the desert country seem cheap to moderate-income city dwellers, aware that just a small lot in their areas sells for several thousand dollars. But arid, undeveloped or inaccessible land is worth only a few dollars an acre. One Arizona subdivision offers land for as much as \$1,200 an acre that ten years ago sold for \$25 an acre.

In some southwest subdivisions you have to look twice at any water you think you see because it may be a mirage, one land-owner there points out. The cost of finding water in arid areas may run several times the cost of the lot itself. For example, you may have to pay as much as \$10 a foot for deep drilling, and must drill about 175 feet in some Arizona developments. Thus, the acre you may buy for only \$495 finally can cost you over \$2,000, without even counting other needed improvements.

The high-pressure real estate promotions and speculations already have caused serious trouble in South Florida, where they first burgeoned. FHA already has had to take over ownership of some 1,300 small homes in the area around Miami because families could not meet their mortgage payments.

All experts advise against buying land without first visiting it, and without consulting your local Better Business Bureau or the attorney general of your state about the offer.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

Twenty-one trade unionists will take their seats when the 88th Congress convenes on January 9th. The union contingent includes two Senators and nineteen Representatives, four of whom are entering Congress for the first time. They represent twelve states and seventeen unions.

The two Senators are Howard W. Cannon, Nevada, of the Musicians' Union, and Michigan's Patrick McNamara, Plumbers and Pipefitters.

California has the largest delegation of trade unionists in the House, two of whom are first-termers. These include Reps. Harold T. Johnson, Railway Clerks; John F. Shelley, former president, California State Federation of Labor; Jeffrey Cohelan, ex-secretary-treasurer, Milk Drivers; Harry Sheppard, Railroad Trainmen, and George P. Miller, Technical Engineers. Newcomers to Congress are Everett Burkhalter, Theatrical Stage Employees, and Lionel Van Deerlyn, member of both the Newspaper Guild and the Television and Radio Artists.

Pennsylvania unionists in the Congress are George M. Rhodes, former president, Federated Trade Council of Reading, and member of the Typographical Union; Elmer Holland, organizer with the Steelworkers, and John H. Dent, former president, United Rubber Workers, and member of the URW international council.

Other lawmaker-unionists include: Michael Kirwan, Ohio, Railroad Trainmen and United Mine Workers; Joseph E. Karth, Minnesota, former international representative, Oil, Chemical and Atomic Workers; Mrs. Edith Green, Oregon, Television and Radio Artists; John Fogarty, Rhode Island, president emeritus, Bricklayers Local 1; Edward Garmatz, Maryland, Electrical Workers; Leo W. O'Brien, New York Newspaper Guild; Roman Pucinski, Illinois, Newspaper Guild; Carlton Sickles, Maryland first-term, Asbestos Workers, and New Jersey freshman Joseph G. Minish, executive secretary, Essex-West Hudson Labor Council, and a member of the Electrical Workers.

Among the other results in the November balloting were the reelection of Sen. Warren Magnuson of Washington, chairman, Senate Commerce Committee, and of Rep. Herbert C. Bonner, North Carolina, chairman, House Merchant Marine Committee. The composition of both committees will remain about the same except that Sen. Norris Cotton will become the ranking Republican on the Senate side, replacing Sen. John Marshall Butler of Maryland, who retired.

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The pop-guns of August will turn into big cannon when January rolls around. That's when the American Medical Association will launch another propaganda barrage against the public interest on the medical care issue. Last summer, after health care for the elderly was set aside by a 52-48 vote in the Senate, the AMA muted its public voice after cheering the victory for which it paid \$7 million. But that didn't last long. Already, the president-elect of the organization, Dr. Edward R. Annis, is predicting defeat of health care in the upcoming Congress. He's rallying the nation's medics around the AMA flag for the new campaign. Once again letters and mail can help decide this issue. Your Congressman and Senators will be back in Washington next month. Don't forget to drop them a line.

LABOR ROUND-UP

Seeking to focus attention on job security issues, members of Transport Workers Union Local 234 may refuse to collect fares from passengers in its current contract dispute with Philadelphia Transportation Company. The company has proposed a series of unilateral work rule changes in the upcoming TWU agreement. More than one million fare-paying passengers daily would be affected. . . . Members of the International Association of Machinists in St. Louis rejected McDonnell Aircraft Corporation's offer of a 2 1/2% wage increase in each year under proposed three-year contracts. McDonnell employs 26,000 persons and is prime contractor for the Government's National Aeronautics and Space Administration on Gemini and Mercury spacecraft.

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Pittsburgh trolley and bus operators won a six cent hourly wage hike after an agreement on a two-year contract, with a wage reopener in a year, in negotiations by the Amalgamated Association of Street, Electric Railway and Motor Coach Employees, Division 85, whose 1,420 members will now vote to accept or reject the pact. . . . Employees at Boeing Aircraft plants represented by International Association of Machinists and by Local 1069, United Auto Workers, voted almost 3-1 to ask a Presidential panel to recommend a union shop in new contracts. The

advisory vote, conducted by NLRB at Boeing plants in states which don't have so-called "right-to-work" laws, is the first in the aerospace industry supporting a union shop by at least a two-thirds majority.

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American Bakery & Confectionery Workers Local 20 won a 23-cent wage increase, plus vacation and welfare improvements, in a three-year contract with Ann Dale Products Company, Fall River, Mass. . . . A Montreal lingerie manufacturing firm official was jailed 32 days for firing a union shop chairman and four other workers because they joined the International Ladies Garment Workers Union. The original sentence called for a fine, but when it was appealed to the Quebec Court of Appeals, the jail term was added.

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A new three-year contract benefiting 16,000 laundry workers has been negotiated in New York City by the Laundry Workers Joint Board, representing 12 locals affiliated with the Amalgamated Clothing Workers. The pact, subject to membership approval, grants 17.5 to 20 cents more hourly to production workers, six to eight dollars more weekly to most drivers, a nine-dollar hike for office workers, plus a 25-cent hourly boost for engineers, mechanics and maintenance men.

'Year In, Year Out'



SEAFARERS LOG

No matter how much things seem to change, when you take another look you see that they really remain the same. Not too long ago, the state of affairs in the maritime industry and the outlook for shipping generally was the occasion for some editorial comment:

"... It is unfortunate that the only time that Congress applies itself to the problems of the industry is when a crisis is upon us. We can't help but wonder if the nation would be as interested in the future of our merchant fleet if lives did not hang in the balance in Korea and elsewhere. It seems that it is only in times of crisis that the American people realize how vital the maritime industry is to the security and well-being of each and every citizen.

"But crisis periods tend to produce short-range, improvised solutions to meet the immediate need rather than the long haul. The immediate needs of World War II and the current international fever may have been met by hasty improvising. But that is the curse of our maritime industry. Its instability is so great due to the lack of interest shown in its peacetime development that when an emergency does arise it requires a lot of tightrope walking to get the necessary ships and seamen.

"Planning for the long haul means planning for a merchant marine that operates in peace as well as during wars, hot or cold. It means having good ships and trained men functioning at all times, not just in fits and spurts. It's up to Congress to take the necessary steps to produce the kind of legislation which will have constructive effects on the maritime industry."

Though somewhat dated, in referring to then-current shipping problems under the heading of "Long-Range Outlook," the above excerpt goes back to 1952, and one of the editorial pages of the SEAFARERS LOG that year.

The source, admittedly, is of no consequence, and there is no special pride in recalling it. What is important, however, is the

fact that the same conditions alluded to then—and many times thereafter, still persist. They exist right now, today, on the eve of 1963.

Strictly speaking, it is still up to Congress to provide the necessary legislative remedies for the varied ills of the US merchant fleet, with an appropriate assist from the Administration and the many departments and agencies which help shape our shipping, trade and cargo policies. Both the maritime unions and the varied voices of maritime management have long urged a better fate for the US-flag shipping fleet than is its present inheritance from years of neglect.

Shipping needs some help via legislation as well as proper enforcement of existing laws and policy, and no one, least of all those right in the industry whose jobs and livelihood are directly affected, should have to be convinced on that point at this stage of the game.

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Reverse Play

New York City newspaper publishers have succeeded in imposing a shutdown of all nine daily papers that serve the city's millions, plus their effort to pin the blame on the "unions" for the news blackout. The publishers shut down the five remaining dailies after the printers union called a strike at the other four over new contract demands.

Interesting here is the point that the lock-out by the publishers—without their printing a line about it in their own papers—has been reported in out-of-town publications and by TV-radio as a strike action by the printers themselves.

Thus, the "unions" again take the rap for something they had nothing to do with, and the real issue gets buried. Any time a union calls an across-the-board strike in an industry, the version in the press makes it seem as if the union action is immoral, illegal—and possibly worse. There's no such outcry against the New York publishers right now. Who would print the story?

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$3,600 in maternity benefits and a maturity value of \$450 in bonds:

Maria Rial, born July 27, 1962, to Seafarer and Mrs. Manuel Rial, Brooklyn, New York.

Donald Brooks, born October 2, 1962, to Seafarer and Mrs. Donald S. Brooks, Theodore, Alabama.

Cecelia Joyce Degollado, born October 3, 1962, to Seafarer and Mrs. Margarito Degollado, Houston, Texas.

Pamela Roberts, born October 5, 1962, to Seafarer and Mrs. Arthur Thomas Roberts, Las Vegas, Nevada.

Sally Sweeney, born March 6, 1962, to Seafarer and Mrs. John R. Sweeney, Spokane, Washington.

Michael Lee Dekens, born Sept. 18, 1962, to Seafarer and Mrs. Leo M. Dekens, Arlington, California.

Daniel C. Mills, born September 9, 1962, to Seafarer and Mrs. Cecil Harold Mills, Portland, Ore.

William Jemison, born August 28, 1962, to Seafarer and Mrs. William P. Jemison, Mobile, Ala.

Kevin Jenkins, born August 9, 1962, to Seafarer and Mrs. Jessie Jenkins, Harvey, La.

Glazel Ives, born August 29, 1962, to Seafarer and Mrs. George B. Ives, Galveston, Texas.

Joseph and Angela Todora, born August 12, 1962, to Seafarer and Mrs. Charles Todora, Dallas, Texas.

Brenda Logan, born October 5, 1962, to Seafarer and Mrs. Joseph J. Logan, Mobile, Ala.

Cindy Ezell, born September 21, 1962, to Seafarer Aden C. Ezell, Mobile, Ala.

Annette Archer, born June 17, 1962, to Seafarer and Mrs. Herbert T. Archer, Corpus Christi, Texas.

Kelvin Eugene Loper, born September 10, 1962, to Seafarer and Mrs. Collie Loper, Jr., Mobile, Ala.

Dawn Anne Smith, born September 29, 1962, to Seafarer and Mrs. Louis F. Smith, Cos Cob, Conn.

Cynthia Ford, born September 28, 1962, to Seafarer and Mrs. Paul E. Ford, Coden, Ala.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$28,000 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):

Willie E. Walker, 50: Brother Walker died of natural causes on October 5, 1962, at the USPHS Hospital, Staten Island, NY. He began shipping with the SIU in 1939 in the steward department. His wife, Minnie Walker, of New York, NY, survives. Burial was at Rose Hill Cemetery, Linden, NJ. Total benefits: \$4,000.

James O. Manning, 51: Brother Manning suffered a fatal heart attack on September 29, 1962 while aboard the San Marino near Saigon, South Vietnam. He joined the SIU on March 15, 1939 and shipped in the deck department. A sister, Mrs. Lou Loyless, of Jacksonville, Florida, survives. Burial was in Jacksonville. Total benefits: \$4,000.

Nicholas Reznichenko, 61: Brother Reznichenko died of a liver ailment on October 12, 1962 at the USPHS hospital, New Orleans, La. He had been sailing with the SIU since 1943 and shipped in the engine department. B. McMillion of New Orleans is his only survivor. Burial was at the St. Louis No. 3 Cemetery, New Orleans. Total benefits: \$4,000.

Jose E. Quimera, 57: Brother Quimera died of a lung ailment on September 14, 1962, at the USPHS Hospital, Staten Island, NY. He joined the Union in 1938 and shipped in the steward department. His wife, Dolores Quimera, of New York, NY, survives. Burial was at St. Michaels Cemetery, Astoria, NY. Total benefits: \$4,000.

Anthony A. Voyevotski, 45: Brother Voyevotski died of a heart ailment on October 25, 1962 at the Clinical Center, Bethesda, Maryland. Shipping with the SIU since 1947, he sailed in the engine department. His mother, Mrs. Anna Voyevotski, of Plymouth, Pa., survives. Burial was at St. Mary's Cemetery, Plymouth. Total benefits: \$4,000.

Charles Guinn, Jr., 20: A throat ailment was fatal to Brother Guinn on November 8, 1962 in Vista Acres, Virginia. He began shipping with the SIU in Norfolk in 1958 and sailed in the deck department. His wife, Mrs. Evelyn G. Guinn, of Lynchburg, Va., survives. Burial was at Forest Lawn Cemetery, Lynchburg. Total benefits: \$4,000.

Allan L. Lake, 53: On November 4, 1962, Brother Lake died of natural causes at the USPHS hospital in Staten Island, New York. He started shipping with the SIU in 1943 and served in the steward department. His mother, Mrs. Rose Lake Russell, of East Mansfield, Mass., survives. Burial was at Ferncliff Cemetery, Hartsdale, New York. Total benefits: \$4,000.

Louis Bernier, Isham Beard, Edward Boyd, Thomas Barracliff, Darrell Chañ, Amado Diaz, Lawrence Floyd, Daniel Hutto, Allison Hebert, Emilio Lerma, Albert Mathisen, Harry Overton, William Odom, Alfredo Perex, Robert Rogers, John Rawza, Frank Rowell, Arthur Sigler, Claude Sturbis, Joseph Vaughn, Donald Whatley, Horace Williams, Ransom Wilson, James Winhet, Charles Zlatoff

ST. MARY'S HOSPITAL GALVESTON, TEXAS

USPHS HOSPITAL GALVESTON, TEXAS

USPHS HOSPITAL BALTIMORE, MARYLAND

USPHS HOSPITAL SEATTLE, WASH.

USPHS HOSPITAL FORT WORTH, TEXAS

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK

VA HOSPITAL TUSCALOOSA, ALABAMA

VA HOSPITAL HOUSTON, TEXAS

USPHS HOSPITAL STATEN ISLAND, NEW YORK

SPRING GROVE STATE HOSPITAL CANTONVILLE, MARYLAND

USPHS HOSPITAL BRIGHTON, MASS.

USPHS HOSPITAL BRIGHTON, MASS.

USPHS HOSPITAL DETROIT, MICHIGAN

PINE CREST HAVEN COVINGTON, LOUISIANA

US SOLDIERS HOME WASHINGTON, DC

USPHS HOSPITAL SAN FRANCISCO, CALIF.

USPHS HOSPITAL SAVANNAH, GEORGIA

USPHS HOSPITAL NEW ORLEANS, LOUISIANA

USPHS HOSPITAL BRIGHTON, MASS.

Seafarer's Wife Lauds Service

To the Editor: I would like to express my heartfelt thanks to the Seafarers Welfare Plan for the immediate consideration to me during my stay in the Hotel Dieu here in New Orleans for my surgical and medical costs. It was most welcome and needed, as I would have been at a loss without this assistance. My husband, electrician aboard the De Soto, was at sea at the

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.

time and I had no way of meeting these expenses.

It's a wonderful plan for both the seamen and their dependents. Enough cannot be said about the SIU's efficiency and promptness in such situations.

My sincere thanks to you all. Mrs. Anna Plahn

New Headlines Recall Old Story

To the Editor: Since I last saw you, I was called home and of course was happy to be there on the holiday. During the holiday sojourn and the other days I have been doing a lot of reading and reviewing.

The thing I wish to point out to you is the tremendous headline hunting Joe Curran has been attracting by his remarks and attacks on the "Red Birds." Now I think that somebody who knows the background of this individual and of the "Commie" infiltration of his union in the past should bring these things to light. I do not feel that the AFL-CIO should stand by and

allow this headline hunter to put himself up as the "Messiah of Trade Unions" and the only appointed spokesman for it.

We of our organization have seen in the past his tie-in with Harry Bridges and all of his other tie-ins. I think it is unfair to all the other trade unions to have him with all his demagoguery set himself up in such a position, especially since our organization was the first to put the heat on the "Red Birds" years back. A few good items I picked up on some other things are mentioned below.

"Periscope" in "Newsweek" (November 19, 1962) quotes Willard Wirtz, Secretary of Labor, as saying 800,000 workers change jobs every 30 days. Talk about job turnover. He says automation will increase the figures some more and that more man-days are lost due to unemployment than from all the strikes in the last 35 years.

E. A. Anderson

Seafarer Lauds Welfare Assist

To the Editor: I want you to please publish in the LOG my feelings about the SIU Welfare Plan, which is one of the most wonderful gains we have made for all Seafarers and their families. I know this has been said many times, but it has to be repeated over and over again so that everybody will know what this welfare program means.

I have been on the sidelines for a long while now, due to being in and out of the hospital, but the Welfare Plan and our officials who handle these matters have always taken pains to see that everything is done right.

This kind of care and considerate treatment is very helpful and welcome to those of us who recall the type of conditions we had before the Welfare Plan was a fact. Thanks to all who have made this possible, as we certainly appreciate it. Joseph Pilutis

SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. Visit or write whenever you can, as you'll appreciate the same favor later when you may be laid up. The following is the latest available list of SIU men in the hospitals around the country:

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

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Alcoa Corsair Visits Jordan



Seafarer R. P. Nelson, chief electrician (right), and cook Green have their pictures taken aboard the Alcoa Corsair (American Bulk), in Aqaba, Jordan, after delivering a cargo of grain to that port.

St. Christopher Crew Has 'Trip To Remember'

A memorable voyage was completed recently by the crew of the Saint Christopher (Ocean Freighting and Brokerage Co.). Between Mobile, Ala., and Gibraltar just about everything that could happen to a ship happened to the Saint Christopher. Crewmember Z. A. Markris, writing to the LOG from aboard the vessel, tells the story.

"To begin with, when the ship left the shipyard in Mobile, we had engine trouble and had to be towed into New Orleans for repairs. After that we loaded grain in Port Allen, La., and sailed for the Bahamas.

"We lost the plant about a half dozen times and we finally made it to port where we had more repairs done. After leaving port for 12 hours we were taking salt water baths and there was talk of rationing water. The engineers on board tried to give the men a hard time but we went along with it, hoping it would get better.

"They wouldn't start the evaporators so that we could get water until the captain made them.

"We hit a storm and all hell broke loose. We lost the awning on the aft end, all portholes and watertight doors leaked and the deck crew had to tie them down to keep them secured. But it was useless. The men got together and

started bailing water from 6 AM until 11 PM. But by morning she was full of water again.

"The captain and mates tried to get out of the way of the storm, but I don't think they knew how.

"After three days of this we were headed south and found calmer waters. We then managed to get to Gibraltar and have been here for eight days getting repairs enough to get us to India. I understand we will get some more repairs there, and when we get back to the States, some more. I only hope when we do get back that we can straighten this ship out."

In the face of all these tribulations, Markris lauds the SIU crew as "one of the best crews I have had the pleasure of sailing with."

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every month to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

From the Ships at Sea

The crewmembers of the Robin Hood (Robin Line) are somewhat peeved, to say the least, about the treatment they've been getting in Indonesia. Tops on the list of complaints is Indonesian Customs, which is requiring that the men be stripped nude and searched several times coming and going ashore.

Besides, they're allowed only about \$1 in cash when they go ashore.

Among many other troublesome regulations is one dealing with the issuance of travelers' checks. Checks must be declared with the Customs officer who in turn must accompany the seaman to a specified bank to see that the check is cashed at the bank only. Since the banks are normally open only between 8 AM and 11 AM, the whole practice is not too practical.

If a seaman is detained at the local police station, which doesn't seem like an unlikely event in Indonesia or require much excuse, it can take several days before a hearing can be arranged before a judge, meaning that the man may have to miss his ship at sailing time.

A vote of thanks to the gang on the Steel Worker (Isthmian) was extended by the Eagle Voyager (United Maritime) for supplying news and magazines when the Worker tied up near the Voyager recently in Ras Tanura. The late news and other items helped make life in the Persian Gulf a little easier, William McKelvey, ship's delegate on the Eagle Voyager, reports.

At a regular ship's meeting, the crew of the Globe Explorer (Bulk Ships) took the time to extend their appreciation to Captain Holland, who is retiring after this voyage. As the crew aboard his last command, they offered their best wishes to a man they consider "a real seafarer and gentleman."

President Kennedy's action in blocking Cuba was the topic of discussion aboard the New Orleans (Sea-Land) recently. A vote of thanks was unanimous for his decisive action in invoking the quarantine covering the area.

Ship's delegate R. L. Huddleston of the Eagle Traveler (United Maritime) reports, as a result of

having to take on replacements in foreign countries, that the vessel now has six non-union men on board or 19.35 per cent of the total crew. At the last ship's meeting, he relates, the newcomers were clued in as to their responsibilities on an SIU ship. They were told,

according to the minutes: "You are expected to conduct yourselves properly and observe all rules of the SIU, which are responsible for the high standard of shipboard living and higher than average pay which you now enjoy."

OVERSEAS ROSE (Maritime Overseas), July 22—Chairman, T. E. Smith; Secretary, J. Oquendo, Jr. No beefs reported. Motion that pay for all Saturdays and Sundays, whether at sea or in port, be added to basic wages. Suggestion that ship's delegate ask the chief mate to buy certain brands of cigarettes. Motion to call meeting in order to elect new ship's delegate.

BRADFORD ISLAND (Cities Service), June 22—Chairman, none; Secretary, A. Capota. No beefs reported. Request that patrolman be aboard ship at payoff.

MOUNT SHASTA (A. H. Bull), Aug. 29—Chairman, R. J. Mathews; Secretary, K. Foster. Ship's delegate reported a few beefs and talked to captain. There will be a draw on arrival. Motion that new fans and spare parts

not to sign on until beef is settled with the chief engineer in the port of New Orleans. Vote of thanks to steward department for exceptionally good menus, good food and excellent service throughout voyage.

ALCOA POLARIS (Alcoa), Aug. 7—Chairman, Leo C. Mannon; Secretary, Abraham Aragon. Ship's delegate reported everything running smoothly. Some repairs taken care of. Jacob Otreba elected new ship's delegate. Vote of thanks to Brother Vante for good work performed while he was ship's delegate.

BARBARA FRIETCHIE (J. H. Winchester), Aug. 12—Chairman, L. Willis; Secretary, A. Bernard. Ship's delegate reported everything running smoothly. Motion made to have ice machine put on ship. Need fan for laundry room. Timer for laundry machine and blower for galley.

VILLAGE (Consolidated Marine), Aug. 12—Chairman, W. F. Walker; Secretary, J. G. Lakwyk. Crew asked to clean foci's before leaving ship and to be present at payoff. No beefs reported.

DEL MAR (Delta), Aug. 5—Chairman, Clyde Miller; Secretary L. Blanchard. Everything running smoothly. Motion made to have captain's speech typed and sent to the LOG. J. Miller elected ship's delegate. Crew requested to donate \$2.00 for movies. Balance due on movies is \$34.00.

ACHILLES (Bull), Aug. 16—Chairman, A. Hoberg; Secretary, W. Rinehart. No beefs and no disputed OT. Motion made that ship's delegate see patrolman about proper time for captain to put out draw.

STEEL ARTISAN (Isthmian), Aug. 15—Chairman, Vernon Hopkins; Secretary, Tom Rainey. \$25.60 in ship's fund. No beefs reported. Ship needs to be fumigated. No LOGs or communications received. Motion that ship carry enough travelers checks so it doesn't run short on long trips.

JOHN B. WATERMAN (Waterman), Aug. 5—Chairman, A. Bjornsson; Secretary, H. Ridgeway. Suggestion made to give the Food Plan a vote of thanks on the fresh milk given at all times. Crew asked to stop fussing during meal hours.

SAMPAN HITCH (Suwannee), Aug. 7—Chairman, Lester R. Smith; Secretary, Monroe Gaddy. Ship's delegate resigned and Lester R. Smith was elected new ship's delegate. \$2.24 in ship's fund. No major beefs reported.

MARYMAR (Calmar), Aug. 12—Chairman, John R. Marshall; Secretary, Al Whitmer. Ship's delegate reported everything running smoothly. All hands agreed that they want to have statement of earnings before payoff. \$17 in ship's fund. Members asked to donate at least 50 cents at payoff for emergency repairs to TV set as needed.

ORION COMET (Orion), Aug. 11—Chairman, H. Whisnant; Secretary, F. E. Taylor. Ship's delegate to request agent to meet ship in El Segundo, California, on arrival. \$5.70 in ship's fund spent for radio, leaving balance of \$2. No major beefs reported.

ANJI (Northern), July 27—Chairman, Tony Michalski; Secretary, William Kelly. Ship's delegate reported three men hospitalized. No American money aboard. Captain will try to obtain US currency in Bangkok. Crew asked to keep natives out of galley and messrooms. No LOGs or communications in three months.

CHATHAM (Sea-Land), Aug. 12—Chairman, John Gallagher; Secretary, John H. McElroy. \$14 in ship's fund. No beefs reported. Complaint regarding elevator on ship being hard to pull. Engineers have promised to repair same, but have not. Vote of thanks to steward department.

AZALEA CITY (Sea-Land), Aug. 12—Chairman, Stanley J. Hutchinson; Secretary, George O. Bishop. Ship's delegate will take up matter of disputed OT with patrolman. \$11.65 in ship's fund. Motion to have ship's delegate see patrolman about washing down afterhouse daily.

MOUNT SHASTA (Bull), July 29—Chairman, J. R. Mathews; Secretary, Ken Foster. Few beefs aboard. Ship's delegate talked to captain in regard to beefs. Motion made to install all-new fans with spare parts for crew quarters, and cots for crewmembers. Mate asked for total of all deck department overtime.

DIGEST of SIU SHIP MEETINGS

be ordered for crew quarters, plus cots for crewmembers. Ship's delegate sent telegrams to headquarters from India totalling \$40.00. This money to be reimbursed by all hands at \$2 each.

DEL MUNDO (Delta), July 22—Chairman, J. W. Craft; Secretary, T. Trehern. Report sent to company and Union headquarters concerning one crewmember. Report about the loss and destruction of mail in Conakry has been made to the State Department and the Postmaster General. Request change in brand of coffee. Ship needs to be fumigated before the next voyage. New washer is badly needed.

COUNCIL GROVE (Cities Service), July 25—Chairman, L. W. Pitre; Secretary, J. Dedicatorta. Ship paying off in Norfolk. No funds in ship's treasury; pool is suggested. No beefs by department heads. Everybody happy and getting along fine.

STEEL RECORDER (Isthmian), July 22—Chairman, W. Davies; Secretary, V. Shliapin. Pantryman missed ship in Kunsan, Korea, but rejoined in Yokohama. No beefs reported. Request that crew strip bunks and leave foci's clean at departure. Suggestion that weekend sailing board should be posted on Friday. Crew requests improved pastries. Crew messman commended. More attention should be paid to sterilizing dishes. Ship needs to be fumigated.

ORION COMET (Orion), July 29—Chairman, H. Whisnant; Secretary, V. Douglas. No beefs reported. R. F. Edmonds was elected ship's treasurer. Ship's delegate kept job. Suggestion to see patrolman about TV.

RAPHAEL SEMMES (Sea-Land), Aug. 21—Chairman, M. S. Trotman; Secretary, C. C. Linden. No beefs reported. Suggest a donation from each man at payoff for TV repairs.

SEATRIN GEORGIA (Seatriner), Aug. 19—Chairman, Stephen Zavados; Secretary, Robert Hannibal. One man failed to join ship. Delegate to see patrolman about watches being broken. \$21.00 in ship's fund. Vote of thanks to steward department.

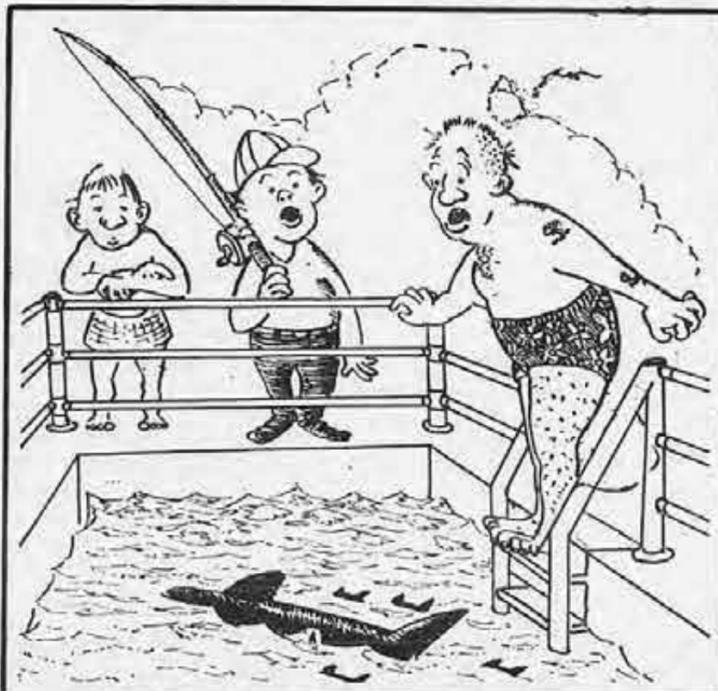
STEEL RECORDER (Isthmian), Aug. 19—Chairman, G. Erlinger; Secretary, P. Seidenstein. Ship's delegate reported one wiper fired and one man logged. Transportation claims clarified and hot water beef straightened out. Crew asked to keep library neat and requested that solution be found to provide larger library space. Crew asked to be properly dressed when entering messrooms. Ship needs to be fumigated.

MANKATO VICTORY (Victory Carriers), Aug. 19—Chairman, Nollie A. Towns; Secretary, William R. Cameron. No beefs reported. Jessie Cabral elected ship's treasurer. No beefs reported.

DEL SOL (Delta), Aug. 19—Chairman, L. Nichols; Secretary, H. Mene. Motion to have steward contact the Board of Health in regard to beef about water. Motion that ship's delegate contact chief officer regarding steps to be taken about watertight doors aft. Motion to have patrolman aboard upon arrival in port. Crew

'Sea Life'

By Jim Mates



"Had to put her in the pool, Bosun. It was a maternity case . . ."

A Veteran Of Whaling Days, Seafarer Recalls Dangers

"I remember one time when we harpooned a whale up in Kodiak, Alaska. He kicked back with his tail, knocked off the stern of the boat and killed the first mate."

This is the way 76-year-old Seafarer Fred Harvey described one of the many dangers he was exposed to when he sailed on the 110-foot whaling bark Andrew Hicks back in 1904.

"I get a big kick," the gritty veteran exclaimed, "when I hear some of those oldtimers tell about how tough it was when they first started shipping. On a whaling ship you slept 20 in a foc'sle, lived on corn beef doled straight out of a briny barrel, and if you didn't catch any whale you didn't get paid a cent. Your wage was figured on a percentage of the take."

Harvey shipped on the Andrew Hicks from 1900 to 1904. "I was 14 years old when I first started," he continued, "but you were supposed to be 17 so I faked my age. I lived in a boarding house in Frisco at the time. The boarding master would act as a go-between for the shipowners and round up a crew from the guest list."

"Most of these guys, like myself, had never been on a ship in their lives but, if you were breathing, they'd take you. If they didn't get enough from the house they'd shanghai a guy from anyplace. We had men from all over the world."

"A whaling captain was a lot like 'Captain Ahab' in 'Moby Dick.' He'd stand on the deck with a 'scope' and when he'd sight a whale he'd yell 'thar she blows' just like in the movies. I bet a lot of people don't know you could tell what kind of whale it was by the way it spouted."

"Some whales would spout straight up, some to the side, and some had more than one spout and they'd look like a geyser when they raised their humps out of the water."

"After the whale was sighted, a boat was launched to track the whale and harpoon him. There were six men in a boat—four oarsmen, a mate and a boat steerer. The boat steerer did the harpooning and, after the whale was hit, he'd change places with the mate—who did the killing. There was a lot more to a harpoon than meets the eye."

"Attached to the harpoon was a long rod called a trigger rod. When the rod entered the whale along with the harpoon it set off a cartridge which triggered a small cylindrical bomb that was attached to the end of the harpoon. You can imagine how the whale would thrash when it was hit with that thing. We thought the swells would wash us out of the boat, but we rarely capsized."

"The rope that was attached to the harpoon holding the whale would get so hot from friction that you could smell it burning. I was a stroke oarsman on the boat and part of my job was to throw water on the rope so it wouldn't sever from the heat."

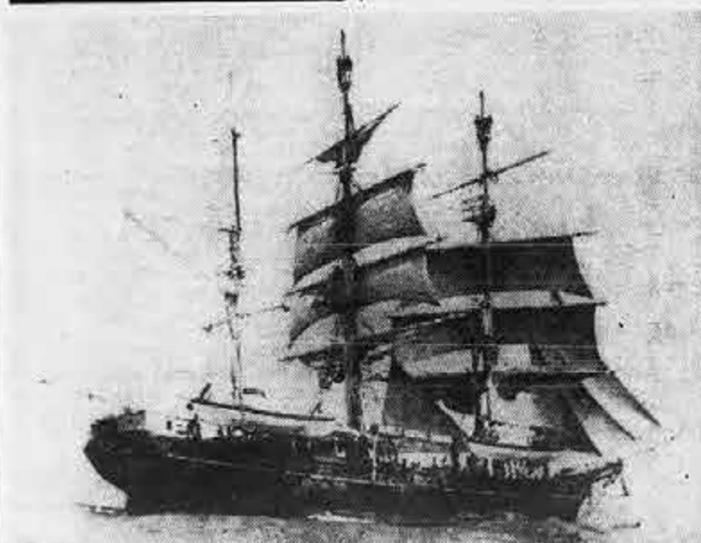
"We'd hunt whale from Decem-

ber to the following November and then we'd return to Frisco with a load of whale oil. We'd stay in port about a month until the oil could be crated in barrels for shipment back to the East. Then we set out again for Pacific and Alaskan waters."

Ends Whaling Days

Harvey's whaling days ended in 1904 when the wanderlust overtook him, and for the next 14 years he sailed around the world many times. He served in the fabled French Foreign Legion during the First World War and when the war was over he started to sail on steamers. He joined the SIU in August of 1949.

The whaling bark Andrew Hicks was built in New Bedford, Mass., in 1874 and made its way west to test its mettle at hunting whale. Ultimately it extended its search for whale to the Caribbean and there it was lost in a 1914 hur-



Seafarer Fred Harvey, a veteran of many whaling voyages, looks over an old photograph of the Andrew Hicks, on which he first sailed in 1904. The 110-foot whaling bark (above) was built in New Bedford, Mass., in 1874 and roamed the world searching for whales. She was lost in the Caribbean in 1914. Harvey tells of the many dangers faced by the men who hunted the world's largest animals.

ricane and never heard from again.

As for Harvey, 76 years strong, he signed off the Kathryn (Bull) on November 8 after seven and a half months of sailing on deck. Mention the word retire, and the veteran Seafarer will pound his chest, break out into a big smile and exclaim "Retire! Hell, no! I feel in the pink and I've got a lot of good years of sailing ahead of me!"

LOG-A-RHYTHM:

The Chief

By Roy Lee Hinson

The beautiful faces of Cherokee,
Camping near the lake,
Are the people who are free,
Whom God did not forsake.

Every chieftain was born free,
His tent was set in order;
He owned the land and every tree;
The rainbow was the border.

The chieftain's son and his bride,
As faithful as the sky,
By his side they both abide;
Neither one shall ever die.

His sun sets o'er yonder mountain,
Casting shadow in valleys below,
On tents and flowing fountains,
Upon the beautiful show.

The beautiful show and tents we see,
And the Happy Hunting Ground,
Are found in our old Tennessee,
But not beneath the ground.

LOG-A-RHYTHM:

Message

By S.J.T.

I gave a message to the wind
To take across the sea;
And now I hear the faint reply
The wind is bringing me.

It is the answer to the prayers,
I said so many times.
It is the echo of the clock
That sounds its silvery chimes.

And now I know as surely as
The sun that sets each day,
There is a certain someone, who
Will never stay away.

There is a pretty rainbow, and
There is a pot of gold,
And love is something beautiful
That never grows too old.

And though our happy hours may
be
Short and very few,
My love will be eternal, and
Our dreams will all come true.

'New Member'



One of the latest members of the SIU family poses here for his first picture. He is David Romero, born in September to Seafarer and Mrs. Jose Romero, who make their home in Houston, Texas.

Oldtimer Adds Own Thank-You

To the Editor:

I am in the 12th month of my retirement from the SIU and have had plenty of time to think about all the various changes in the Union since Stone Street.

We have come a long way and really we should thank our lucky stars we have had such farseeing men like our present

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.

officials. Looking back, whoever would have thought we would be able to call it quits with a pension of \$150 a month.

To top it all, I received another check for \$25 for which I am most grateful as my wife's medical bills have been pretty high since she left the hospital again.

I must thank all for the generous thought at this time of the year. Keep up the good work you are all doing at headquarters and all the best wishes to all hands for the New Year.

E. Jones

Praises Assist By SIU Official

To the Editor:

I'm eternally grateful to Mike Carlin, SIU international representative, for the manner in which he represented me after I was hospitalized in Recife, Brazil, recently, following a shipboard injury aboard the Penn Exporter. Had it not been for his fine representation,

there's no telling just what would have happened to me.

While serving as bosun aboard this Penn Shipping vessel, I suffered a severe back injury. After we arrived in Recife one week later, it took two days more before the captain, an oldtime bucko, got around to making arrangements for me to see a doctor. The company doctor made a perfunctory examination of my back on board ship and said there was nothing wrong with me. Since my back was painning me greatly, I insisted on hospital X-rays.

The generous captain arranged for me to stay in one of Recife's cheapest flophouses while the X-rays were made and processed.

It was at this point that Brother Carlin came to my rescue. He had me moved to a decent hotel and, after the X-rays bore out the seriousness of my injury, saw to it that I was given an adequate hospital room. Some three weeks later I was flown to Houston and admitted to the Galveston Marine Hospital. Examination and X-rays there disclosed that I was suffering from a crushed vertebrae and possibly other complications.

Still later, the serious nature of my injury was verified by the USPHS doctor, who made me an out-patient and ordered no duty for four months.

Although it now appears that I have a permanent injury, if it hadn't been for Carlin conditions could have been much worse. Again I say thanks to the SIU and this fine official.

I expect to be beached indefinitely and would appreciate hearing from former shipmates, especially Penn Exporter crewmembers. My address is: PO Box 593, Springfield Station, Panama City, Florida.

Robert "Red" Darley, Jr.



Bernard E. Samuels, Sr.
You are asked to contact your son at 1814 West Gregory St., Pensacola, Fla.

Almarion Leroy Davis
Your wife wants you to contact her. She has important news. Write or call.

Lealie J. Brillhart
Your mother asks that you write her at San Antonio, Texas, regarding Robert. Urgent.

Ted Ziellinski
Contact Jesse Jiminez, PO Box 1254, Texas City, Texas.

Earl M. Barr
Bill says your gear is at the Home Storage and Warehouse Co., 248-252 17th Street, Brooklyn, New York. Your receipt is with the dispatcher.

Myles B. McDonough
Your sister, Nona, asks you to

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PERSONALS and NOTICES

get in touch with her at 6 Jackson Place, Brooklyn 15, New York.

Jimmy
Your are asked to return the wrist watch you got near the New York Hall to Bo Anderson, 416 Chartres Street, New Orleans, La.

Leo Cortines
Your brother, Eugene, asks that you contact him soon at 6300 Wisconsin Ave., Chevy Chase 15, Md.

William C. Simmons
Contact your son, Gene, at 3206 Brighton Street, Portsmouth, Va., or telephone 397-1553.

George Baldo
Write J. W. Henry, Box 344, Kevil, Kentucky, or contact him via the SIU hall in Houston.

John Saraltsis
Frank M. Puglisi, 2044 Cropsey Avenue, Brooklyn 14, NY, asks you to get in touch with him.

Douglas K. McLeod
Your wife asks you to contact her at 524 West 15th Street, Houston 8, Texas. Important.

Tax Refunds
Income tax refund checks are being held for the SIU men listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco:

Dao King Chae, John J. Doyle, John Gardner, Norman Mendelson, Ali Nasroen, Sheffield Nerkitt, Jorgen G. Pedersen, Marvin Satchell, George W. Stidham, Grover C. Turner, Ah Sai Wong.

Paul W. Woodcock
Jaro A. Konecny, PO Strong, Salem, Maine, has an important message for you.

Peter Blanco (Hurtado)
Get in touch with your cousin, Carmen M. Borrás, 28 Laura Lane, Plainview, Long Island, NY.

Carroll J. Rollins
Your aunt, Mrs. Helen Rollins, wants you to contact her.

Wallace A. Inkenhault
Get in touch with your mother, Berta Alicia Chanson.

Paul Melton
Anyone knowing the whereabouts of the above-named is asked to have him get in touch with his son, Paul, at 714 Essex Ave., Baltimore 21, Md.

The following men are asked to get in touch with Mrs. Murie E.

Teter at the Home Hotel, 1200 East Baltimore Street, Baltimore 2, Md.

James Swinney, Roy Johnson,

William Lachemy, James Mullins, Anthony Pinchook, D. D. Groves, T. Conn.

George Young
Contact Prof. Wen F. Chang, University of Florida, Coral Gables, about a personal matter concerning your son.

Walter C. Losiewski
Mrs. Ruth McVicker, 2925 Delaware Avenue, Baltimore 27, Md., is anxious to hear from you.

O. Stick, Oiler
Let me know where you want the \$50 sent. Write c/o Seattle SIU hall. B. Koontz.

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.

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	January 7	Detroit	January 11
Philadelphia	January 8	Houston	January 14
Baltimore	January 9	New Orleans	January 15
Mobile	January 16		

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through March, 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 a resolution adopted by the Executive Board last December. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows.

Wilmington	San Francisco	Seattle
January 21	January 23	January 25
February 18	February 20	*February 21
March 18	March 20	March 22

*Scheduled early due to Washington's Birthday.

KNOW YOUR RIGHTS

WC Lumber Ship Breaks Up —Whole Crew 'Lifted' Off

COOS BAY, Oregon — Twenty-four crewmembers hit the beach by helicopter and breeches buoy when the lumber schooner Alaska Cedar ran aground early this month on the treacherous north jetty here. The vessel was part of the SIU Pacific District-contracted W. R. Chamberlin fleet.

All hands were rescued after the 256-foot vessel smashed into the rocky coast. Seven crewmembers who were injured were later released.

The steamschooner went aground about 3 PM, Sunday, December 2, after it had apparently cleared the bar safely on its way to Crescent City, Calif., with more than two million board feet of lumber. But it suddenly went dead in the water and huge waves gradually shoved it backward onto the shore.

It lay trapped on the rock-lined north jetty, as rough seas pounded the crippled, 19-year-old ship and large cracks opened in both sides. A helicopter dropped a three-inch line to the ship and then secured it to the jetty. The Coast Guard rigged a breeches buoy to the line and crewmen were hauled one by one from the ship to the jetty in the buoy.

The helicopter also managed to haul some of the men ashore two at a time and land them on the jetty. Quick work by the crew and

the rescue party was credited with preventing major injury to all concerned.

A day after the grounding, the ship broke in two.

In an earlier sea accident, nine other Pacific District members risked their lives to save 13 Chinese fishermen, when the President Hoover (American President), bound from Hong Kong to Yokohama, sliced through a Chinese junk. The Hoover carries a crew from the Sailors Union, Marine Cooks and Marine Firemen's

Union.

An SUP-crewed lifeboat ventured forth three times following the splitting of the junk, whose two main hulls remained afloat during the initial rescue operation. The second foray to find a missing fourteenth Chinese crewmember was unsuccessful, but shortly thereafter a Chinese stowaway was discovered—only to be lost when he jumped overboard. A third lifeboat mission was speedily dispatched but failed to recover him.

Higher Social Security Tax Begins January 1

WASHINGTON—Seafarers will find Social Security taking a little bigger bite from payoffs starting January 1, even if the money was earned before then.

The rate will be hiked one percent—shared equally by employees and their employers—to three and five-eighths percent on the first \$4,800 in income during 1963. Thus, Seafarers will pay \$174 for Social Security instead of the \$150 paid in 1962.

Those who work for more than one company during the same year and have more than the maximum deduction of \$174 taken from their 1963 wages can treat the excess as "Income Tax Withheld" on their 1963 tax return.

The 1963 increase is the second step in a gradually-increasing rate schedule. The law passed in 1961 calls for a four and five-eighths

percent tax on the first \$4,800 of wages by 1968, for a total \$232 Social Security deduction.

This will pay the cost of increased benefits established last year to provide for reduced old-age insurance coverage for men at age 62 and expanded benefits for widows, dependent widowers, and dependent parents.

It will also permit increases in minimum old-age benefits and reduce the amount of work needed to qualify for benefits, allowing many workers, dependents and survivors who were excluded under previous requirements to receive benefits.

SIU Holiday Dinner Guests



Holiday diners at SIU hall in New York included Seafarer Juan Pola, daughter Nydia, 19 (above, left), and Mrs. Pola. Dad was home after trip on the Alcoa Planter. Below, Mrs. Victor Almojera (left) and cafeteria staffer Ray Thomassen flank Gloria Almojera, 21½, as the youngster reaches out for her own fresh fruit dessert. Dad Victor Almojera, off the Steel Designer (Isthmian), was off-camera.



US Transport Census Readied

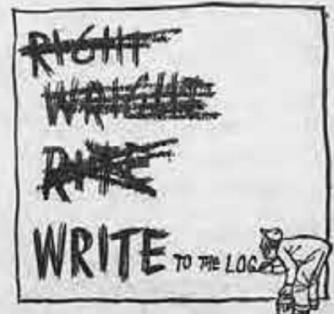
WASHINGTON—Set to get off the ground in 1963 is the long-authorized national transportation census that when concluded can well affect shipping and all other modes of transport.

First authorized by Congress in 1948, the huge project was not allocated any funds until the last session of Congress. It will start compiling totals on national travel, commodity transportation, truck inventory and use and bus and truck carrier statistics.

Measures Traffic Flow

The prime objective following a survey of the above categories is to measure traffic flow. This is especially important with respect to the comparative volume of commodities shipped by different means of transport. The survey will include the length of haul, size of shipment, and the origin and destination areas.

There was no mention of taking new surveys right now of shipping operations, which are separately compiled by several agencies. The connection of these figures with the census will be established later in dealing with national traffic patterns.



SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Drinking Sea Water Is Not Safe

Whether it is safe to drink water is of vital importance, especially to Seafarers or others who may find themselves castaways with a shortage of, or no fresh water supply. The danger of drinking sea water has recently been discussed in the "Navy Medical News Letter" as reported by the World Health Organization (WHO).

The basic physiological concept for not drinking sea water is based on the fact that the salt content of the fluids of the body is about 1%. The salt content of open ocean water is about 3½%. Normally, when food and water consumption is sufficient, the salt concentration in the body fluids remains relatively stable by elimination of salt in the urine by the kidneys, which seldom averages more than 2% concentration. This difference between the salt content of the body fluids and sea water, and the physiological inability of the kidney to excrete more than a certain proportion of salt in the urine is the usually accepted basis of why sea water is dangerous.

It introduces a hypertonic solution into the circulation, fluids are withdrawn from the tissues, the blood volume is increased and the kidneys are forced to excrete the excess fluid. The result is dehydration of the tissue, a disturbance in the acid base balance, increase in non-protein nitrogen of the blood, plasma protein concentration, reduced heart output, thirst, exhaustion, collapse, and death.

This view was challenged in a much-publicized book by Dr. Alain Bombard, who described his crossing of the Atlantic Ocean in an inflatable raft in 1952. On this trip of over two months, he relied principally on sea water and fluids expressed from fish to quench his thirst. He advocated the drinking of sea water by castaways when fresh water was not available, and suggested that they should commence drinking sea water as early as possible before dehydration commenced, but in small amounts, to avoid nausea and diarrhea.

The fresh water available should be carefully conserved, he said, and, if there was none available, fluids expressed from fish by pressing them in plastic bags or towels should be consumed.

Dr. G. Aury, principal medical officer of the French Navy, impressed by Bombard's findings, carried out experiments with himself and volunteers under shipwreck conditions. He reported that sea water was drunk by volunteers with no serious results; however, the experiments lasted only 2-4 days. Dr. Lindemann, a German physician, at first impressed by Bombard's findings, made no less than three voyages across

the Atlantic in a canoe and collapsible boat. His findings, although not well-publicized, were just the opposite.

The question of whether sea water is safe to drink was brought before the Maritime Safety Committee in 1959. The reports of Bombard and Aury had created considerable confusion among seamen about the safety of drinking sea water, and some were under the impression that the hazards were exaggerated. The Maritime Safety Committee referred the controversial question of drinking sea water to the World Health Organization. While awaiting the report from WHO, they urged that no governments advocate the drinking of sea water by castaways.

WHO convened a committee of five international experts to discuss the question. Their views, but not the policy of WHO, was based on the analysis of all evidence available. The experts considered the effects of drinking sea water on the intestinal tract, the body as a whole, and on the mind. The effect on the intestinal tract was to cause cramps and diarrhea; on the body as a whole, to produce dehydration, and on the mind, especially in large amounts, it led to mental disturbance and even suicidal tendencies.

They examined the contention that a limited supply of fresh water could be extended if it was mixed with sea water. The group emphasized that there was no evidence that, in man, sea water can be used to eke out the supply of fresh water.

Their investigations indicated that man can remain reasonably fit without water for six days, and has survived without water for twice that period at sea. The group ended its report with the following advice to those who have to abandon ship.

- Unless you are in charge of a party, do as you are told. Try to remain cheerful. Discipline and morale count for more than anything else.
- If you have a remedy for sea-sickness, take it, if needed.
- If the atmospheric temperature is low, your immediate and most dangerous enemy will be cold, so put on as many woolen clothes as you can. They will help keep you warm in the water or on a covered raft, and even if you are fully clothed your life-jacket will always keep you afloat.
- If the temperature is high, avoid sunburn, keep yourself as much as possible in the shade, and keep your clothes moist to reduce sweating and so conserve body water.
- Drink no water for the first 24 hours you are adrift. Then take 500 ml (a pint) of fresh water daily until supplies run low, thereafter 100 ml until the water is finished.
- Never drink sea water. Never mix sea water with fresh water if fresh water is in short supply. Sea water has been used to moisten the mouth, but the temptation to swallow it may be irresistible and it is better not to use it for this purpose. Never drink urine.

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