

74 Qualify For SIU Balloting

—Story Page 3, Report Page 25

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SEAFARERS LOG

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1960

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

SIU ROUTS HOFFA IN TWO ELECTIONS

Detroit:

**Wins 19-Ship Fleet,
SIU-277, IBT-171**

Puerto Rico:

**Tuna Cannery Votes
SIU-255, IBT-8**

—Story On Page 3

Meany Overrules SIU On Scow Issue

—Story On Page 2

INDEX To Departments

The SIU Inland Boatman
—Pages 8, 9

SIU Social Security Dep't
—Pages 12, 13, 14

The Pacific Coast Seafarer
—Pages 22, 23

The Great Lakes Seafarer
—Pages 10, 11

The Fisherman and
Cannery Worker
—Page 18

The Canadian Seafarer
—Page 21

The SIU Industrial Worker
—Page 25

SIU Safety Department
—Page 7

SIU Medical Department
—Page 19

SIU Food, Ship
Sanitation Dep't —Page 20

Editorial Cartoon —Page 15

A&G Deep Sea
Shipping Report —Page 6

Shipboard News
—Pages 27, 28, 29

NMU Attacking SIU Ship Pact At Labor Board

—Story On Page 5

Senate Group Condemns Anti-Ship ICC Practices

—Story On Page 5

SIU LABOR DAY PARADERS—See Page 32



Meany Vetoes Scow Captain Tie To SIU

AFL-CIO President George Meany has ruled against the SIU in relation to the recent affiliation of Deck Scow Captains Local 335. A wire sent by Meany to the SIU on September 1 ordered the SIU to withdraw the charter it issued to the Scow Captains and to "refrain from any further effort" to organize them.

Meany's wire was the outgrowth of an agreement reached July 25 ending a five-day strike of the scow captains against major building materials companies in New York. The scow captains' strike had been successful in shutting down activity in New York. During the course of the strike, Teamster President James Hoffa put pressure on Teamsters Local 282 to cross picket lines. But rank and file Teamsters expressed their support of the strike by refusing to do so.

NATURE AND COMPOSITION OF UNION

Deck Scow Captains Local 335 is composed of men who man scows in the Port of New York, with a membership of 700 to 750. The local has always been completely autonomous, with its own set of officers, its own constitution and by-laws, and its own contracts. These agreements are signed by the Local union with the Harbor Carriers of the Port of New York, and some independent carriers.

HISTORY OF LOCAL UNION'S RELATIONSHIPS AND STATUS

Prior to 1954, Deck Scow Captains Local 335 was known as Deck Scow Captains Local 933-4 and was an autonomous affiliate of the International Longshoremen's Association, AFL. This relationship had existed for a period of some 20 years. (See Appendix, Exhibit 1—Contract between Deck Scow Captains Local 933-4 and Employers.)

In 1954, by a vote of 232 to 21, the membership voted to affiliate with the United Mine Workers, District 50, breaking their ties with the ILA. The Local moved into the United Mine Workers as a body and the employers recognized and honored the contracts in effect under the previous affiliation, although their name had been changed to Local M-102. The contract had been signed under the name of Local 933-4 ILA. (See Appendix, Exhibit 2a—Agreement between Employers and Deck Scow Captains Local 933-4 ILA; Exhibit 2b—Letter from Employers recognizing changeover and continuation of contract.)

At the same time, Locals 333, representing tugboat crews, and coal barge Local 334, both affiliated with District 50 of the United Mine Workers, and their previous contracts, signed under the ILA label were also honored by the employers.

In 1955, the Deck Scow Captains left the United Mine Workers and obtained a Federal Labor Union charter from the AFL. They were assigned the title of Federal Local #24948. Similarly, the other local unions, Locals 333 and 334 also received Federal Labor Union charters. Again the employers continued to honor the agreements in existence under the previous designation and affiliation of the local union. The contract followed the local union and the membership. (See Appendix, Exhibit 3—Contract between Employer and Federal Labor Union #24948.)

In 1956, by an open vote of 26 members, action was taken by the local to terminate its Federal Labor Union status and to affiliate with the United Marine Division of the National Maritime Union. (See Appendix, Exhibit 4—Minutes of Special Meeting—Deck Scow Captains Local 335, May 7, 1956.)

Similar action was taken individually by each of the two other local unions, the tugboatmen and the coal bargemen. Again the employers promptly recognized the new organizations and continued to honor the agreements although they had not been signed under an NMU label.

SCOW CAPTAIN'S COMMITTEE MEETING WITH SIU, JANUARY 1960

About January 1960, a committee from Deck Scow Captains Local 335 called upon the SIU, and requested the SIU's assistance. They cited lack of assistance from the United Marine Division, NMU, in prosecuting beefs with their employer.

However, the pickets were removed on reaching agreement that the strike issues would be decided by Meany. The SIU then submitted detailed documentation as to how the Scow Captains came to affiliate with the SIU. The following is the full text of the SIU's presentation. On page 3 is the text of the agreement to resolve the issues, and the subsequent exchange of wires. Exhibits referred to are not included because of the volume of the material involved such as contracts and other lengthy documents.

Since they were affiliated through the United Marine Division with the National Maritime Union, the SIU advised them that the proper place to address this request was to the president of the National Maritime Union, Joseph Curran. The SIU heard nothing further from this group. However, the SIU has since learned that the above mentioned committee was unable to arrange a meeting with Curran and was referred to another officer of the National Maritime Union, who told them this was a matter between the Deck Scow Captains Local 335 and Joseph O'Hare of the United Marine Division with which they were affiliated.

COMMUNICATIONS FROM DECK SCOW CAPTAINS LOCAL 335 re: Independent Status and Desire for Union Affiliation

On June 13, 1960, the SIU received a communication from the officers of Deck Scow Captains Local 335, setting forth that the organization was "presently unaffiliated" and that a committee had been elected to communicate with international unions for the purpose of securing an affiliation. The letter invited a representative of the SIU to address their next membership meeting to explain the details of affiliation with the SIU. The communication also pointed out that identical communications had been sent to the IBT, the ILA and the NMU. (See Appendix, Exhibit 5—Letter of Invitation to SIU, IBT, NMU, etc.)

The reasons given by the Deck Scow Captains Local 335 for their disaffiliation from the United Marine Division were that O'Hare had taken steps to destroy their autonomy. Upon learning of their dissatisfaction with the status of their contract relationships and with the lack of assistance from the United Marine Division, O'Hare then sought to merge their membership with Tugboat Local 333 of the United Marine Division, embracing some 2,000 members.

His objective was to enable the larger group of tugboat workers to outvote the deck scow captains on every issue that might be raised. The method he chose was destruction of an autonomous local union which had existed in this fashion for more than a quarter of a century.

A special meeting of the local had been called April 11, 1960, at which O'Hare appeared and urged the membership to dissolve the local and merge with Local 333. The recommendation was rejected on the grounds that the men would be outnumbered four to one, with the tugboatmen deciding issues affecting the scow captains, and that the scow captains' jobs and hiring procedures would be jeopardized.

As a result, at the regular monthly meeting in May, a motion was made to hold a special membership meeting on May 29, at which time the membership would vote on whether to disaffiliate from the UMD. This meeting was held following appropriate notice to the membership, and a secret ballot vote was held. (See Appendix, Exhibit 6—Letter of notice dated May 17, 1960.)

The executive board was unanimous in support of the disaffiliation motion. The disaffiliation motion carried 131 to 14. (See Appendix, Exhibit 7—Letter dated June 3, reporting disaffiliation action.)

A committee was then elected whose

efforts led to the letter of invitation to the four unions previously mentioned.

Shortly thereafter, members of Deck Scow Captains Local 335, received a communication from Joseph O'Hare, in which he said, among other things, "I note in recent propaganda that Wilhelm is already looking for an international to which he wants to affiliate Local 335. The Seafarers would be a good choice since they only have a few thousand unemployed and with rotary shipping you might be able to work as much as 2 or 3 months a year." (See Appendix, Exhibit 8—Letter from O'Hare.)

LETTER FROM PRESIDENT CURRAN

Several days after the SIU received the Deck Scow Captains' letter of invitation, a letter was received from President Joseph Curran of the National Maritime Union. The Curran letter and the reply sent by SIU President Hall are as follows: (See Appendix, Exhibit 9A—Letter from Joseph Curran; 9B—Reply from Paul Hall.)

(The NMU President's letter described the Deck Scow Captains' action as the product of a few disgruntled individuals and asked that the SIU disregard their invitation. In reply, SIU Secretary Paul Hall noted that circumstances surrounding the matter made it incumbent upon him to attend the meeting.)

We had also learned that the Teamsters were sending a representative to this meeting, and failure of any AFL-CIO affiliate to attend could well lead to the Teamsters taking over this local and getting a foothold in AFL-CIO jurisdiction in the maritime industry.

DECK SCOW MEMBERSHIP DECISION, JUNE 19

On June 19, SIU representatives appeared at the regular membership meeting of the Deck Scow Captains local. O'Hare and a group of tugboatmen from Local 333 were in front of the building and attempting to dissuade members of the Deck Scow Captains local from attending their regular membership meeting.

While the SIU representative was addressing the meeting, we were informed that when the Teamsters representative, Sam Del Grasso of Local 518 of the Teamsters Marine Division, out of Jersey City, arrived at the entrance of the meeting hall, he was met by O'Hare. Following a discussion between the two, Del Grasso apparently changed his mind and left the meeting site.

The SIU representative discussed the terms of affiliation under which the SIUNA operates and left the meeting. We were subsequently advised that the membership voted by secret ballot as follows: SIU, 163; No affiliation, 2; Teamsters, 1; NMU 1.

We were also informed that at the same meeting, the membership, by resolution assigned all its contracts as affiliated with the SIU. (See Appendix—Exhibit 10—Letter dated June 22, Advising of Deck Scow Captains Local 335 Action to Affiliate.)

UNITED MARINE DIVISION RAIDING MOVE

At the time of Deck Scow Captains Local 335's disaffiliation from the UMD-NMU, its subsequent independent status, and later affiliation with the SIU, notice of these actions was given to the employer groups. The employers, who had always recognized previous changes in affiliation as a routine matter and continued to honor contracts in effect, now refused to deal with Deck Scow Captains Local 335 claiming an agreement with the non-existing 335 UMD-NMU. (See Appendix—

Exhibit 11—Letter dated June 14, From HARBOR CARRIERS.)

The employers advised the Deck Scow Captains Local 335 that the UMD-NMU had appointed an administrator, Jim Murray, for Local 335 UMD with D. Mahoney and M. Jensen as assistants and T. Anglim as office manager. All of the foregoing are members of Local 333—tugboatmen, not scow captains.

When, on May 15, Deck Scow Captains Local 335 moved for a May 29 special meeting for the purpose of deciding on a disaffiliation, the UMD-NMU then prepared a new constitution establishing a new union known as Local 335, UMD-

NMU in anticipation of a vote of disaffiliation.

After the disaffiliation, about June 9, Joseph O'Hare, UMD-NMU, distributed the constitution of the new local, with pledge cards seeking to raid Deck Scow Captains Local 335, unaffiliated. (See Appendix—Exhibit 12—Constitution of Local 335, UMD-NMU and Exhibit 8—Letter dated June 9 from Joseph O'Hare.)

Again on June 27, 1960, Joseph O'Hare sent a letter plus pledge cards and membership application cards for the new union, "Local 335, United Marine Division." (See Appendix, Exhibit 13a—Letter dated June 27, 1960, Exhibit 13b—UMD Pledge Cards.)

O'Hare's action amounts to a raid upon the membership of Deck Scow Captains Local 335, as affiliated with the SIU.

Concurrently with O'Hare's action, the employers refused to recognize the contract, fired members of Deck Scow Captains Local 335, and hired replacements from O'Hare in direct violation of the hiring clause of the Deck Scow Captains Local 335 agreement, Section II (b). (See Appendix, Exhibit 14—Contract between Employers and Deck Scow Captains Local 335.)

NLRB CHARGES AND LAWSUIT

Consistent efforts to resolve this issue of employers' non-recognition through peaceful means were unsuccessful. At the end of June 1960, action was filed in Federal Court charging breach of contract on the part of the employers, also charges were filed before the National Labor Relations Board for Unfair Labor Practices. (See Appendix, Exhibit 15—NLRB Charge.)

Finally on July 17, 1960, at a regular membership meeting, attended by 358 members, a strike vote was taken to effect the two major companies controlling a majority of the sand and gravel operations in the harbor, the other companies were not struck. Some 430 deck scow captains walked off their jobs to do picket duty at the 26 installations that were struck throughout the port. The strike was effective for five days and ended upon the intervention of AFL-CIO President Meany through his administrative assistant, Peter McGavin, obtaining an agreement that the issues would be submitted to President Meany for final and binding decision. Meanwhile, the SIU was requested to remove picket lines and have the men return to work on the assurance that there would be no discrimination of any kind.

CONCLUSION

Regarding the charges of raiding against the SIU which have been made by the UMD-NMU as a result of the affiliation of the Deck Scow Captains Local 335 with the SIU:

(1) The SIU is not a party to the "no raiding" pacts in effect among signatory unions within the AFL-CIO federation of unions.

(2) Upon the request of the office of the President of the AFL-CIO, the SIU removed the picket lines and had the men return to work and agreed to accept the ruling of the Federation president with respect to the raiding charge. Deck Scow Captains Local 335 went on strike upon authorization of the membership with some 430 men from the companies involved coming off their job to picket and otherwise support the strike action.

(3) The raiding charge is completely without foundation because the Deck Scow Captains Local 335 sought out the SIU as well as other unions at a time when it was and had been unaffiliated and independent. Furthermore, under no circumstances can the Deck Scow Captains Local 335 affiliation with the SIU be construed as a raid upon the collective bargaining relationship of an AFL-CIO affiliate because no such relationship existed between the employers and the UMD-NMU. On the contrary, the collective bargaining relationship exists between the employers and Deck Scow Captains Local 335. As a matter of fact, it is the UMD-NMU which, by the formation of a new union, is seeking to encroach upon or raid the established collective bargaining relationship between the employers and the Deck Scow Captains Local 335 as affiliated with the SIU.

Text Of Exchanges On Scow Captains

Agreement

Be it resolved, that the parties of the SIU, AFL-CIO, and UMD, NMU, AFL-CIO, have agreed: (re: current tie-up of scow captains in Port of New York).

1. That AFL-CIO President George Meany shall decide the issues involved within the meaning of the constitution of the Federation, and that his findings shall be final and binding on both parties.

2. That President Meany will attempt to render his decision within the next 15 days or as soon as thereafter as possible, contingent upon the arrangement of a meeting with SIU President Paul Hall and NMU President Joseph Curran.

3. That the workers shall return to work and without discrimination of any kind.

4. That in compliance with and under the terms outlined above, it is agreed that the SIU will comply with the request of Peter McGavin, that the picket lines be removed and the men returned to work.

Joseph O'Hare, pres., UMD-NMU
J. "Murry" Miller, UMD-NMU
Al Kerr, SIU
Cal Tanner, SIU-

Sept. 1, 1960

Paul Hall, president
SIUNA

I have reviewed and examined all the facts in connection with the current dispute between the NMU and SIU involving the chartering, by the SIU, of a group of workers of Local Union 335 of the NMU and have come to the conclusion that the SIU is in violation of the constitution of the AFL-CIO in this instance. I therefore request that the SIU withdraw the charter which it has issued to this group and refrain from any further effort to organize them into the SIU.

George Meany, President

Sept. 1, 1960 7 PM

George Meany
President, AFL-CIO

Re: your wire of September 1, 1960, announcing your decision pertaining to the dispute between the SIU and the UMD-NMU regarding Deck Scow Captain Local 335, this is to notify you that we comply with your decision and will revoke the charter forthwith. In view of the nature of this dispute, we are certain that all parties involved will take all possible steps as may be required to protect the job rights and union constitutional rights of all of the members of Deck Scow Captains Local 335. Copies of this telegram are being sent to Joseph O'Hare, president UMD-NMU; Thomas Wilhelm, secretary-treasurer, Deck Scow Captains Local 335; Joseph Curran, President, NMU.

Paul Hall, President, SIUNA

Sept. 2, 1960

Thomas Wilhelm, secretary-treasurer
Deck Scow Captains Local 335

Copy of my wire to President Meany acknowledging receipt of his decision and advising him of our compliance with his request that the SIU withdraw its charter from Deck Scow Captains Local 335 was sent to you. In view of President Meany's decision I must therefore ask that you immediately return the charter that had been issued by our Union to your organization. I am sure that you as a good trade unionist will understand that this action on our part is necessary in view of our responsibility to the labor movement of which we are a part. Please convey to the officers and members of Local 335, from the officers and members of our union, wishes for ultimate success in your fight to protect the job rights, union constitutional rights and security of the membership of Local 335. In the brief period of your affiliation with our union we have witnessed the courageous fight you have made to protect your membership against a ruthless employer group. Our people shall long remember your great fight in your successful strike action and the responsible manner in which you conducted yourselves on the picket lines. It was an example any union could be proud of. Copies of this communication requesting the return of our charter are being sent to George Meany, president AFL-CIO, Joseph O'Hare, president UMD-NMU and Joseph Curran, president NMU.

Paul Hall, President, SIUNA

74 QUALIFY FOR SIU OFFICE

A total of 74 Seafarers have been found fully-qualified to run for Union office and will vie for 43 elective posts open in the coming Atlantic and Gulf District election. This is one of the largest number of positions ever to be placed on an SIU ballot, reflecting the growth and changes in the Union.

Of the 78 Seafarers who nominated themselves, only four were disqualified. Two of the disqualified candidates failed to submit proper seafaring requirements and two were found not in continuous good standing for three years previous to nomination as required by the constitution.

One of the 74 qualified Seafarers, Harry Fitzgerald, candidate for New York joint patrolman, had been disqualified originally by the committee for failure to submit sufficient seafaring. He appealed to the membership and submitted additional qualifying seafaring. As a result, he was recommended for

qualification by headquarters and the recommendation was approved at all SIU membership meetings.

Voting on the SIU general election of 1961-2-3-4 will begin on November 1 and will continue for two months, through December 31, exclusive of Sundays or holidays legally recognized in the city or state in which the port is located. Voting will be between the hours of 9 AM and 5 PM daily and 9 to 12 on Saturdays.

Candidates will be elected to posts in the seven constitutional ports and headquarters. Other ports maintained by the SIU, which are not specified in the constitution, will continue to operate but

SIU Routs Hoffa In 19-Ship Fleet, Tuna Cannery Vote

DETROIT—The SIU has come up with two stunning victories over Teamster President James R. Hoffa, routing his raids on the SIU's jurisdiction. The SIU, Great Lakes District here crowned its most successful organizing year with a lopsided victory in the 19-ship Boland & Cornelius fleet.

Meanwhile, in Puerto Rico, the SIU Puerto Rican Division handed Hoffa an even more one-sided beating in an election among some 400 workers at the National Packing Company, a tuna cannery. (See story on this page.)

SIU Crushes Hoffa, Others

In winning a National Labor Relations Board election in the Boland fleet by the margin of 277 to 171, the SIU crushed opposition by Hoffa, a company "independent brotherhood" and the owners, all of whom had the common objective of keeping Boland seamen from getting SIU representation.

The SIU victory was sweetened by the fact that the "independent brotherhood" had been set up just two years ago in the previously-unorganized fleet for the specific purpose of blocking unionization. It was this same "independent" brotherhood which Hoffa's home local, Local 299 in Detroit, took over at his personal direction and attempted to use as a stepping-stone into maritime. The attorney for the "independent brotherhood," the Seamen's National Brotherhood of the Great Lakes, also happens to the attorney of record for Hoffa.

Part of Campaign

As a result of the SIU win, the unholy alliance of the one-company "independent" and Hoffa has been swept into the discard.

The success in B&C means that during the 1960 navigation season, the SIU has organized four non-union companies owning 47 ships. All told, since the start of the comprehensive Lakes organizing campaign late in 1957, the SIU Lakes District has organized 74 ships employing nearly 2,000 unlicensed seamen. Companies involved include Tomlinson, Gartland, Reiss, Pioneer, Buckeye, Steimbrenner and Boland & Cornelius.

Speaking of the Boland victory,

Hoffa Big Lie

Unable to admit trouncing at hands of SIU, Hoffa put out these reports in official Teamster publications. The "vote" referred to was fake affiliation tally Hoffa rigged before NLRB election. At right is clip from IBT's "Midwest Labor World," below clip from paper of IBT central conference.

Lakes Seamen Vote For Teamster Union

DETROIT—An extensive organizational campaign conducted by Local 299 in Detroit paid off with an election victory involving some 500 seamen in the Great Lakes area.

Local 299, headed by General President Hoffa, scored an impressive upset over the AFL-CIO Seafarers International Union. The final count showed the Teamsters Union polled 275 votes and the SIU 224. The balloting represented seamen on 16 ships of three companies. Seamen in the Great Lakes area were formerly members of an independent seamen's "economic welfare organization."

Detroit Teamsters

Teamsters Local 299 of Detroit scored a smashing victory over the AFL-CIO Seafarers Union among 500 seamen in the Great Lakes District. The local union, which is headed by General President James R. Hoffa, polled 275 votes to 224 for the SIU in a recent representation election. The balloting represented seamen on 16 ships of three companies. The seamen were formerly members of an independent union.

Al Tanner, SIU Great Lakes Director of Organization, congratulated the crews for choosing a "genuine AFL-CIO maritime union" despite "dark-of-the-night shenanigans pulled to prevent you from making a free, democratic choice."

Election Sought Last Spring

The struggle by the Boland seamen for SIU representation began in the spring when the SIU petitioned for an NLRB election with pledge cards from a majority of Boland seamen. Hoffa, through his attorney, immediately put the machinery in motion for the "independent brotherhood" to affiliate with the Teamsters, despite a vote from the members to explore AFL-CIO maritime affiliation.

On May 14, the SIU learned that a committeemen's meeting had been set up in Detroit to give Hoffa a platform to peddle affiliation with Local 299. Thanks to objections raised by Boland seamen present, the group reluctantly agreed to give the SIU equal time.

Hoffa agreed to be present at the meeting at which the SIU official was to speak, but failed to show up.

Try To Split Vote

SIU President Paul Hall flew in from New York to address the group, following which Hoffa's attorney set up a private election on affiliation which was designed to split the pro-SIU vote. The choices were SIU merger; SIU affiliation; no affiliation; Teamster affiliation.

Although the leaders of the "brotherhood" campaigned energetically for the Teamsters, and, in fact, the election ballots and voting procedures were handled by the Teamsters and the "brotherhood" the total vote cast was 241 for the SIU to 206 for the Teamsters. Nothing daunted, the attorney set

up a second vote, in which squads of Teamster representatives handled unknown numbers of ballots and absentee ballots. By virtue of counting an unspecified number of "absentee" ballots, including more than 100 ballots from vessels not in operation, the Teamsters claimed a 275 to 224 "victory."

All these "election" maneuvers went for naught when Boland seamen went into court complaining about the rig. Faced with the prospect of going to trial and spreading the sordid details on court records, Hoffa's attorney capitulated and agreed to what the SIU had sought throughout, namely an election under the auspices of the NLRB. Boland seamen then clearly demonstrated their preference for the SIU.

SIU Wins Tuna Plant 255-8

The Teamster defeat at Boland & Cornelius was accompanied by another severe setback at the hands of the SIU, this one in Puerto Rico. There the SIU Puerto Rican Division routed the Teamsters in an election at the National Packing Company, a tuna fish cannery, where the Teamsters were also trying to invade SIU jurisdiction. The SIU got 255 votes, the Teamsters just eight votes. The "Dorvillier News Letter" a San Juan publication, reporting the win, declared, "the sailors' union has landed its biggest victory in three years of island-based organizing in Puerto Rico." There are approximately 400 workers involved.

Subsequently, the Puerto Rican Division successfully concluded an 11-day strike against Volkswagen of Puerto Rico, Inc., winning a two-year contract covering 95 workers.

Welfare Plan Liberalizes Benefits On Doctor Calls

Two changes in the Seafarers Welfare Plan, involving doctors' visits to hospitalized patients prior to operations and scholarship eligibility, have been made by action of the trustees in an August 31 meeting.

Benefits will now be paid for doctors' calls at the hospital up to the date of surgery. Previously, doctors' calls were not paid in surgery cases. Post-operative care by the surgeon is usually automatically covered by the bill for surgery.

The new benefit has been effective as of September 1, 1960.

In a second Welfare Plan change, it has been ruled that children eligible for the scholarship benefit may not be married or self-supporting. Every candidate must be a dependent child of a Seafarer. Should a scholarship winner become married while attending college, however, the scholarship would continue.

Government Puts Largest Liberty Tonnage On Sale

The largest single package offer of surplus Government shipping ever made, 219 ships, most of them Liberties, have been put on the block. This unwanted World War II tonnage, going for salvage, was built at a cost of \$400 million and is selling at less than three cents on the dollar.

MA Has Sold 200

Since the Maritime Administration started to offer ships in the Reserve Fleet for hull scrapping two years ago, it has sold about 200. The vessels were offered in groups of thirty. In comparison, the current package is unusually large, but according to the Maritime Administration it does not represent a trend.

The 219 ships are all at the Wilmington, NC anchorage, where maintenance and personnel costs amount to \$205,000 a year. The winning bidder will get them on an "as is, where is" basis. This means that after taking off machinery and major items of equipment, he must transport them at his own expense. They must be dismantled in the United States. An exception can be arranged for the breaking up of fifty of the Liberties in a "friendly foreign country."

THE INQUIRING SEAFARER

QUESTION: When on a ship, do you prefer the upper or lower berth? How do you decide who gets which bunk?

Antonio Suarez, steward dept.: Sometimes I like the top, sometimes the bottom. There are plenty of occasions though when it's better not to be underneath somebody. Some guys, for example, have a habit of flicking their ashes down below when they smoke in their bunks. Aside from dirtying the bedclothes, this is a dangerous practice.



~ ~ ~

Augustin Rodriguez, bosun: I always prefer the lower bunk. Some ships have no upper berths in the room shared by both the bosun and carpenter. This is an ideal set-up, too, because there can be no argument as to who sleeps topside. This arrangement is mainly available on Liberties. I hope the day's not far off when all men will have their own bunks on dry cargo ships.



~ ~ ~

Secundino Santorio, bosun: In the deck department, there is a standing rule which says the OS always gets the top bunk. As for the engine and steward department, I believe the answer to that is worked out among the individuals assigned to each room. Usually it boils down to who gets there first. As for me, I always prefer to occupy the lower bunk.



Dominic Blazak, wiper: I prefer the upper berth but generally give it to my roommate if he's older. Having the upper bunk sometimes makes it difficult for me to crawl up there in rough weather when the ship is rolling and pitching. I think the lower bunk is easier to sleep in when the weather is rough. Of course, on those new supertankers there's no problem inasmuch as each man has his own fockle.



~ ~ ~

Antonio Gonzalez, bosun: I like the lower bunk. This dates back many years ago when as many as 10 or 15 men slept in the same room. Sometimes you have to remind the guy on top about putting his feet on your bedclothes when he gets in and out of his bunk. I once was awakened in the middle of the night with a pair of feet in my face. They belonged to the guy in the top bunk, naturally.



~ ~ ~

Bob Yeager, deck: I'd rather have the upper bunk if I'm asked about it. But I never argue about it. I always let the other guy have his choice. Arguing about it starts everything off on the wrong foot before the voyage even begins.



Close Down Kings Point, MMP Asks

President Robert E. Durkin of the International Organization of Masters, Mates and Pilots, AFL-CIO, has strongly reaffirmed that the Merchant Marine Academy at Kings Point should be abolished.

The original purpose of the creation of a Merchant Marine Academy, according to Durkin, was to assure the American Merchant Marine sufficient licensed personnel, of which there is presently a surplus, he said.

The MMP president stressed the difficulty of finding employment for the present force of licensed officers.

The SIU has long been opposed to the academy for two reasons: the military atmosphere under which students are trained for civilian jobs, and because Government funds are used to train a fixed number of officer candidates annually, irrespective of the changing needs of the industry.

The Union also believes that merchant marine officers should come out of the ranks of the seamen themselves.

Coal Miner, Coal Beef Ship Sold

The Coal Miner—first vessel acquired by American Coal Shipping back in 1956 when the firm was formed—has been sold. The buyer is reported to be Cargo Ships and Tanks, an NMU-contracted company. This leaves the once-ambitious coal-carrying venture with one ship, a tanker, now in lay-up in Norfolk.

American Coal Shipping was worth an estimated \$50 million when it came into being in 1956 during the Suez Canal crisis as a joint venture of the United Mine Workers, the coal producers and the railroads. Part of the deal was that United Mine Workers District 50 got the contract for ships' officers, over the protests of the Masters, Mates and Pilots and the Marine Engineers Beneficial Association.

The MM&P and MEBA will now man the ship under its new owners. The American coal set-up was unique in that District 50 represented both a segment of the crew and of the ownership.

At the time of its formation, the company had grandiose plans for chartering ships by the score from the Government for carrying coal. However, the company never got off the ground, with only a handful of ships being put into service for a brief period.

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LABOR 'ROUND THE WORLD

SINCE THERE NOW SEEMS TO BE A DIFFERENCE OF OPINION in some quarters regarding the true status of so-called "trade unions" in Soviet Russia, it is interesting to note a statement recently made by Viktor Grishin, chairman of the All-Union Central Committee of Soviet Trade Unions.

Grishin, according to a dispatch sent by the Moscow correspondent of the New York Herald Tribune, said in a speech recently that "the strength of the (Soviet) trade unions lies in (the fact) that they are guided by our party. Accordingly, they must do all their work under the leadership of the party organizations and with their direct aid."

Grishin, as this newspaper pointed out in its last edition, himself provides a sorry commentary on how the Soviets' so-called "trade union" apparatus works, for Grishin was a functionary of the Communist Party in the Moscow area who had never participated in any trade union activities until 1958, when he suddenly succeeded N. M. Schvernik as chairman of the Central Committee.

In the current situation, Grishin's remarks were made during a discussion of the efforts Soviet workers must make to speed up production to help the Soviet Union reach the economic goals called for in its ambitious seven-year (1959-65) economic plan.

At any rate, both Grishin's remarks, and the history of the man himself, help to substantiate what this newspaper has maintained all along—that is, that the Soviet Union's so-called "trade unions" are subject to, controlled and directed by the Communist Party, and that Soviet workers must work for the Party which, on the industrial front, is interested primarily in higher production for the benefit of the state, rather than in the welfare and well-being of the workers themselves.

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SPEAKING OF THE SOVIET "TRADE UNIONS," their true status and the position they occupy in the Russian economy was also pinpointed very specifically by AFL-CIO President George Meany in the statement he made, regarding trade union delegation exchanges with dictatorship countries, during the meeting of the AFL-CIO Executive Council in Chicago last month.

Meany pointed out that nothing has happened in the USSR, since the death of Stalin and the rise of Khrushchev, to warrant changing the AFL-CIO's often-stated policy that free trade unions should not exchange delegations with so-called trade unions in dictatorship countries.

In fact, Meany declared, Khrushchev's industrial "reform" measures have served only to tighten the Communist Party's control of Soviet economic life and its institutions, so that more than ever, before the Soviet "trade unions" serve as agencies of the Communist dictatorship for the purpose of speeding production without concern for the well-being and rights of the workers.

"The basic problem confronting any organization which calls itself a trade union," Meany's statement asserted, "is wages and working conditions. The various Khrushchev industrial reorganization decrees have only reaffirmed and reinforced the power of management (the Communist government employers) to have the last word in regard to wages, change of employment, and the compulsory shifting of workers from one plant to another. The much propagandized high rate of Soviet economic growth has been attained, in very great measure, at the expense of labor's economic interests and democratic rights."

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GETTING A LITTLE CLOSER TO HOME on the Communist problem, the AFL-CIO Executive Council, at its Chicago meeting, issued another statement which, this newspaper believes, should help to combat the inroads of Communism in the Latin-American countries on our doorstep.

It is a generally accepted fact, among the free nations of the world, that one of the best ways to combat creeping Communism is by helping to elevate the economic level of the less-developed nations to the point where the peoples of these nations will not be susceptible to the lures of the Communist propagandists.

It is also now known—and it was so stated by Secretary of State Herter at the meeting of the Organization of American States in Costa Rica last month—that the leaders of Soviet Russia and Communist China are determined to exploit the situation in Cuba as a means of intervening in Latin American affairs, and that their purpose is to sow distrust and fear among these peoples in order to pave the way for their political control of this area.

In Latin America, the Executive Council's statement points out, our Government has long failed to provide leadership for the economic development of the hemisphere. Its aid programs for Latin America have too often been grudging, piecemeal and unduly limited; and, as a result, US relations with Latin America have deteriorated and inadequate headway has been made in aiding of Latin American neighbors to cope with their serious economic problems.

The US labor movement, on the other hand, has repeatedly urged accelerated efforts to achieve greater economic growth in Latin America, and has now called upon the Administration and Congress to adopt a new and enlarged effort to achieve such growth on the basis of certain fundamental principles, including the full participation of the Latin-American companies themselves in any program developed.

Certainly there are those, even among labor organizations in this country, who will always be ready to exploit those whom they can in order to espouse the Communist cause.

A good recent example of this, as it was reported in the last issue of this newspaper, was the rapidity with which Harry Bridges' International Longshoremen's Union leaped into the Havana organizing conference which last month arranged for a world congress of pro-Communist sugar, banana and other plantation unions to be held in Cuba in 1961.

The strengthening of the economic structures of the Latin-American countries, and the improvement of the well-being of the peoples of these countries, as advocated by the AFL-CIO Executive Council, could do much—if properly carried out by our Government—to build up a bulwark against Communist temptations, and provide a potent weapon against any—including those groups in our own country—who seek only to advance their own undemocratic purposes.

NMU Files Labor Board Charge Against SIU-Contracted Operator



SIU-contracted Erie & St. Lawrence Corp., owners of Floridian—shown above at recent launching—is target of NMU charges of unfair labor practice. The company also operates another container-ship, the New Yorker, in the East Coast coastwise trade.

The National Maritime Union has filed unfair labor practice charges with the National Labor Relations Board against an SIU-contracted steamship company challenging the legality of an SIU hiring hall agreement. The NMU's charges against the Erie & St. Lawrence Corporation, operators

of the new container ships Floridian and New Yorker, bypassed an agreement reached in January, 1959, between the two unions to resolve all disputes via a joint NMU-SIU committee. In fact, the charges were filed while the joint committee was in process of having meetings on the issue.

Paragraph four of the memorandum of agreement of January 7, 1959, stated, in part: "NMU and SIU shall establish a joint committee with the object of resolving all current and future issues and disputes as may affect both unions. Such committee shall meet upon call from either union."

The NMU's charges accuse Erie & St. Lawrence of recognizing the SIU as exclusive bargaining agent before any seamen were employed on its vessels and hired seamen through the SIU hiring hall, this arrangement being made "some time during the month of June or July, 1960." The NMU called upon

the NLRB to nullify the SIU contract and instruct the company to hire outside the SIU hiring hall.

SIU headquarters promptly branded the charges as total misstatements of fact. In its answer to be presented to the NLRB, the SIU is making the following points:

- There was no pre-hire agreement between the SIU and the company before the ships were crewed up. The contract was not signed until after one of the two ships was already in operation.

- The NMU had, five years ago, specifically released Erie & St. Lawrence from any contractual obligations to the NMU.

- The SIU has a three-year history of contract relations with the Erie & St. Lawrence principals. The NMU never objected to this relationship, even though at the time the two unions were in open rivalry.

- The NMU's action involves an attack on the long-established

principle that seamen can be hired through union hiring halls.

The background of the beef dates back to 1954. At that time, in September, Erie & St. Lawrence, a coastwise operator, sold its vessels to a new company. The NMU followed the ships to the new company and signed a new agreement. In the meantime, in 1955, the NMU signed an agreement with Erie & St. Lawrence releasing the company from any and all contract obligation to NMU, as well as a waiver releasing the company from further welfare and pension contributions.

Corporate Shell

Erie & St. Lawrence remained a corporate shell, with one of its main assets being an Interstate Commerce Commission operating certificate, giving it rights to call at East Coast ports.

Subsequently, in 1957, the owners and major stockholders formed a new corporation, Transportation Utilities Inc. One of the objectives of the new concern was to develop a containership program. The new company would own the ships, but would charter them to Erie & St. Lawrence because the latter had the ICC operating certificates.

Owning Two Liberties

Transportation Utilities first purchased two Liberty ships, the Pacific Ocean and the Westport. The company was organized by the SIU and a contract signed on May 13, 1957. Although the NMU was in rivalry with the SIU at the time, and had no agreement such as existed since January 7, 1959, it made no effort to challenge the SIU's contract.

Subsequently, Transportation Utilities ran into financial difficulty because of the depressed charter market. Its two Liberties had to be auctioned off to satisfy crew wages and other creditors. Because the corporation was in bad financial shape, it was in no position to execute its containership plans. Consequently the major stockholders formed a new corporation which was not burdened with debt and would be able to finance the containership operation. This new company was named Containerships Inc. and was established as a subsidiary of Erie & St. Lawrence. Its ownership, and the ownership of Transportation Utilities, was identical for practical purposes.

Senate Body Upholds SIU Charges; Slaps ICC Pro-Rail Bias

The Senate Merchant Marine subcommittee has upheld maritime industry and labor union charges that the Interstate Commerce Commission is prejudiced in favor of railroads and against the nation's water carriers.

The 51-page subcommittee report, "Decline of the Coastwise and Intercoastal Shipping Industry," states that "water carrier regulation . . . suffers from a deficiency in manpower, data, and interest at the hands of the Interstate Commerce Commission."

In the wake of the subcommittee report, SIU President Paul Hall, who testified at the subcommittee hearings, charged that the ICC is guilty of collusion with the railroads. Hall said that the ICC's preferential treatment of the railroads over domestic shipping is undermining coastal trade, destroying thousands of job opportunities.

Investigates ICC

The Merchant Marine and Fisheries subcommittee of the Interstate and Foreign Commerce Committee made its report after more than a year of investigation of the 11-member ICC.

The subcommittee, headed by Senator Warren G. Magnuson of Washington, criticized the ICC for: failing to regulate selective rate cuts by railroads; failing to establish adequate standards for rate suspensions during disputes; having inadequate techniques and data to determine whether railroad rates are fair and above cost.

The report suggests that "the public does not now enjoy a balanced and healthy transportation system by rail, highway and water. It further appears to your subcommittee that the Commission's methods, procedures, and in some cases its judgment were not reasonably designed to achieve the objectives envisioned by the framers of the national transportation policy."

Joint Rates

Another shortcoming of the ICC, according to the report, is its failure to establish adequate joint rail-water rates. "When the railroad reduces the all-rail rate without a similar proportional adjustment of the rail rate feeding to or distributing from the water carrier, the water carrier is squeezed out," the report states.

It was pointed out that the

water carrier is the low-cost mode of transportation, and must be in order to remain competitive with rail because it is slower and riskier.

Selective rate cuts by railroads pose a threat to the newly developing containership operations, the report says.

The report notes that 16 persons out of 2,501, the total employment requested for the ICC, are concerned with water carriers and freight forwarders. The public interest would be better served, the report concludes, by the ICC taking more interest in water transport.

Admiral Is Caught In Corking Lie

An Annapolis graduate with 38 years of naval service may forego his freedom, his \$12,150-a-year retirement pay and \$35,000 in fines—all for 504 bottles of liquor on which he didn't pay taxes.

Rear Admiral William L. Erdmann, retired, was charged with smuggling about 100 gallons of Scotch, Drambuie, bourbon, Benedictine, London gin and cognac, from Guam to California last December on the carrier Bon Homme Richard. Actually, he was entitled to bring in one gallon of liquor tax-free. He and his wife declared a gallon each. The smuggled drinks were locked in a metal container



and identified as tables, books, fishnet floats, chairs and wood carvings.

Over \$3,000 In Taxes

The liquor cost the admiral \$1,000 at the officers' mess at Guam. Unpaid taxes would amount to \$3,300 more. But this is slight retribution compared with what would follow if he is found guilty.

Treasury agents refuse to identify the enlisted man who informed on the cache of liquor despite entreaties from Navy investigators. Investigations were set off after the unknown sailor told Customs officials. The indictment against Rear Admiral Erdmann includes two felony counts of fraudulently importing and knowingly possessing liquor without tax stamps. The liquor was turned up in his home at Kentfield, California.

Remember When . . .

SEPTEMBER 3, 1940: Harry Lundeberg, President of the SIUNA, wrote the following letter to Mayor Fiorello H. LaGuardia of New York City: "On behalf of the poor old seamen inmates of Snug Harbor at New York, of which you are a trustee, we vigorously and energetically protest treatment being given them by the present governor. The money to run these Snug Harbors was willed to the old seamen. One aged inmate was punished for breaking up some bread to feed to birds and was put on a month's 'taboo' with three hours labor per day. You are supposed to be a humanitarian and liberal, yet their appeals to you for redress of their wrongs and this mistreatment of an aged seaman have gone unanswered, we are advised. I respectfully ask that you reply and take action on this matter."

SEPTEMBER 20, 1940: Two slick gents rooked seamen in NY to the tune of \$6,000 with a phony scheme to launch an outfit to be known as Atlantic and Mediterranean Steamship Lines, Ltd. The District Attorney's office finally caught up with them. Seamen had been "rapidly" promoted upon coming across with their contributions. Some had been named port captains, others port engineers — one even port admiral.

SEPTEMBER 15, 1941: The SIU declared a strike for higher bonus pay on all ships under contract with the Union and scheduled to leave American ports for war zones.

SEPTEMBER 19, 1941: A Special Strike Issue reported that "Pier 3 in Brooklyn is not too damn close to strike headquarters and some of the strikers got lost on the way there to do a trick on the picket line. After wandering around in the wilds of Brooklyn for a while, they suddenly discovered they didn't have the carfare necessary to complete the trip. 'Why not ask the cop on the corner there for the dough?' one of the strikers suggested. It sounded screwy but they tried it. The cop not only gave them the carfare but asked the boys in for a cup of coffee, so they'd keep warm on the pier!"

SEPTEMBER 17, 1942: American shipyards continued to turn out complete merchant ships at a rate of better than two a day during the month of August. A total of 68 new cargo carriers and large tankers were put into service. The August deliveries represented 753,600 dead-weight tons.

SCHEDULE OF A & G MEETINGS

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 P.M. 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	October 3
Philadelphia	October 4
Baltimore	October 5
Detroit	October 7
Houston	October 10
New Orleans	October 11
Mobile	October 12



SEAFARERS ROTARY SHIPPING BOARD



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

August 1 Through August 31, 1960

Deep sea shipping activity in the 13 SIU ports was good during the period with 2,302 men getting employment. This compares with a 2,239 employment figure for the previous period in all ports, which actually covered 3½ weeks during the month of July.

Ship activity was up in the recent period. A total of 460 ships either paid off, signed on or were serviced in transit. Breaking it down, there were 110 payoffs, 71 sign ons and 279 intransits.

New York was highest in payoffs—42, while Houston and

Baltimore ran second with 15 apiece. Miami and Houston had only one payoff each, but the latter handled 67 intransits—the highest in any port for the period. Houston traditionally has more of such activity than any other port.

Registration on the beach at the end of the period hit 3,289 men, compared to 3,579 during the three-week reporting period in July.

Shipping was best in NY with 462 men getting jobs aboard ships; in second place was New Orleans, with 412 jobs recorded. Miami shipped two men—the least in any port.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	1	7	11
New York	42	9	42	93
Philadelphia ..	7	29	5	41
Baltimore	15	8	27	50
Norfolk	2	3	7	12
Jacksonville ..	2	2	23	27
Miami	1	—	8	9
Mobile	13	3	15	31
New Orleans ..	15	11	44	70
Houston	1	1	67	69
Wilmington ..	—	—	15	15
San Francisco ..	4	4	11	19
Seattle	5	—	8	13
Totals	110	71	279	460

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston	2	7	4	13	—	2	1	3	3	5	3	11	—	—	2	2	1	1	—	2	11	2	2	15	11	21	5	37	—	5	1	6
New York	39	95	26	160	2	26	20	48	32	69	19	120	7	10	10	27	2	1	8	11	120	27	11	158	96	166	51	313	1	20	44	65
Philadelphia ..	11	27	5	43	—	3	4	7	13	18	7	38	2	1	4	7	1	—	—	1	38	7	1	46	18	30	8	56	—	2	3	5
Baltimore	23	62	16	101	1	10	31	42	19	48	14	81	4	11	20	35	3	3	3	9	81	35	9	125	39	69	13	121	1	16	32	49
Norfolk	11	9	1	21	—	4	6	10	4	8	1	13	1	3	5	9	2	2	1	5	13	9	5	27	12	13	3	28	—	8	12	20
Jacksonville ..	7	9	—	16	—	4	2	6	7	10	1	18	—	3	2	5	—	1	1	2	18	5	2	25	8	10	1	19	—	3	6	9
Miami	—	1	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	—	—	2	3	5	—	—	—	—
Mobile	20	20	8	48	—	2	12	14	12	20	8	40	—	—	7	7	—	—	—	—	40	7	—	47	28	35	8	71	—	4	8	12
New Orleans ..	37	70	23	130	4	9	13	26	25	56	26	107	1	6	14	21	—	6	3	9	107	21	9	137	67	95	23	185	2	21	23	46
Houston	29	60	28	117	5	11	23	39	30	60	17	107	2	8	22	32	—	2	7	9	107	32	9	148	48	47	22	117	5	9	9	23
Wilmington ..	4	11	1	16	3	1	3	7	4	9	1	14	1	2	2	5	—	—	—	—	14	5	—	19	13	12	2	27	2	4	4	10
San Francisco ..	18	14	3	35	2	10	4	16	12	23	5	40	2	1	6	9	1	—	—	1	40	9	1	50	2	17	6	25	1	4	3	8
Seattle	13	12	3	28	—	8	3	11	9	17	5	31	—	5	6	11	—	—	1	1	31	11	1	43	13	14	2	29	3	13	2	18
TOTALS	214	397	119	730	17	90	122	229	170	343	107	620	20	50	100	170	10	16	25	51	620	170	51	841	355	531	147	1036	15	109	147	271

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston	1	6	2	9	—	2	1	3	1	3	—	4	—	—	1	1	—	3	—	3	4	1	3	8	2	16	3	21	2	4	3	9
New York	32	75	11	118	3	22	21	46	22	73	20	115	1	14	20	35	2	3	5	10	115	35	10	160	45	118	16	179	5	37	35	77
Philadelphia ..	3	18	10	31	—	4	5	9	6	18	6	30	—	11	5	16	—	5	1	6	30	16	6	52	1	17	8	26	—	2	5	7
Baltimore	8	58	7	73	—	29	18	47	6	42	5	53	1	20	21	42	—	9	4	13	53	42	13	108	7	68	14	89	1	15	22	38
Norfolk	—	6	6	12	—	9	3	12	1	10	3	14	—	4	3	7	—	3	5	8	14	7	8	29	2	17	4	23	3	9	2	14
Jacksonville ..	1	4	1	6	—	1	1	2	1	6	1	8	1	2	1	4	—	4	1	5	8	4	5	17	5	7	—	12	—	4	5	9
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	2	—	—	—	—
Mobile	11	24	5	40	—	13	8	21	3	18	5	26	—	3	14	17	1	—	—	1	26	17	1	44	20	41	3	64	—	9	8	17
New Orleans ..	21	51	9	81	1	15	11	27	8	47	15	70	4	9	13	26	2	5	9	16	70	26	16	112	38	93	16	147	2	25	17	44
Houston	12	59	18	89	5	24	23	52	14	65	9	88	2	21	24	47	—	13	9	22	88	47	22	157	40	46	3	89	—	9	5	14
Wilmington ..	1	5	—	6	—	7	4	11	—	6	4	10	—	1	2	3	—	—	1	1	10	3	1	14	1	11	—	12	1	8	4	13
San Francisco ..	9	28	2	39	—	8	3	11	2	19	3	24	1	4	3	8	—	1	—	1	24	8	1	33	7	26	3	36	—	3	3	6
Seattle	4	19	7	30	1	6	4	11	5	13	10	28	2	1	6	9	—	—	1	1	28	9	1	38	5	20	3	28	1	6	2	9
TOTALS	103	350	78	531	10	140	102	252	69	320	81	470	12	90	113	215	5	46	36	87	470	215	87	772	173	481	74	728	15	132	111	258

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston.....	1	1	1	3	1	1	3	5	—	—	2	2	—	—	2	2	—	—	2	2	2	2	6	6	4	5	15	1	—	4	5	
New York.....	36	13	74	123	4	—	30	34	29	10	52	91	1	1	32	34	2	—	17	19	91	34	19	144	70	36	114	220	3	5	44	52
Philadelphia.....	11	8	6	25	—	1	11	12	9	2	8	19	—	—	8	8	—	—	5	5	19	8	5	32	11	12	12	35	—	1	15	16
Baltimore.....	27	4	31	62	2	1	18	21	22	8	29	59	5	2	20	27	—	2	5	7	59	27	7	93	44	12	28	84	2	1	19	22
Norfolk.....	8	4	4	16	2	6	6	14	5	2	1	8	1	1	8	10	—	—	5	5	8	10	5	23	10	6	2	18	4	3	6	13
Jacksonville.....	3	2	—	5	2	2	1	5	2	2	2	6	1	1	2	4	—	—	5	5	6	4	5	15	10	2	1	13	3	1	1	5
Miami.....	2	—	2	4	1	—	—	1	—	—	—	—	—	—	1	1	—	—	—	—	1	—	—	1	3	1	4	8	1	—	—	1
Mobile.....	13	6	26	45	—	—	24	24	8	2	20	30	—	—	13	13	—	—	—	—	30	13	—	43	34	12	34	80	—	—	22	22
New Orleans.....	30	9	58	97	—	2	35	37	20	6	59	85	—	—	29	29	—	—	8	8	85	29	8	122	48	7	91	146	—	4	71	75
Houston.....	25	17	28	70	2	3	20	25	25	13	25	63	2	4	26	32	1	—	11	12	63	32	12	107	15	20	17	52	7	3	9	19
Wilmington.....	7	4	7	18	—	—	4	4	3	—	10	13	1	1	3	5	—	—	1	1	13	5	1	19	10	4	6	20	2	—	3	5
San Francisco.....	14	3	14	31	—	—	12	12	7	1	24	32	—	—	14	14	—	—	2	2	32	14	2	48	11	6	17	34	—	—	4	4
Seattle.....	7	2	9	18	3	3	9	15	6	2	16	24	1	3	7	11	—	—	1	1	24	11	1	36	14	3	5	22	2	3	8	13
TOTALS	184	73	260	517	17	19	173	209	136	48	248	432	12	13	165	190	3	2	62	67	432	190	67	689	286	125	336	747	25	21	206	252

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



What Makes An Accident?

You'd think that a man who was trying to wipe and clean a fan would do it while the fan wasn't running. He'd shut off the fan and wait for the blades to stop turning. Nobody wants to play "Russian Roulette" with his fingers, yet some fellows still try this trick.

We heard about an accident like this recently. The sailor was lucky because he got away with just a couple of cut fingers. He didn't miss any work and continued on the job later. Nobody knows if he'll try this stunt again; he may even get away the next time with no cuts or bruises. Maybe he's been lucky at it for years.

You still wonder why anybody would try something like this. If he saw somebody else doing the same thing, he'd figure him for some kind of nut.

It's the same way with most of us. We're pretty quick to see the mistake by the other guy because we don't see ourselves in his place. When we run into an accident where somebody else got hurt, we see all kinds of ways that could have made the whole thing come out differently. Of course, by now we'd be looking at the situation when it's all over; we already know how the story comes out.

The "experts" tell us that the human factor is responsible for most accidents. Somebody, somewhere along the line slips up. Most of the time machinery doesn't go bad by itself; someone helps things along by not tending a machine properly or maybe not tending it at all. It amounts to almost the same thing either way.

This is why it's important to check out every accident; it's one of the reasons why safety meetings are necessary. Every accident isn't as clear-cut as the one where a man reaches up into a moving fan to clean it—or to "see" if it's moving. Some of them are pretty hard to take apart and see what went wrong. The main problem is to check the accident from every angle. This not only helps the man who was involved; everybody listening in gets the benefit.

One thing to remember is that the meeting discussion shouldn't be turned into a name-calling contest where you point accusing fingers and badger the guy who was involved. By now, he probably knows well enough what he did all wrong. He's the center of attraction until someone else has an accident and he's got some bruises or pains to show for it. Let him know what he did wrong; he's got to do the rest.

Next month the National Safety Council is holding its 48th National Congress in Chicago. This is the big safety meeting of the year covering all major US industries including the maritime industry. Many AFL-CIO organizations are taking part to encourage both job and off-the-job safety in their own fields.

We will be participating in the Marine Sections meetings to report the progress of our Joint Safety Program aboard the ships. Our joint SIU program is the first of its kind in the industry and is achieving success by reducing accidents and injuries. We know we can show that real cooperation between management and labor on safety produces results that benefit all hands.

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

Keen Edges Preferred



No matter what the manufacturers say, all knives are guaranteed to lose their cutting edge. Since a dull knife is a safety hazard, the wise galley force keeps sharpening knives as a matter of routine. It doesn't pay to wait until a dull knife slips and gashes somebody. Keep a keen edge on cutting tools at all times. It's safer and, what's more, it makes the work easier.

**An SIU Ship
Is A Safe Ship**

Seatrain Georgia, Ferry Crash In NY Harbor; Injuries Slight

The SIU-manned Seatrain Georgia and the Hoboken ferry Chatham crashed together in the fog-bound Hudson River late last month. The result: 13 of 700 passengers on the ferry were shaken up and the starboard side of that vessel received a huge gash from the boat deck down to several feet below the waterline. The Seatrain received a slight dent in her bow and a few hull scratches.

Visibility at the scene was limited when the two craft collided. Some reports indicate it was a quarter of a mile; others say it was a mile. The Seatrain was inbound for Edgewater while the ferry was headed for a lower Manhattan pier with Jersey passengers aboard.

Mile In Haze

Four lookouts stationed on the forepeak of the Seatrain reported seeing two objects through haze "about a mile ahead," bearing down on their vessel. This was reported to the bridge which responded with one whistle blast, indicating it would pass to the right of the first vessel, which turned out to be the oncoming ferry. The latter gave two blasts in return and proceeded to turn left. This maneuver exposed its starboard side to the Seatrain's bow and within a few minutes the huge freighter crunched against the smaller vessel.

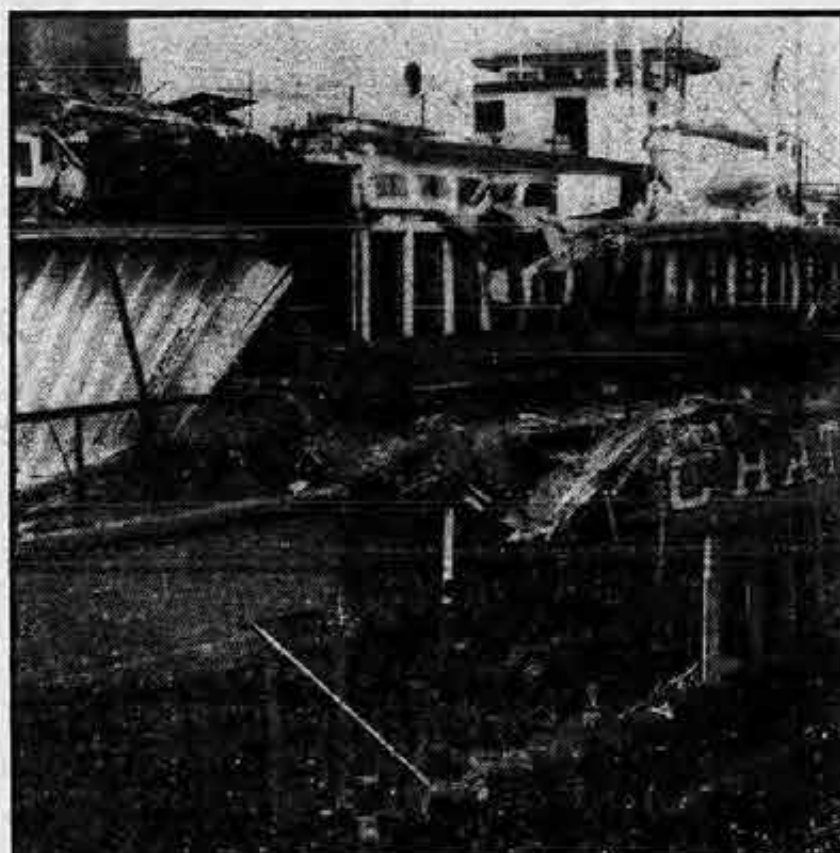
Moments before the impact, the Seatrain dropped her port anchor to slow the ship down, when it became apparent that a collision was imminent. This perhaps saved the ferry from more serious damage than it actually received.

Within minutes, tugboats nearby pushed the ferry into its slip, where all passengers were removed. Later in the day the Chatham made the crossing back to

Hoboken under its own power. It was slated to go into a local yard for repairs.

The Seatrain stayed on the scene for a few hours but was allowed to continue its trip to Edgewater where the ship was paid off after a coastwise run.

Coast Guard hearings were called the day following the crash and continued for one week. Findings are expected shortly.



This is how the ferry Chatham looked after collision with the Seatrain Georgia in fog-bound Hudson River. Only a handful of injuries resulted from accident.

Casey Takes A Flier



One of the passengers on the ferryboat Chatham was Ralph Casey, president of the American Merchant Marine Institute and chief spokesman for shipowner management. Casey was quoted in the "New York Herald Tribune" of August 30 as saying that following the accident, "everybody started running." As the Georgia started to push the ferry toward the dock "I felt there was a serious danger the ferry would fold up like an accordion." Accordingly, he said, he jumped to the dock from the second deck and sprained both ankles.

The rest of the passengers, except for the handful injured in the crash proper, walked off the ferry. Then returned to Jersey under its own power.

At the last National Safety Council meeting, Casey declared that "there are some who think we have gone overboard unrealistically and extravagantly in the safety requirements of ship construction." He placed the blame for most shipboard injuries on the "physically and mentally unfit, the chronic troublemakers and claim contrivers."

It was not known whether or not Casey planned to file suit as a result of his injuries.

MEBA Wins WC Raise

SAN FRANCISCO—The MEBA Pacific Coast District has won a five percent across the board increase, plus other gains, for the engineers sailing on its dry cargo and passenger ships.

Arbitrator Arthur Ross of the University of California granted the Pacific Coast District an award continuing the basic parity between East, Gulf and West Coast MEBA collective bargaining agreements. The new provisions are retroactive to June 16, 1960.

The total package, which represents a major victory for the MEBA, includes a five percent boost in wages, penalty time and night relief rates, plus another two or three percent for the jr. 3rd and licensed jr. engineers, and overtime rates instead of penalty time for certain duties. The only MEBA request that was denied was for a 10 percent bonus when penalty cargo is carried.

Dr. Ross made his award early this month after studying the issues submitted to arbitration. The MEBA presented its requests August 1 following a deadlock in negotiations with the Pacific Maritime Association. Negotiations with the West Coast shipowners began July 18 and collapsed when PMA agreed to the five percent increase but refused to grant the other provisions of the Shaugnessy award, handed down on the East and Gulf Coasts earlier.

Pacific Coast negotiations began after the Shaugnessy award was handed down, and came under terms of a wage review provided in the 1958 contract. The negotiations were postponed at the request of the shipowners until the A&G results were known.

Philly Hall Due Oct. 4

October 4 will mark the official opening of the new SIU hiring hall at Philadelphia, although business has been conducted from there now for several weeks.

The hall is located at 2604 S. Fourth St. and is convenient to the waterfront and public transportation. The building is a one-story affair, modern in all respects, and with ample facilities for the comfort and convenience of SIU members shipping from there.

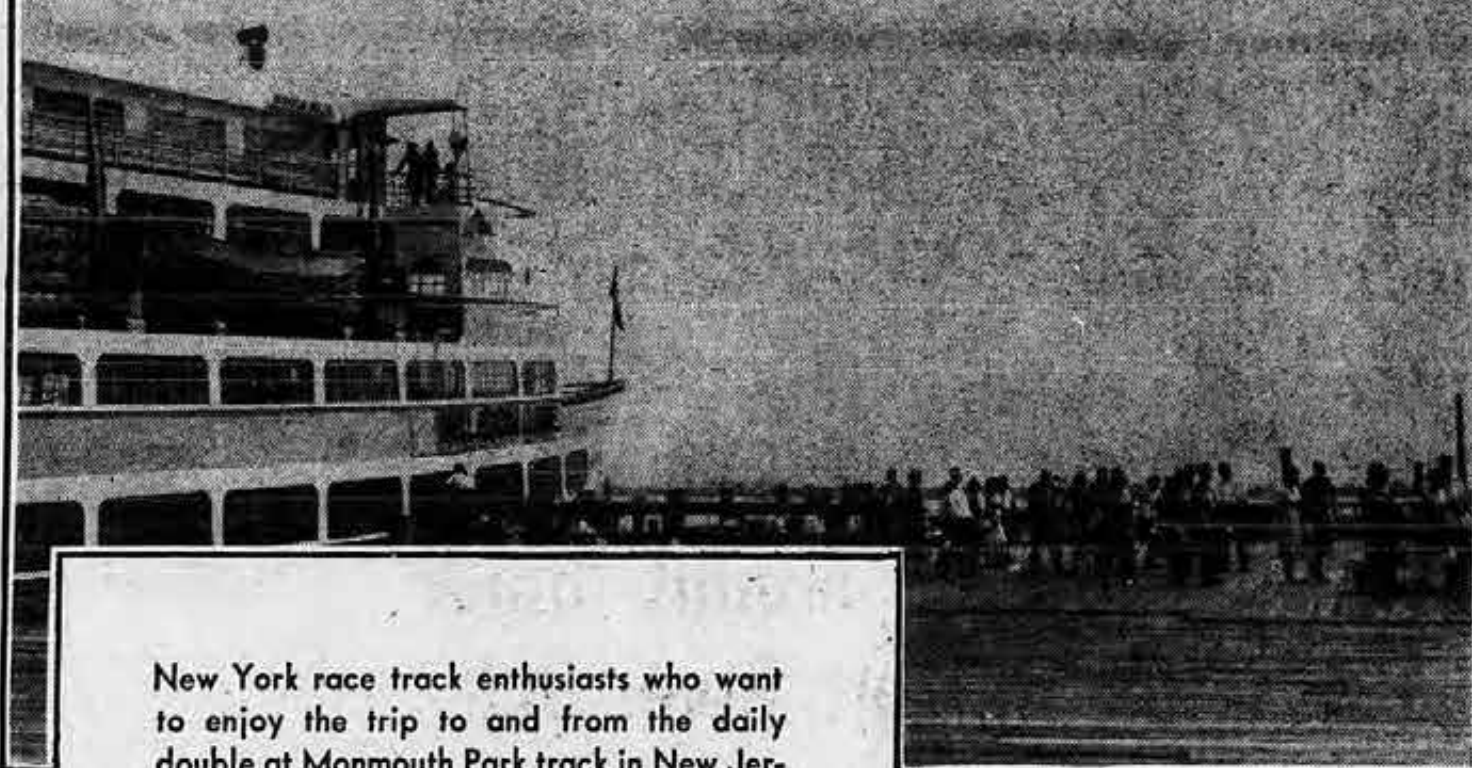
Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money, and most of all, the avoidance of suffering and possible disability.



THE SIU INLA

On the *Race Track Run*



New York race track enthusiasts who want to enjoy the trip to and from the daily double at Monmouth Park track in New Jersey usually take the SIU-manned Wilson Lines' cruise ship Hudson Belle (shown above) because it's a convenient and pleasant way of getting there and back. The Belle makes these runs daily from May through September, leaving New York just before noon and making connections with an express track bus in Atlantic Highlands—in plenty of time for the daily double which starts at 2 PM. Once the crowds leave the ship, SIU Inland Boatmen swing into action getting her in shape for the return run. Regular painting and cleaning is the daily rule and things are kept in ship-shape order always. The Belle makes the 15-mile return trip to Manhattan in less than two hours, leaving the Highlands at 7:00 nightly.



Wheelsman George Johnson, OS, steers the Belle down Gravesend Bay. In back: Capt. LeBlanc.



John Sagers, bosun, paints deck with roller on Belle.



Deckhand Mike Slicen gives assist to two ladies.



Cleaning up after passengers have debarked is Sammy Gilyard, OS.



Down in the galley, 2d cook Ed Miles goes about his chores.



Dockside fire prevention is a must, and crewman gives it good dousing.



Jesse Marino, OS, takes his job lying down, under bench on Hudson Belle.

ND BOATMAN



RR's TURN DEAF EAR TO PACT TALKS; IBU ISSUES STRIKE CALL

After months of fruitless negotiations with seven major railroads, the Railroad Marine Division of the SIU Inland Boatmen's Union has refused a Federal offer of arbitration and, in light of the stubborn refusal of the railroads to give ground on even the slightest of Union demands, has issued a strike call which will take effect before the end of next month.

The Railroad Marine Division—which has about 850 unlicensed deckhand members—along with the Marine Engineers Beneficial Association and the Masters, Mates and Pilots—comprise the Railroad Marine Harbor Council, The Council, which does the bargaining for member harbor workers, first met with a railroad management committee last November to present proposed demands which were to be incorporated into a minimum two-year work agreement under the Railway Labor Act.

But things bogged down from the start as the railroad representatives repeatedly refused to accept any of the Union's proposals; nor did they offer any proposals acceptable to the Union.

The major gains the Railroad Marine officials are seeking for the deckhands are as follows:

- A general wage increase of 55 cents an hour.
- Four additional paid holidays.

- A pension and welfare plan similar to that enjoyed by deep-sea members of the SIU.

- A minimum manning scale for all steam and diesel tugs and ferries which was in force as of November 1, 1959.

A Federal mediator who attended most of the negotiation talks proffered arbitration about three weeks ago when it became obvious that no headway had been gained during these lengthy discussions. This offer was rejected August 24 by the Railroad Marine Division and the two other member unions of the Railroad Marine Harbor Council.

The seven railroads involved are the New York Central, New Haven, Pennsylvania, Baltimore & Ohio, Brooklyn Eastern District Terminal, New York Docks, and Bush Terminal.

Furlough Boatmen In Pennsy Strike

Some 330 SIU Inland Boatmen working for the Pennsylvania Railroad were furloughed from their jobs as a result of the Transport Workers Union strike against the railroad.

The IBU men—who work as deckhands in the marine division of the railroad—were notified of the job terminations a few days before the Sept. 1 strike began. The strike ended several days after it began, and the deckhands have since returned to work.

RR Tugmen Get Hall In Jersey

A new hall for the Railroad Marine Division has been purchased by the SIU at Jersey City, N.J. It's now in the process of being redecorated and should be ready for occupancy by the end of this month.

The brick, four-story building is located at 99 Hudson Street in Jersey City. It was purchased for \$22,000.

Railroad Marine Representative G. P. McGinty reports that the building is located two blocks from the waterfront area, between the New York Central and Pennsylvania Railroads. A 100 ft. by 25 ft. parking lot adjoins the property. The building will also have facilities for offices of other Inland Boatmen groups.

Inland Boatmen who use public transportation will find the Hudson Street address convenient to both the Grove St. tubes and city buses.



Putting scowbumper on SIU-affiliated diesel electric dipper dredge T. A. Scott (Merritt, Chapman & Scott) are (l-r) Leonard Thornton, operator, and Frederick Robear and Tom Nault, deckhands. Bumper protects dredge from being damaged while it is loading scow.

Lakes Tugs, Dredges Working 'Round Clock On Detroit River Job

The SIU-affiliated Dredge Workers' Union and the Tug Workers' Union are now busy dredging the bottom of the Detroit River six days a week in an effort to complete seven miles of channel deepening by the end of the 1961 season.

Working around the clock, two dredges, four scows and two tugboats of the Merritt, Chapman and Scott Corporation are scooping up sediment from the freighter channel off of Belle Isle as they make their way seven miles down-bound past the heart of the Detroit riverfront.

The two dredges are the William Denny, steam engine dipper dredge, and the T. A. Scott, a new diesel electric dipper dredge. They are bringing the channel depth down to 29 feet six inches. This means that ships with as much as a 27-foot draft will be able to navigate the river.

The huge 199-foot Scott was brought in from Ogdensburg, N. Y., where it just completed work on the St. Lawrence Seaway. The hy-

draulically operated Scott is able to eat up 13 yards of sediment with one bite. Along with the Scott came two 177-foot hydraulic scows. The Denny, with a nine-yard bucket, came in from Cleveland with two conventional scows to help out in this project.

Seven-Man Crews

The three-year-old Scott and the Denny carry a crew of three deckhands, one oiler, one engineer, one operator and a captain. Two scowmen are needed to operate and maintain each scow.

The two SIU-affiliated tugs, the Sherman H. Serre and the gigantic Flo W. are working hand in hand with the dredge workers doing maintenance work, handling lines and pulling scows out to be dumped. The tugs carry a crew of one oiler, linesmen, one engineer and a captain.

After a specific section of the channel is dredged, a sweep is used to check for high spots that may have been missed. This barge-like raft sweeps the bottom of the river and when a high spot is hit a "strike" is registered. The range and crossrange of the "strike" is then plotted so the dredge can go back and finish the job.

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters. Their activities concern all seafaring trades.

IBU Round-Up

Philly Pact Talks On

IBU Locals 1700 and 1800, along with Local 101 MEBA, began contract negotiations this month with Tugboat Owners and Operators, including Curtis Bay Towing, Independent Towing, Taylor & Anderson, Sheridan Transport, and P. F. Martin (McAllister Bros.) . . . Keel for new barge laid in Houston for Interstate Oil Transport of Philly . . . Barge will carry 38,000 barrels . . . Second will be built soon . . . CG Willis' new cargo barge Christopher Willis arrived Paulsboro, NJ terminal last month . . . Company will get three more in attempt to compete with rail carriers.

Balto Asking 16% Hike

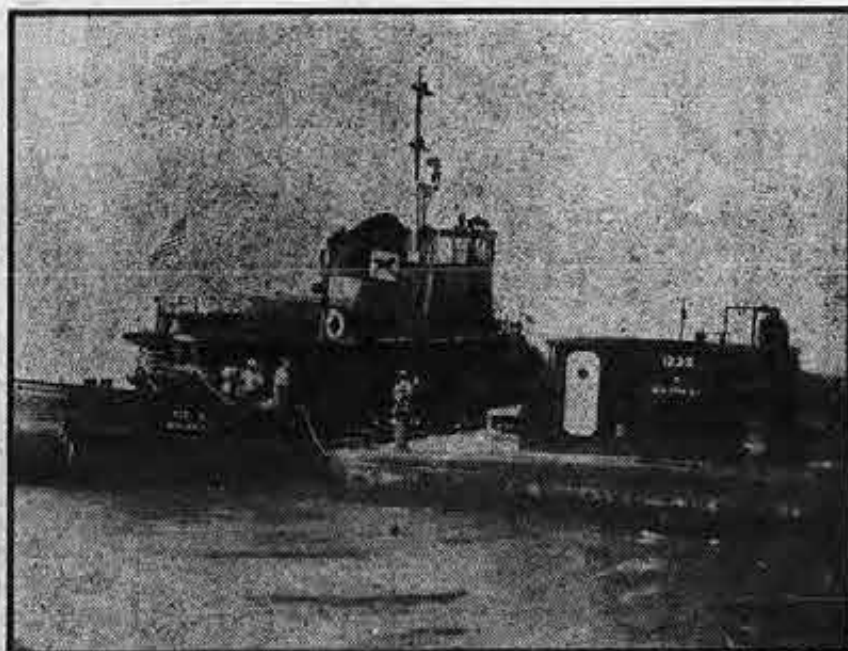
SIU Inland Boatmen's Union representatives began negotiations with five major towing firms in the port of Baltimore this month. The Union represents the licensed and unlicensed members employed aboard the vessels which service the busy port. Their major goal is a 16 percent increase in wages and overtime, plus other considerations.

Mobile Tries Experiment

Southern Shell Milling Corp. has been sending crusher dredge into bay to crush shell when dredged instead of barging it to crushing plant ashore . . . Experimental operation, if successful, might do away with shore crushing plants.

Houston Voting Ordered

NLRB ordered election in National Marine Service tug fleet . . . Election on eight boats in fleet involves 98 men, including shore-side workers, and will continue until Oct. 7 with votes counted Oct. 10 at NLRB New Orleans office . . . Voting will be partly by mail and partly at polls . . . Cities involved include Houston, Lake Charles, New Orleans, Norco.



Getting set to pull loaded scow out into Lake St. Clair for dumping is SIU-affiliated tugboat Flo W. Three-hour trip keeps two scowmen busy with maintenance and other work.



THE GREAT LAKES

Buckeye, Pioneer, Steinbrenner Prepping For Work Rule Parley



Receiving full SIU membership books from boarding patrolman are crewmembers of Henry Steinbrenner (Kinsman). From the left: Joseph Regan, watchman; Vaughn Richmond, coalpasser; Pat McCoy, OS; James Hamilton, coalpasser; Roy Boudreau, SIU representative; Donald Courtney, fireman; John Shamel, watchman; Conrad Johnson, oiler; George Basley, fireman; Stanley Stanick, OS, and William Gibson, wheelsman. After the books were distributed the crew held a party.

The crews from each of the Buckeye, Pioneer and Steinbrenner boats are now in the process of electing representatives to attend a contract meeting at SIU headquarters in Detroit. The purpose of the meeting will be to discuss working rules and contract matters affecting life and work aboard ship.

Now that vessel passes have been acquired from Buckeye and Pioneer (Hutchinson & Co.) as well as Steinbrenner (Kinsman man Transit), SIU patrolmen are boarding each ship to service the crews. Each crew is being requested to elect a representative if it has not already done so. Once the SIU is notified that all representatives have been chosen, the men will be contacted by telegram as to when and where to report.

This follows the contract signing in which the companies agreed to the full provisions of the Job Security Program, the Welfare Plan and an interim agreement which provides for recognition of the Union and other basic features. The interim agreement also provides for negotiations to take place on the matter of working rules.

Last June the Steinbrenner sea-

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.

men voted 120 for the SIU as opposed to 7 for "no union" and 5 for the Lake Sailors Union (Ind.). The Pioneer seamen voted 213 for the SIU and 94 for "no union" and the Buckeye seamen voted 77 for the SIU and 18 for "no union."

The SIU now has on record crew lists of all the unlicensed seamen who were employed by the Buckeye, Pioneer and Steinbrenner fleets. Qualified members have

been issued full SIU membership books without the payment of an initiation fee or any other fee.

The SIU urges any Buckeye, Pioneer or Steinbrenner seaman who was eligible and has not submitted his application for a full membership book to write or contact the SIU. A small number of applications have been held up because of the applicant's failure to include the required pictures.

Union Studying Plans For Upgrading School

The SIU is now studying a plan for the establishment of a manning and upgrading school for SIU seamen so they can qualify to receive their fireman, oiler or AB endorsements.

The plan, which envisions a program of study including a possible winter training program, would be taught by qualified instructors and open to all SIU members who have the required amount of sea time.

One method of study now being considered is one in which SIU seamen would be contacted and requested to take leaves of absence from their boats for a specific time of study and assistance at a designated training center.

During this time the SIU seamen would receive all the needed instructions and training to obtain their endorsements and then return to their boats. Arrangements would be made for the members' meals and lodging.

It is well known that under the Great Lakes Seamen's Job Security Program, SIU seamen can be

promoted aboard their ship. If, for example, a fireman's job is open on an SIU boat and a coalpasser holds the endorsement and has seniority over any other man sailing unrated but holding that endorsement, he may take the promotion and move up immediately, if he is capable of doing the work. In the case of relief jobs, a qualified seaman may also move up and fill the position.

The SIU has always felt that it is the responsibility of both the Union and the company to assist and encourage men who have sufficient sea time to upgrade themselves in their department. Because of this, the SIU has always felt that it is of great advantage to all unrated members if they better themselves by going after an AB, fireman or oiler's ticket.

Lakes Port Reports

Duluth Strike Settled

DULUTH—A strike of the Twin Ports' grain elevator men was reported settled after a marathon negotiation session that lasted 48 hours. Locals 112 of Superior and 118 of Duluth, Grain Millers Union, ratified a two-year contract.

According to an unconfirmed report, a Pickands and Mather boat arrived in this port recently and was manned entirely by officers. No unlicensed men were on the ship even though there are 25 unlicensed jobs.

The P-M company has also laid off 220 out of 305 employees at its Zenith Furnace Plant in Duluth. P-M refused to say if this was a permanent lay-off or only temporary. The plant produces pig iron and claims that with the production of steel down, the market for pig iron has also dwindled.

Frankfort Shipping Down

FRANKFORT — Shipping has been on the decline here due to the three-boat operation of the Ann Arbor carferry. Ann Arbor #5 is still in the shipyard for repair and will not be out until sometime this month.

The majority of the SIU members have taken their vacations, with the remainder of the men waiting for the hunting season. Brother Robert Barnes and Herb Anderson have been discharged from the Marine Hospital, but are not yet fit for work. Brother Al Bailey is laid up with a few broken ribs caused by a water skiing accident. The SIU-contracted AKA now has a new dining room table in the crew's messroom.

Toledo Busy Organizing

TOLEDO—All reports show that the Toledo-Sandusky area has been a real beehive of organizational activity during recent months. The campaign which was aimed at showing Boland and Cornelius seamen that the SIU offers all SIU members real job security was considered a success by the overwhelming vote of the Boland seaman for the SIU.

Shipping has been very good and a ballot box for the voting of officers for the SIU Great Lakes Dis-

trict was available in the hall every day during August. SIU members who didn't vote aboard their ship were able to cast a ballot at the Toledo hall or any of the other SIU halls.

Chicago Shipping Good

CHICAGO—Shipping took a turn for the good during August with this port shipping men in all departments, including a few 15-day relief jobs. While members were waiting to be shipped, they enjoyed the comforts of the newly renovated Chicago hall, which now includes coffee for members at all times of the day, television and air conditioning.

Thanks go to the secretary-treasurer of the SIU-affiliated Tug Workers' Union, Bob Affleck, for all his assistance during the Boland campaign. The Tug Workers have an office in the building that houses the SIU's Chicago hall.

With Boland now SIU, the port is looking forward to a busy season. For Boland now joins the list of the SIU-contracted ships of Buckeye, Pioneer, Steinbrenner, Reiss and Gartland, which run regularly into Chicago. This will mean a heavier concentration of members in this port.

Cleveland Men Keep Jobs

CLEVELAND — The months of June and July were fast shipping periods in this port while August showed a slight slowdown as the men kept a tighter hold on their jobs.

With the addition this year of many new companies under the SIU banner, the membership on the whole is enjoying a greater number of jobs. All deeds have been handled satisfactorily and while at times there may have been a few minor inconveniences to members because of the organizing campaign, the members will be more than repaid in the long run with job security.

The following is a list of membership books on hand in the Cleveland hall: James Zacharias, Edward C. Pitts, John T. Scanlon, Lawrence Kessinger, James R. Clayton, David M. Brown and Roco Zicarelli.

Buffalo Renovations Started



Renovation of the new SIU hall in Buffalo has begun with workmen removing the old bulkheads in preparation for the complete renovation. SIU representative Blackie Gardner (third from right) reports that building will be completed about October 1. It will also house the Joint Council of the ILA, the NEBA and the SIU-affiliated Tug Workers and Drédee Workers.

KES SEAFARER



First Pioneer Seamen (Hutchinson & Co.) to vote in SIU Great Lakes District biennial election of officers were Casner Siuda, oiler, and James Dwyer, fireman. Seated next to ballot box is Eldon Carter, porter, one of three SIU members elected to Election Committee when voting began August 1, at Detroit.

5 Adrift On Superior Saved By SIU Crew

Through the fast thinking and quick work of the officers and crewmembers of the SIU-contracted ship Michael Gallagher (Midland), a boating party of five were saved after being adrift for 28 hours in treacherous Lake Superior.

The 38-foot, Detroit bound craft developed engine trouble off the Huron Islands on July 28 and floundered aimlessly for 28 hours before the Gallagher spotted its distress signals west of Big Bay. In a matter of minutes Mr. and Mrs. George Polasek and their two daughters, Patty, five, and Jo, two, were safely aboard the freighter. The fifth person in the party, Fred Hurtubise, remained in the boat to aid in guiding the helpless craft as it was towed in.

The Gallagher, loaded with 9,000 tons of coal for the Calumet Division's wharf in Hubbell, changed its course after mirror flashes were seen south of the regular shipping lanes. The boat was also picked up on the Gallagher's radar screen. The SIU crew reported that when they drew close they saw a white sheet hung over the side of the stricken boat.

Used Flashlight

The passengers told the Gallagher crew that during the night they used a flashlight to signal for help, but with no success. The mirror had been used to reflect the sun's rays during the day.

Keweenaw sailors reported seeing flashes, but after making

several searches gave up, thinking the glittering lights were mirages caused by atmospheric conditions existing between Manitou Island and Stannard Rock lighthouses. Residents say such reflections are common in the Keweenaw Peninsula's lee shore.

All five passengers were reported in good condition except for fatigue and slept aboard their boat that night. Owner Polasek said he planned to continue his voyage to Detroit once the engine was repaired.

SIU Great Lakes Union Halls

HEADQUARTERS
10225 W. Jefferson, River Rouge 18, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.
ALPENA.....127 River St.
Norman Jolicoeur, Agent, Elmwood 4-3616
BUFFALO, N.Y......55 N. Pearl St.
Address mail to: 890 Main St.
GRANT 2728
CHICAGO.....9383 Ewing Ave.
South Chicago, Ill.
Saginaw 1-0735
CLEVELAND.....1420 W. 25 St.
Stanley Wares, Agent, Main 1-0147
DULUTH.....312 W. 2nd St.
Matt Anttila, Agent, Randolph 2-4110
FRANKFORT, Mich......312 Main St.
Address Mail to: P.O. Box 227
Glen Beaucoeur, Agent, ELgin 7-2441
TOLEDO.....120 Summit St.
Cherry 8-2431

GREAT LAKES ELECTION ENDS; FARNEN REELECTED SECRETARY-TREASURER

Membership-elected committees in the ports and at SIU headquarters in River Rouge have completed their tally of the results of the month-long voting for officials of the Great Lakes District and submitted their final report for membership action at the meetings on September 19. Fred Farnen was reelected secretary-treasurer.

The election committee's tally shows an overall total of 1,476 ballots cast throughout the district and among crews of SIU-contracted boats. The voting began August 1 and continued through August 31. During that period every SIU vessel was boarded with a ballot box and crews voted. Ballot boxes were also open in all branch offices under the supervision of membership-elected committees.

The headquarters election committee reported that the following are the committees' results (* indicates winner)

Secretary-Treasurer;

*Fred Farnen (Book No. 2109) 1,277 votes.

17 write-in votes.

Assistant Secretary-Treasurer

*Stanley F. Thompson (Book No. 7656) 1,256 votes.

8 write-in votes.

Alpena Agent

James Gamble (Book No. 8853) 352 votes.

*Norman Jolicoeur (Book No. 7774) 893 votes.

3 write-in votes.

Buffalo Agent

*Roy J. Boudreau (Book No. 5711) 785 votes.

Thomas V. Hydock (Book No. 7326) 159 votes.

Julius H. Johnson (Book No. 4561) 234 votes.

1 write-in vote.

Cleveland Agent

*Stanley Wares (Book No. 2411) 1,168 votes.

10 write-in votes.

Detroit Agent

*Edmond J. Doherty (Book No. 4394) 1,155 votes.

8 write-in votes.

Duluth Agent

Matt A. Anttila (Book No. 6332) 320 votes.

James La Gosh (Book No. 7550) 137 votes.

Sumner E. Thompson (Book No. 6308) 201 votes.

*Gerald Westphal (Book No. 7483) 658 votes.

Frankfort Agent

*Glen H. Beaucoeur (Book No. 7777) 59 votes.

Floyd Hanmer (Book No. 8894) 55 votes.

Opal W. Robinson (Book No. 9485) 8 votes.

1 write-in vote.

(The Frankfort agent is voted only by the crewmembers of the Ann Arbor car-ferries.)

23 Ballots Voided

There were 23 ballots voided and one ballot was destroyed.

On September 6, at all membership meetings, the membership-

elected committee of election in each port tabulated their ballots and noted the results in the minutes of the meetings. The committee then forwarded to headquarters the ballots along with a copy of the tally sheets under sealed cover marked "ballots for officers."

In cases where there was no quorum, the port agent, in the presence of a committee of five members, opened the ballot boxes and counted the ballots.

Meeting Is Held On Welfare Plan

The first joint shipowner-SIU committee on the Great Lakes Seamen's Welfare Plan met on September 21 in Detroit to discuss the program of benefits and the funding program of the Plan.

The committee for the operators was elected from all the operators signed to the plan at a joint meeting on August 18.

The SIU program is the only one of its kind on the Great Lakes and provides for one over-all program for all seamen without regard to the specific company or the number of companies a man works for during a season.

Other matters affecting SIU Great Lakes seamen were discussed at the meeting.

Japanese Trade Unionists Visit River Rouge



SIU Director of Organization Al Tanner (standing, center) explains background of SIU Great Lakes District organizing campaign in Boland fleet to members of Japanese Trade Union Health and Safety Study Team as State Department official looks on. Some eight representatives of Japanese trade unions, including assistant director of All-Japan Seamen's Union, visited River Rouge headquarters last month to study American union procedures.

Great Lakes Shipping

Aug. 1-Aug. 31, 1960

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	36	27	13	76
Buffalo	21	7	6	34
Chicago	27	19	4	50
Cleveland	50	26	9	85
Detroit	129	117	65	311
Duluth	40	40	7	87
Frankfort	28	37	34	99
Toledo	19	12	0	31
TOTAL	350	285	138	773



SEAFARERS IN DRYDOCK



One of the little-noted anniversaries that slipped by during the summer was the 10th birthday of the hospital benefit. This unique SIU benefit, which assures payments for an unlimited period, no matter how long a man is hospitalized, has yielded almost \$1.8 million in cash payments to hospitalized Seafarers since July, 1950.

Among the brothers now on the hospital list of the USPHS facility in New Orleans are Louis Peed, Theodore Lee, Lawrence Wessels, Mitchell Reed, Edwin Anderson and Donald Dambrino. All of them appear to be doing okay.

Brother Peed, who has had several stays in the hospital, is back in with a bad leg but feels that he'll be shipshape after this time. He last sailed on the Producer. Lee is another brother who is back for another go-round because of a leg condition that's troubling him. His last ship was the Chickasaw.

Doing fine is the report on Brother Wessels, who is in the hospital due to a heart condition. He came off the cruise ship Del Norte. Laid



Peed



Lee



Wessels



Reed

up with a liver condition, Reed is likewise progressing well at the New Orleans drydock. The Penn Vanguard was his last ship.

Anderson is making headway recuperating from a heart attack and seems to be doing okay. His last vessel was Del Campo. Off another Mississippi ship, the Del Sol, Brother Dambrino is also reported gaining in his recovery from a heart attack.

These and all SIU brothers in the hospitals appreciate visits and mail, whenever possible, from their shipmates. A visit or a letter is a very welcome tonic for those cooped up in the hospital.

The following is the latest available listing of men in the hospitals:

**USPHS HOSPITAL
STATEN ISLAND, NEW YORK**
James Alston Antonio Gonzales
Sidney Anderson Charles Haymond
Arthur Ballu Thomas Lauer
Roberto Bosco Robert F. Nielsen
Walter C. Cole, Jr. William Normand
Henry A. Deacon Salvator Rivera
Chas. Dougherty William H. Todd
Niles V. Erickson T. M. White
Angela Fuentes Peter V. Wygerden

**USPHS HOSPITAL
NORFOLK, VIRGINIA**
George J. Balaskos Charles W. Phelps
Dennis C. Hoan Roy Y. Poore
Flea A. Cley Henri J. Robin, Jr.
Hamilton Dailey Cecil O. Saunders
James M. Davis R. E. Waterfield
Niddie C. Hinson

**USPHS HOSPITAL
SAN FRANCISCO, CALIF.**
Matthew Bruno H. E. Monteton
Daniel R. Callaghan Harold D. Napier
Daniel A. Hutto Lacey L. Phillips
L. B. Knickerbocker

**VA HOSPITAL
FORT MILEY, CALIF.**
Howard J. Watts

**USPHS HOSPITAL
SEATTLE, WASHINGTON**
Ray C. Coffey Sten T. Zetterman

**USPHS HOSPITAL
FORT WORTH, TEXAS**
B. F. Debluer Max Olson
Thomas H. Leahy Peter W. Soltra
Woodrow Meyers Bozo G. Zelencic

**SAILORS SNUG HARBOR HOSPITAL
STATEN ISLAND, NEW YORK**
Bart E. Guranick Thomas Isaksen
A. B. Gutierrez

**VA HOSPITAL
WEST HAVEN, CONNECTICUT**
Everett Halselett Henry E. Smith
John J. Driscoll

**VA HOSPITAL
AMERICAN LAKE, WASHINGTON**
Frank E. Anderson

**VA HOSPITAL
OTEEN, NORTH CAROLINA**
Joseph J. Bass

**VA HOSPITAL
NEW YORK, NEW YORK**
Chas. O. Bergagna

Blood Donor Center in NY

Seafarers are reminded that appointments for donors to the SIU Blood Bank can be made at any time on the 2nd deck at SIU headquarters. Blood donations are made at the New York Health Center of the SIU Welfare Plan, just one block from the hall, and take only a few moments.

**VA HOSPITAL
KERRVILLE, TEXAS**
Willard T. Cahill
MT. WILSON STATE HOSPITAL
MT. WILSON, MARYLAND
George Davis
TRIBORO HOSPITAL
JAMAICA, LONG ISLAND, NY
James Russell

**USPHS HOSPITAL
CHICAGO, ILL.**
Edgar S. Smith

**USPHS HOSPITAL
BALTIMORE, MARYLAND**
Eusibo Andaya Loyd J. Griffin
Wm. Brightwell Daniel Hill
Charles Cantwell John Schoch
Gorman T. Glaze Wm. E. Roberts

**VA HOSPITAL
FORT HOWARD, MARYLAND**
Raymond E. Dabney

**VICTOR CULLEN STATE HOSPITAL
CULLEN, MARYLAND**
Alvino Terrazas

**USPHS HOSPITAL
BRIGHTON, MASS.**
James P. Ahern Peter A. Marozas
Raymond M. Davis James E. Martin

**USPHS HOSPITAL
GALVESTON, TEXAS**
George C. Dunfee D. B. Patterson
Harry Granger James Rogers
John G. Gregory Adam E. Slowick
Horace C. Hunt Glen Vinson
Archie J. Milne Lyndon C. Wade
John O. Morrison

**USPHS HOSPITAL
SAVANNAH, GEORGIA**
Belisario Alonso Ernest H. Webb
George E. Kitchens

**USPHS HOSPITAL
NEW ORLEANS, LA.**
E. W. Anderson Isidore Levy
Enoch B. Collins Shelby McChutoah
Chas. Cunningham Anthony Marano
Donald Dambrino William L. Mason
F. DeDonicis James T. Moore
Bertram Eckert Clarence Morehead
Ray J. Elliot Eddie A. Patingo
Nathan Goldfinger Louis W. Peed
Leo C. Hannon Mitchell Reed
John Joseph Hazel Calvin A. Rome
Gustave Hoyzan Earl J. Sillin
Wilbert Hughes Stanford A. Smith
Edw. O. Johnson Andrew Stander
Oscar M. Jones R. A. Stathan
G. M. Kasprzyk James Stathis
Andrew Kennedy Jay C. Steele
Edward Knapp William Thornton
Leo J. Lang Harold G. Werns
Harold A. Laumann Lawrence Wessels
Theodore Lee Roland Wilcox

**VA HOSPITAL
WEST ROXBURY, MASS.**
R. J. Arsenaull

**VA HOSPITAL
HOUSTON, TEXAS**
Edward Talbot

**US SOLDIERS HOME & HOSPITAL
WASHINGTON, DC**
Wm. H. Thomson

**VA HOSPITAL
CENTRAL SPRINGS, SD**
Clifford C. Womack

NJ Jobless Pay Change Aids Seamen

A major gap in New Jersey's unemployment insurance system affecting Seafarers employed by New Jersey companies has been closed. Three SIU-contracted companies, Sea-Land, Seatrain and Valentine Chemical, maintain their home base in New Jersey.

As the result of the change, seamen can now combine their New Jersey wage credits with those earned in other states when applying for unemployment compensation. The new procedure is important in the shipping industry because seamen often work for companies located in several states. When a seaman must combine sea-time in order to establish eligibility, the amount and duration of the benefits will be based on the laws of the state where the claim is filed.

In the past, the seaman who worked for companies in different states could not make use of his New Jersey earnings when seeking unemployment insurance. This often meant he could not collect benefits for which he was otherwise eligible.

Seamen off a Seatrain vessel, for example, previously could only apply in NJ and could not use out-of-state earnings to establish eligibility.

The change is effective only on claims filed after September 1, 1960 in all states except Mississippi, Kentucky and Alaska. It will not affect current benefits. Anyone already collecting benefits in New Jersey or any other state, cannot use the change in NJ law to add to his present benefits.

Trainees Earn Lifeboat Tickets



One of the latest groups of SIU lifeboat school trainees poses for "graduation" photo outside SIU hall in Brooklyn. Successful class, covering men from all departments, includes (front, l to r): M. Cruz, Angel O'Neill, Jerry Pow, S. M. Hsu, Maurice Roberts; rear, Knud Ostergaard, C. Dean, Bosun Bill Doak (instructor), J. Martin, O. Rios and Ken Westervick.

All-New Clinic Mapped For Baltimore SIU Hall

An expanded diagnostic medical center located right in the SIU hall is now being blueprinted for the port of Baltimore in place of the outside clinic operated for the past 2½ years. The present clinic, situated some distance from the hall, is at 1739 Eutaw Place.

In a move designed to broaden the center's services and make them more convenient for Seafarers and their families, trustees of the SIU Welfare Plan approved the shift at their last meeting. The exact site within the present Union building has not yet been determined. There are several possible arrangements to utilize available

space in the four-story structure.

New Orleans Clinic

The change in Baltimore comes on the heels of earlier-announced plans to open a similar center in the new hall for Seafarers now being constructed in New Orleans. In addition, plans are underway to establish a medical center for the first time at the SIU building in San Juan, Puerto Rico.

Established in April, 1957, with the opening of the first clinic one block from SIU headquarters in Brooklyn, the Medical Department now operates clinics in five ports. The centers in Mobile and New Orleans set up shop in December, 1957, and the newest one, in Houston, marked its first anniversary last June.

All told, the five clinics have given a total of 28,677 examinations to Seafarers and their dependents since the start of the entire program. Over 25,000 examinations have been given to seamen alone during this period. (See summary at right.) This covers both original exams and re-exams of seamen and dependents to date.

Diagnostic Work

The clinics are not treatment centers; they deal exclusively in diagnostic, preventive medicine and seek through periodic physical check-ups to detect potential illness before it can become disabling.

A small sampling of current findings points up the value of the program. In one month, all signs pointed to an inactive tubercular condition for one dependent as well as a number of seamen examined. As a result, the individuals were promptly alerted to the situation and advised of possible treatment. Lacking this type of medical facility, they might have gone on for years with no inkling of a serious problem or what to do about it.

Physical Exams—All SIU Clinics

Month Of July, 1960

Port	Seamen	Wives	Children	TOTAL
Baltimore	55	7	12	114
Houston	45	0	0	45
Mobile	85	8	7	100
New Orleans	196	6	6	208
New York	289	22	16	327
TOTAL	710	43	41	794



In the hospital?

Call SIU Hall immediately!

WELFARE DEPARTMENT



Disability-Pension Roster Grows

12 More SIU Men Retired

An even dozen Seafarers who are no longer able to work make up one of the largest groups ever approved for the SIU disability-pension benefit at one time. The 12 SIU veterans got the green light for the \$35 weekly benefit at the latest meeting of the joint board of trustees for the SIU Welfare Plan.

The latest additions to the SIU disability-pension list bring the total number of Seafarers now receiving this benefit to 190. Despite mounting additions to the benefit roster, deaths keep reducing the total.

Five of the dozen approved this



Bastes



Goldsmith

time are under 60 years of age, including two under 50.

Already receiving their benefits, those just added to the list are: Nicklos A. Bastes, William R. Bates,



Scherzer



Lowe

Augustus Francis, Abram Goldsmith, Marcos E. Medina, Edward Scherzer, Jesse Lowe, George Rourke, Edward Willisch, Charles J. Neumaier, Michael Pappadakis and Lawrence F. Seesholtz Sr.

Bastes, who is 64 years old, sailed in the steward department and joined the SIU in 1944. His USPHS record states that he is "not fit for duty permanently" because of arteriosclerotic heart disease.

A member of the Union since 1946, Bates is only 40 years old. He has been declared not fit for duty permanently because of epilepsy. Previously on the special disability list for one month in

1955, he used to sail as a member of the black gang.

Francis, now 57 years of age, had sailed with the steward department. He joined the SIU in 1943 and was declared not fit for



Pappadakis



Bates

duty permanently due to a heart condition.

Another veteran of the steward department, Goldsmith is now 75 years old. He is retiring from the sea because of heart disease after having sailed with the SIU since 1941.

Medina, 46 years of age, sailed with the engine department and joined the Union in 1942. A heart ailment has forced him to quit working for good.

An oldtimer who shipped in the deck department, Scherzer joined the SIU back in 1939. He is 63 years old and is retiring from seafaring due to heart disease.

Lowe is 65 years old and is a deck department member who joined the Union in 1939. He is retiring because of arthritis and a

hernia condition.

Rourke, also a deck department veteran, joined the Union in 1940. He is retiring at the age of 57 because an inflammation of the kidneys prevents him from working.

Willisch is 64 years old and sailed in the deck department. An SIU man since 1946, he was declared not fit for duty permanently because of a disabling arteriosclerosis



Medina



Rourke

and arthritic condition.

Neumaier is retiring at the age of 74 because of arteriosclerotic heart disease. He joined the SIU in 1940 and had sailed in the steward department.

Pappadakis, another steward department veteran, joined the Union in 1941. He is retiring due to a heart condition at the age of 65.

Seesholtz, who is 58 years old, joined the Harbor and Inland Waterways Division of the SIU in 1957. He was approved for special disability benefits because of degenerative arthritis that prevents him from working.

SIU Benefit Babies Top 4,000; Many In School

Along with millions of youngsters all over the US, an estimated 2,000 SIU benefit babies joined the back-to-school movement this month at the end of the summer recess. The

2,000-figure represents only half of the more than 4,000 children born to SIU families since the maternity benefit program got underway in 1952.

The latest total of benefits paid

for births to proud SIU parents amounts to \$812,000, and covers the arrival of 4,060 youngsters. Twenty-four of the new arrivals were recorded during the first four weeks in August.

An additional family "nestegg" is represented by an equal number of \$25 US bonds presented to the families by the Union as a gift in the baby's name. The accumulated maturity value of the baby bonds issued to date equals \$101,500.

Payable since April 1, 1952, the \$200 SIU maternity benefit was set up to ease the cost of child-rearing for the growing number of SIU men raising families.

Despite the skeptics, the investment rapidly proved worthwhile. A total of 518 SIU youngsters was born in the first year and, at its peak, 647 newcomers arrived in the third (April, 1954-March, 1955). All told, in the more than eight years since the program began, an average of 490 babies has arrived each year.

One of the unique features of the maternity benefit is its recognition of multiple births, including 33 sets of twins and two sets of triplets for which multiple benefits were paid.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



Welfare Plan Passes 10th Birthday

The passing of time since the SIU Welfare Plan began ten years ago has seen many developments. The wide variety of benefits now available to Seafarers and their families has become such a matter of routine that the latest Welfare Plan anniversary passed by unnoticed. The same applies to the SIU Vacation Plan, now past its ninth year.

It's important to note, however, that these benefits cannot be regarded as mere "routine matters". They cannot be regarded as such because they represent an outlay of more than \$300,000 per month in cash benefits alone (see chart below). This is a considerable sum worthy of some recognition. Various other service benefits are not included in the total.

In actual fact, the "Social Security" banner of this department covers a great many matters of concern to Seafarers and their families. The livelihood and well-being of thousands of SIU families are directly linked to the chain of SIU benefits and other benefits noted on these pages. (See also story on page 4).

None of these items can be classed "routine" when you look at the whole picture. Aside from the concerns of the immediate family, the birth of a child is no matter of wonder today. However, consider the fact that over 4,000 youngsters in SIU families, half of them already attending school, have entered the world since the time a few short years ago when the SIU maternity benefit program began. Consider what a physical examination program, a blood bank and a combined medical-surgical-hospital program must mean in maintaining the health of these growing youngsters and their families. These are only a part of our SIU "Social Security" facilities.

In another area, look at the number of "firsts" we have witnessed in developing our benefits. These are naturally prestige-builders, but they also mean new needs being taken care of, wherever they may occur.

Larry Seesholtz, now disabled and a member of the SIU Harbor and Inland Waterways Division, is the first tugboatman from the Gulf area to start drawing the \$35 weekly SIU disability-pension. He is one of a dozen Seafarers recently qualified for this benefit, which is available to him throughout his lifetime because he is no longer able to work (see story at left). This is another important measure of what security means for an SIU man.

Many of our oldtimers expressed interest in the action by the recent extra session of Congress on a medical care aid bill for the aged. Due to the political activities linked to the passage of this bill, the legislation that emerged is far from satisfactory in many quarters. Efforts will surely be made next year to improve on it. Meanwhile, our oldtimers at least have the assurance that SIU benefits still cover their particular needs in this area.

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

SIU Welfare, Vacation Plans

Report of Cash Benefits Paid

Period: August 1-28, 1960

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare)...	5,121	\$14,567.51
Death Benefits (Welfare)....	6	19,905.00
Disability Benefits (Welfare)...	716	25,060.00
Maternity Benefits (Welfare)...	24	4,800.00
Dependents Benefits (Welfare)...	143	39,062.12
Optical Benefits (Welfare)...	175	1,693.61

Summary (Welfare)..... 6,185 \$105,088.24

Vacation Benefits..... 1,194 \$203,780.29

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD.. 7,379 \$308,868.53

Summary

Cash Benefits Paid

Hospital Benefits (Welfare)....	\$1,778,717.35
Death Benefits (Welfare).....	3,132,969.00
Disability Benefits (Welfare)...	1,112,835.00
Maternity Benefits (Welfare)...	812,000.00
Dependents Benefits (Welfare)...	1,239,752.90
Optical Benefits (Welfare)....	36,882.07

Summary (Welfare)..... \$ 8,113,156.38

Vacation Benefits..... \$14,529,315.21

TOTAL WELFARE, VACATION BENEFITS PAID TO DATE..... \$22,642,471.59

Know Your Benefits

Social Security. The Old-Age, Survivors and Disability Insurance System (OASDI), popularly known as Social Security, is a program of Federal benefits. It is administered in Washington by the Social Security Administration of the Department of Health, Education and Welfare through field offices in many cities. The program provides maximum family benefits of \$254 monthly.

If you are employed or self-employed in any kind of work covered by Social Security, you must have a Social Security account number. Your Social Security card shows your account number, which is used to keep a record of your earnings. You should use the same account number all your life. It is advisable to check periodically on the status of your account in order to avoid any possible errors.

OASDI benefits are not paid automatically. Applicants for old-age, survivors or disability insurance are advised to file promptly and to have necessary proofs of age, marital status, dependent support and/or death (for survivors' benefits) available in advance. When you believe you are eligible file promptly, with or without proofs, so that benefits payments may start as soon as possible. Prompt filing is important because the number of back payments is limited by law. This applies to the lump-sum burial benefit (maximum, \$255) also.

SIU SOCIAL SECURITY DEPARTMENT

FINAL DISPATCH



The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$32,000 in benefits was paid:

Roy G. Wilt, 54: Brother Wilt died of arteriosclerosis in Harrisburg, Pa., on August 4, 1960. An SIU member since 1947, he had sailed for many years in the engine department. His survivors include his widow, Helen E. Wilt, of Harrisburg. Details about his place of burial are not known. Total benefit: \$4,000.



Frank Blues, 37: Brother Blues passed away on July 2, 1960, at the King County Hospital, Seattle, Wash., following an attack of pneumonia. He had sailed since September, 1943, as an SIU man in the engine department. He is survived by his mother, Mrs. Veronica B. Tristani. Burial details are not known. Total benefit: \$4,000.



Mars I. Gallop, 34: Brother Gallop died of drowning at Macapa, at the mouth of the Amazon River in Brazil on July 18, 1960. He had shipped in the steward department since August, 1945. Marvella Gallop was appointed administratrix of his estate. Details about the place of burial are not known. Total benefit: \$4,000.



Anselmo Melendez, 69: Brother Melendez died on August 19, 1960, of injuries following an auto accident in his hometown of Freeport, LI. He had shipped in the engine department and had been an SIU member since 1939. Total benefit: \$4,000.



John S. Lukas, 65: Brother Lukas died of natural causes in the Public Health Service Hospital on Staten Island, New York, July 1, 1960. He had sailed in the steward department since March 2, 1946. He is survived by his widow, Irene Lukas, of Brooklyn, N.Y. Burial was at the Cypress Hills Cemetery, Brooklyn, NY. Total benefit: \$4,000.



William B. Saylor, 39: Brother Saylor died of drowning on July 17, 1960, in the Mississippi River at New Orleans, La. He had been sailing in the steward department since 1946. Lila Bailey Saylor was appointed administratrix of his estate. Burial was in the Amity Cemetery, New Orleans, La. Total benefit: \$4,000.



Genezasz J. Nowokunski, 44: A coronary thrombosis was fatal to Brother Nowokunski in Bombay, India, on May 7, 1960. He sailed in the steward department since December 18, 1946. Surviving are his daughters, Jeanne and Mary Nowokunski of Whitman, Massachusetts. Place of burial was not indicated. Total benefit: \$4,000.



Robert Belyea, 35: Brother Belyea died of a hemorrhage while aboard the SS Santore, March 14, 1960. He had sailed in the engine department since September 11, 1956. He is survived by his widow, Elsie E. Belyea, appointed administratrix of the Belyea estate. Burial was in the Lutheran Cemetery Winger, Minnesota. Total benefit: \$4,000.



PENSIONERS' CORNER



The Seafarer described below is receiving the \$35 weekly SIU disability-pension benefit.

Robert M. Ellis . . . 72 . . . First went to sea back in 1913 on an old-line dry cargo vessel. He joined the SIU in 1939 as a member of the steward department. Among the many vessels he's sailed, Brother Ellis remembers the Waterman ship Yaka, for it was on this ship that he made the famed Murmansk run in 1942. He recalls that the ship was under fire from above, under and on the seas . . . and although the trip was successful, the memory lingers on even today. Retired since 1955 on the SIU disability-pension, this veteran Seafarer lives in Brooklyn with his wife Muriel. Well along in years, he generally takes it easy around the house, but still manages to get out to the hall in Brooklyn at least twice a month to chat and visit with former shipmates.



Welcome News



News of his eligibility for SIU disability-pension benefits plus first \$35 weekly check gives a much-needed lift to veteran Seafarer Charles J. Neumaier (left), visited recently by Walt Sibley, SIU A&G port agent at San Francisco. (See story, page 13)

SIU BABY



ARRIVALS

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 \$3,200 in maternity benefits and a maturity value of \$400 in bonds:

George A. Gonzales, born July 6, 1960, to Seafarer and Mrs. Alphonso R. Gonzales, New Orleans, La.

Gwenda Ann Henry, born July 20, 1960, to Seafarer and Mrs. Michael Henry, Channelview, Tex.

Leon Joseph Maas, born April 25, 1960, to Seafarer and Mrs. Leon J. Maas, New Orleans, La.

Alice Charlene Williams, born

August 8, 1960, to Seafarer and Mrs. James E. Williams, Mobile, Ala.

Jacqueline Lynn Troscclair, born June 5, 1960, to Seafarer and Mrs. Jack C. Troscclair, Mobile, Ala.

Dale Wayne Groth, born June 29, 1960, to Seafarer and Mrs. John David Groth, Baltimore, Md.

Timothy Mark Kent, born July 28, 1960, to Seafarer and Mrs. Clyde A. Kent, Baltimore, Md.

Joey Rivera, born August 12, 1960, to Seafarer and Mrs. Jose P. Rivera, Bronx, NY.

Michael Lowell Hipp, born August 9, 1960, to Seafarer and Mrs. Lyle Lowell Hipp, Houston, Texas.

Kevin James Hume, born July 3, 1960, to Seafarer and Mrs. Peter F. Hume, Arabi, La.

Debra Marie Flaherty, born July 23, 1960, to Seafarer and Mrs. John M. Flaherty, Boston, Mass.

Milton Lee Morrow, born April 18, 1960, to Seafarer and Mrs. Coy Lee Morrow, Mobile, Ala.

Jimmie Wayne Brown, born July 25, 1960, to Seafarer and Mrs. Jimmie R. Brown, Milligan, Fla.

Roberto Ayala, born August 16, 1960, to Seafarer and Mrs. Jesus Ayala, Bronx, NY.

Cathy Lanelle Bishop, born July 31, 1960, to Seafarer and Mrs. Hollis Bishop, Bayou La Batre, Ala.

SIU BLOOD BANK HONOR ROLL



The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SIU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

Leventhal, Jason R.
Garay, Rufino
Olsen, Elmer
Keller, Frank A.
Meher, Cornelius B.
Orencio, Nicanor
Parker, James M.
Bennett, Jack J.
Suchman, David
O'Neill, Johnny
Strange, Leo
Benfield, Glen O.
Lane, Edward J.
Koval, John T.
Trazenfeld, Leonard
Allison, Cornelius J.
Martin, George F.
Black, James F.
Brookfield, Henry
Silverstein, Stanley S.
Barbara, Salvatore
Ellman, Leonard
Bouchier, Ronald G.
Subotnick, Stuart
Cleary, Stephen M.
Perez, Jose M.
Reddock, Richard
Harper, Harry H.
Ritt, Joseph M.
Dunn, Joseph
Barnes, Lionel C.
Carpenter, Alvin
Pitzee, Peter
Sands, John E.
Williams, John
Gottfried, Gerald J.
Blake, John
Blake, Brian
Fong, Jackson
Sisto, Eugene J.
Efron, Ronald
Gelsler, Robert F.
Bruckner, Howard
Cousins, Clarence

Smith, Troy D.
Silberfarb, Peter M.
Trefethen, Donald A.
Wagner, Donald
Escabi, Luis A.
Vazquez, Domingo
Womack, James D.

SIU Blood Bank Inventory

Period: July, 1960

Pints Contributed	167
Pints Rejected-3	
Pints Credited*	83 1/2
Pints On Hand	
July 1	97
	180 1/2
Pints Used	42
Pints On Hand	
August 1, 1960	138 1/2
Summary	
Total Contributed To Date:	1,158 Pints
Total Rejected To Date:	43 Pints
Total Credited To Date:	557 1/2 Pints
Total Used To Date:	419 Pints

* This is a standard arrangement allotting 50% for service, processing and storage to Brooklyn Donor Center Inc.

GOAL: 500 PINTS IN BANK

Scholarship Rule Change

Seafarers or their children who are interested in competing for future SIU scholarship awards are advised to note a clarification in the eligibility rules, which was adopted at the last meeting of the trustees.

The amendment stipulates that only unmarried children of Seafarers can qualify as dependents eligible for an award. Successful candidates who are children of Seafarers must be unmarried at the time they receive their awards. This rule does not, of course, affect active Seafarers competing for a scholarship.

Five \$6,000 four-year college scholarships are given annually, one of which is reserved for an active Seafarer. To date, since 1953, a total of 38 scholarships with an aggregate value of \$228,000 have been awarded. Nineteen have been won by active seamen and 19 by SIU men's children.

Up until last year, the seamen scholars led the youngsters 17-11 in the number of scholarships won. The 1961 awards will be made next spring.

'Man Overboard!'



Boland & Cornelius seamen have performed a service to themselves and to organized seamen everywhere by the decisive manner in which they rejected Teamster President James R. Hoffa. It is clear from the record that the ill-fated Teamster raid in the maritime field was the personal venture of the Teamster president. The raid was directed out of the headquarters of Hoffa's home local, Local 299 in Detroit. The attorney for the "independent brotherhood" in Boland & Cornelius, a group organized specifically for the purpose of keeping unions out of the fleet, also happens to be Hoffa's attorney of record. Numerous lieutenants of Hoffa were directly involved in the effort to rig an "election" whereby the Teamsters would have swallowed the "independent brotherhood" and repudiated the SIU. Elaborate finagling with the conduct of this "election," mysterious handling of some 100 absentee ballots, intimidation of the families of crewmembers, all failed to convince Boland seamen that they were better off with Hoffa than the SIU. When the showdown came in a Government-supervised election, they made their choice loud and clear over the combined opposition of Hoffa, the "independent brotherhood" and the shipowner.

In the past, Hoffa has been characterized as a "fink" by the SIU because of his willingness to use anti-labor legislation such as the Landrum-Griffin bill, to attack the SIU and other unions. Hoffa's action in Boland & Cornelius, particularly his close association with the "independent brotherhood" only serves to justify that description.

But there is more to the Boland & Cornelius election than repudiation of a Hoffa raid. On the positive side, the B&C vote offers further evidence of the swing of Lakes seamen towards genuine maritime union representation. For years a powerful coalition of non-union Lakes operators had successfully fought off and destroyed union organizing efforts. In the process they used a variety of devices, among them the old "divide and conquer" technique of setting

up assorted "independent" outfits, contracting to non-maritime unions such as District 50 and similar methods.

Touch And Go

When the present SIU Seaway organizing drive was undertaken just three years ago, it was touch and go for a while. Other circumstances, such as the virtual shutdown of Lakes shipping in 1959, have added to the obstacles faced by the organizers. However, 1960 is the year in which the tide turned. The Great Lakes District has triumphed by convincing margins in four of the five elections held this summer, an outstanding record in a citadel of anti-unionism and in a hostile political atmosphere. As a result of SIU activity since 1957 nearly 2,000 Lakes seamen employed on 74 ships are now enjoying the benefits of maritime union representation. The organizers who have worked long and hard throughout the Lakes against discouraging odds are to be congratulated on an outstanding job. With the pro-Union trend now firmly established, hopes are high that 1961 will bring more Union victories.

Philadelphia Hall

October 4 is the big day for Philadelphia Seafarers, because that evening will mark the formal opening of the brand new hall for SIU men in that port. With the opening in Philadelphia, another landmark has been passed in the complex and difficult job of providing comfortable and adequate facilities for Seafarers in all major ports.

Work on the New Orleans hall is progressing at a rapid clip. It should be near completion by the end of the year. Houston is next, with property already earmarked for that purpose.

The new halls reflect the new status of seamen. They are fitting accompaniment to the superior contracts, benefits and protection which seamen enjoy today as compared with what existed at the Union's founding, 22 years ago in October, 1938.

FROM THE
SIU in WASHINGTON

COURT DECISIONS. The United States Supreme Court in a case involving the Order of Railroad Telegraphers and North Western Railroad ruled that a union's demand to amend a collective bargaining agreement to prohibit a railroad from abolishing jobs without the consent of the union was a bargainable issue under the Railway Labor Act. This controversy was a "labor dispute" within the meaning of the Norris-LaGuardia Act, which deprives Federal Courts of the jurisdiction to issue injunctions in such disputes. The railroads in this case operated a rail system covering over 9,000 miles, principally in the Midwest. The railroads petitioned the public utility commissions in some of the states in which it operated claiming that the railroad found it necessary to close stations in order to improve its weak financial condition. They claimed there were so few duties at some of these stations that the agents worked as little as 30 minutes a day for a full day's pay. The union notified the railroads that it wanted to open negotiations on this matter and to amend the collective bargaining agreement to include the principle that no position then in existence would be abolished or discontinued except by agreement between the carrier and the union. The railroad took the position that the union request did not constitute a labor dispute or a bargaining issue. Several meetings were held, but the two sides could come to no agreement. As a result, the union voted to strike and the railroad company took the case to court asking for an injunction. The District court ruled that the union's demand related to pay, rules and working conditions and therefore constituted a labor dispute. The district court's ruling was reversed by the Court of Appeals and finally The Supreme Court was asked to rule on the case.

FEDERAL TRANSPORTATION POLICY. The publication recently released by the Department of Commerce, entitled "Rationale of Federal Transportation Policy," has a chapter that deals with problems of the merchant marine. Among the problems discussed are: first, that an authoritative determination of the total size and quality of the essential fleet necessary to meet both the defense and peacetime requirements of the commerce of the US must be made. Second, is the size and trend of the merchant marine subsidy, including possible means of increasing revenues, decreasing costs of operation, and decreasing costs of construction. The authors of the publication say, "as respects some types of limited war, it appears that the merchant marine may be reasonably adequate in terms of total quantity. However, there appear to be deficiencies qualitatively as respects ship age, speed, heavy lift capability, and ability to load and unload under conditions more primitive than those existing at major commercial seaports . . . a closely associated problem is the reliance currently placed upon vessels under the flags of Panama, Liberia and Honduras. Vessels under these flags of convenience represent a vital segment of our ocean-going capability, including about one-half of our tanker and three-fourths of our bulk carrier tonnage. In time of war, it is presumed that these vessels would be under the practical control of the United States, since they are American-owned and since their countries of registry have no navies by which they could enforce physical control. However, these ships are manned by foreign nationals, and US control over them is not as effective as if they carried the American flag and American crews." The report says that everything possible should be done to improve US control over these ships and that the US should make efforts to have all friendly maritime nations sign agreements for the immediate return of the ships to the US in the event of an emergency.

SHIPS vs. RAILS. On May 25, 1960, Congressman James E. Van Zandt, (R-Penn.), introduced a bill, HR 12395, which would require users of inland waterways to pay a user's charge. Before Congress adjourned for the national nominating conventions, Van Zandt told the House of Representatives that there was scant opposition to the user charge principle. He said that Presidents Roosevelt, Truman and Eisenhower have all publicly urged the imposition of such charges for the use of publicly provided transportation facilities. He said the users of the Federally-subsidized inland waterways, built and maintained at taxpayers' expense, have never paid the Government anything for either the construction of or operation on these costly facilities. Federal expenditures for navigation on the inland and intracoastal waterways have totaled more than \$2.6 billion. Van Zandt said there is "no denial of the fact that barge line operations on our inland waterways form a mature and financially strong industry. As such, that industry should be required to take its place in transportation, on a self-sustaining basis, bearing its own costs under conditions of fair competition with other modes of transportation."

MARITIME OUTLOOK (Tankers). According to AMMI, almost 15 per cent of the US-flag privately-owned tanker tonnage, or about 993,000 dwt, was inactive as of June 30, 1960. Practically all of the lay-up was due to lack of employment. The AMMI report said that freight rates for tanker cargoes remain depressed, and with few exceptions, have been below the break-even level for US-flag vessels. The study indicates that the outlook for the world tanker fleet and the US tanker fleet in particular for the remainder of 1959 and the years ahead, will remain uncertain until the problem of surplus tonnage is resolved. On July 1, 1960, the United States-flag privately owned tanker fleet totaled 342 vessels of 6,680,063 dwt. The US tankship fleet is now 34 vessels below the 1939 fleet, but has grown more than 2.4 million dwt. This is due to the fact that the average tanker today is in excess of 19,500 dwt as compared to an average of 11,200 dwt in 1939.

MORTGAGE INSURANCE. As of June 30, 1960, MA had in effect, under Title XI of the Merchant Marine Act, 1936, approximately \$427 million in Government mortgage insurance and commitments to insure mortgages involving 50 ships and 3 barges. Pending applications for Title XI mortgage insurance is estimated to involve an additional \$278 million on 31 deep and 72 shallow draft vessels. This makes a total either in effect or pending of \$705 million on projects involving 156 vessels.

Union Meetings Reaffirm LOG Editorial Policies

SIU membership meetings in all ports have approved a resolution authorizing the Union's executive board to maintain the traditional editorial policy of the SEAFARERS LOG in view of the recent changes in format and publication.

The resolution notes that the LOG is published monthly to conform to the new monthly membership schedule. Physical changes in format in order to provide expanded coverage and more

comprehensive information were also mentioned in the resolution. The changes, the resolution notes, will not alter the traditional editorial policy of the official or-

gan of the Union. The LOG will not serve the political advantage of any individual in the Union, nor will it publish anything injurious to the Union.

The text of the resolution is as follows:

"Whereas, the Union's official publication, the SEAFARERS LOG, has instituted physical changes in its format to provide expanded coverage and more comprehensive information to the membership regarding the Union and its affiliates, as well as the maritime industry in general, and

"Whereas the SEAFARERS LOG is now being published on a monthly basis in order to conform with the monthly membership meeting schedule as provided for in the Union's amended constitution, and

"Whereas, these changes in physical format and publication dates represent no change in the established and traditionally-observed editorial policy of the SEAFARERS LOG, to wit:

"That no articles shall be published in the SEAFARERS LOG which serve the political advantage of any individual within the union, officer or member, and

"That no articles shall be published in the SEAFARERS LOG which are deemed injurious to the Union or to its collective membership, or which violate the accepted canons of ethics and good taste.

"Therefore, be it resolved, that the membership of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waterways District, go on record at this time as reaffirming this traditionally-observed editorial policy of the SEAFARERS LOG, and also,

"Be it resolved that the constitutionally-established Executive board shall be authorized and directed to maintain and implement this traditional editorial policy of the SEAFARERS LOG in a manner consistent with Article X, Section 8 of the Union constitution."

Submitted by Executive Board: Paul Hall, Cal Tanner, Al Kerr, Earl Sheppard, Claude Simmons, Lindsey Williams, Al Tanner.

SIU Man Gets Citizenship



Seafarer Peter Van Wygerden receives his citizenship papers from Judge Richard Hartshorne in the judge's chambers at the US District Court in Newark, NJ. Wygerden is a patient at the USPHS Hospital in Staten Island. He was taken to the ceremony by an SIU representative.

Seaman Rides Wheelchair To Citizenship Ceremony

Seafarer Peter Van Wygerden, 33, got a new lease on life last month when he became a United States citizen in ceremonies at the US District Court House, Newark, NJ.

As a result, he's now a step closer to the day when he can call for his German-born wife Ingrid and 18-month old son, Peter, now living in Holland with his parents. Then the Van Wygerdens intend to settle down to a new life together in West Milford, NJ.

The SIU member almost missed the citizenship ceremony as a result of back injuries he received while a crewmember of the Seafarer New York. He was admitted to the Public Health Hospital at Staten Island several weeks afterward and is still undergoing an almost continual series of diagnostic tests. Although he presently is allowed out of bed for only an hour or so a day because of his condition, doctors gave him a special pass so that he wouldn't miss the important occasion.

Judge Outlines Freedom

Before the Seafarer officially was handed his citizenship papers by the Judge, the Honorable Richard Hartshorne, he sat attentively as the official impressed upon him—

and some 150 other citizens-to-be the basic freedoms they would enjoy as Americans.

Next came the recitation of the oath of allegiance, and the people gathered there—of all ages, religions and nationalities—repeated it after the Judge.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

Order Kohler To Rehire 1,700 In 6-Year Strike

The blatant strikebreaking activities of the Kohler Co., major plumbing-ware manufacturer, have been denounced and overturned in a landmark National Labor Relations Board decision. As a result, the company has been ordered to rehire 1,700 strikers. To do this the company would have to unload

the strikebreakers it brought in to take the jobs in the company's futile effort to break the back of the union.

The company promptly announced it would appeal the reinstatement order in the courts in a further delaying action. Meanwhile, the United Automobile Workers Local 833 is continuing to picket the plant in the six-year-old walkout.

It is expected it will take at least a year to resolve the issue in the courts.

The controversy began in 1954 when the union sought a contract incorporating the union shop and other benefits. The company would grant none of them, and negotiations broke down. The strike followed.

Kohler subsequently gave non-strikers a wage increase, dealing without the union, and this converted what had been an economic strike to one against unfair labor practices.

Last month, the NLRB found that the raise was in violation of the law. One board member went further and said that the true cause for the strike lay in the entire history of the Kohler firm, which shows "a fixed intent to . . . rid itself of the union." He said that this inevitably provoked and prolonged the strike.

The board sharply reprimanded Kohler for hiring detectives to spy not only on the strikers but on the board's own attorneys.

US Cuts All Ties With Dominicans

The United States and most of the other member nations of the Organization of American States last month began recalling their diplomatic personnel stationed in the Dominican Republic shortly after the OAS voted to sever diplomatic ties with that country.

The break in relations between the US and the Trujillo regime will in no way affect shipping as far as the SIU is concerned. Only two companies—Alcoa Steamship and Bull Line—had previously called there, and a check with them indicated that they had long since discontinued that service because of economic reasons.

US trade with the Dominican Republic—cultural, tourist or otherwise—will probably continue into the immediate future in light of the fact that consular functions have not yet been affected by the break in relations. The duties of the consulate, differ from those of the diplomatic corps, and include the validation of seaman's papers, and issuance of visas.

on the ball

NEWS

HEADLINES

IN REVIEW



HURRICANE DONNA RAKES PUERTO RICO, FLORIDA KEYS AND U.S. EAST COAST. OVER 135 DIE, BILLIONS IN PROPERTY DAMAGE DONE. MOST OF DEATHS IN PUERTO RICO.

RUSSIANS WIN LIONS SHARE OF OLYMPIC GAME MEDALS ... WOMEN GYMNASTS SHOT PUTTERS SWELL TOTAL.

U.S., LATIN AMERICAN NATIONS AGREE ON GIANT "MARSHALL PLAN" FOR LATIN NATIONS ... \$500 MILLION PROGRAM DESIGNED TO BETTER CONDITIONS OF MILLIONS ... SEEN AS ANSWER TO CASTRO.



U.S. PRESIDENTIAL CAMPAIGN HEATS UP AS RELIGIOUS ISSUE FLARES. KENNEDY HITS AT CHARGES HE WOULD BE INFLUENCED BY VATICAN IN MAKING DECISIONS.



KHRUSHCHEV, GOMULKA OF POLAND, TITO OF YUGOSLAVIA, NASSER OF EGYPT AND CASTRO OF CUBA ALL COME TO NEW YORK FOR UN COUNCIL MEETING, GIVE POLICE DEPARTMENT KING-SIZED SECURITY HEADACHE.



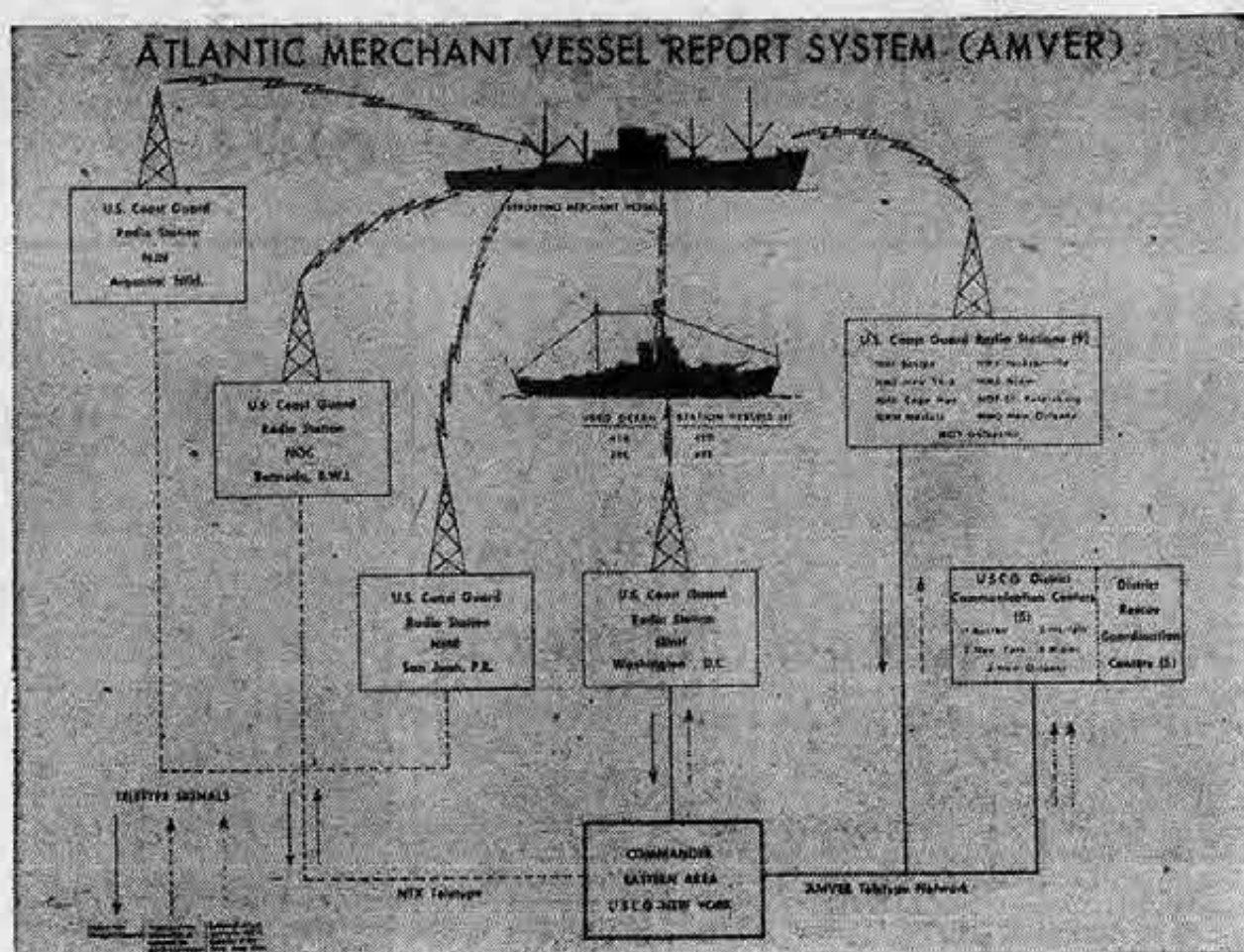
NEW SCHOOL YEAR OPENS WITH PARTIAL INTEGRATION IN SEVERAL SOUTHERN CITIES INCLUDING HOUSTON, RICHMOND, NEW ORLEANS EXPECTED NEXT.

STOCK MARKET SAGS AS BUSINESS FAILS TO SNAP OUT OF DOLDRUMS.



CONGO STILL IN NEAR-CHAOS, AS RIVAL FACTIONS JOUST FOR CONTROL OF GOVERNMENT; USSR MEDDLES; UN FORCES ATTEMPTING TO STABILIZE NATION.

THE US Coast Guard, with the help of electronics, has been keeping tabs on the positions of thousands of ships at sea during the two years it has been operating AMVER—the Atlantic Merchant Vessel Report System. AMVER can quickly plot ship positions at any given time for vessels taking part in this free service. This is the quickest method of getting aid to sick or injured seamen on ships which have no doctors. Merchant ships using the service transmit basic information—route and speed—to any of 14 Coast Guard radio stations which relay this to the AMVER center where it is recorded on an IBM card and then fed into an electronic memory unit known as RAMAC. A ship need not report again unless it deviates more than 25 miles off the given course. As a result, seamen on ships taking part in the service can get speedy care in an emergency.

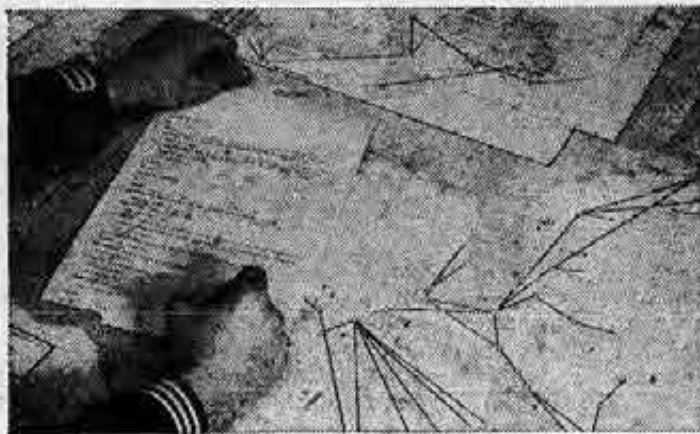


AMVER:

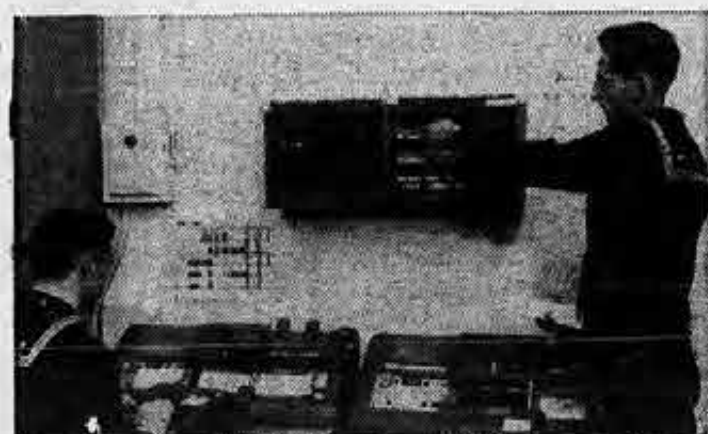
ELECTRONIC RESCUE AID FOR SHIPS



Incoming AMVER messages are received on teletype. Index lists 8,000 call signs.



Operator enters position data on sheet which will later be transferred to IBM card.



Data, in edited form, is punched on machine at left, re-punched at right.



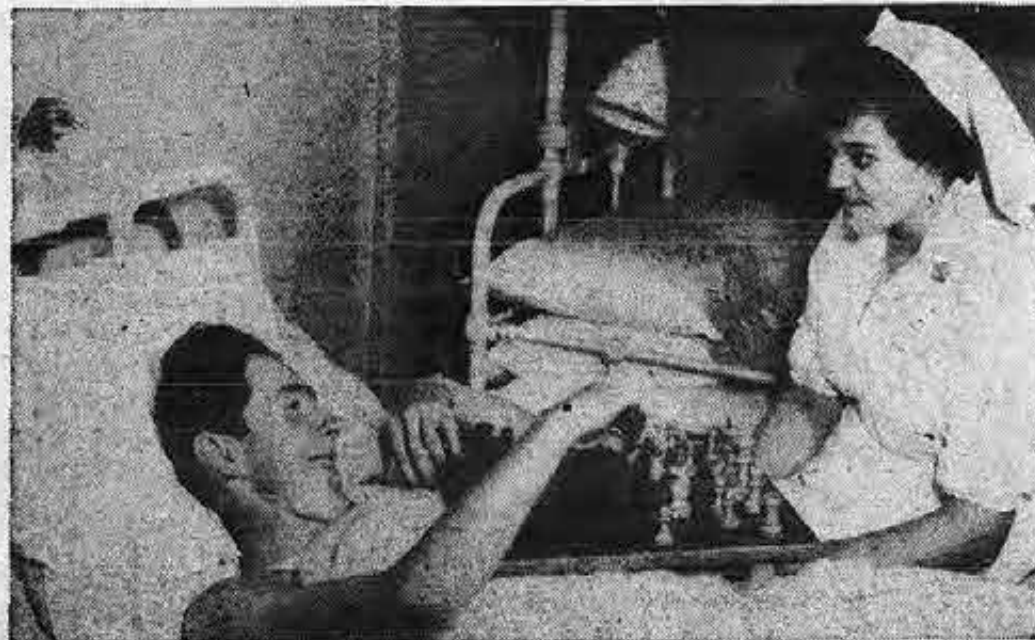
Cards are placed in hopper, then fed into RAMAC which computes, stores data.



"Memory" portion of machine is in discs at center, which resemble long-play records.



"Hot line" phone in Rescue Coordination Center, New York, picks up distress details; AMVER advises of ships closest to scene.



AMVER assisted in directing doctor-carrying ship to vessel where injured seaman, shown above, needed immediate medical aid.

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



ALASKAN FISHERMEN ENJOY BEST SALMON CATCH SINCE 1948

Although Alaskan salmon fishermen and cannery workers have been hard hit by poor salmon runs in recent years, it now appears that this season's catch may be the best since 1948.

In fact, figures reported by Alaska's State Commissioner of Fish and Game show that enough salmon had been caught by the end of July to fill 965,000 cases, and state officials were hopeful that the total catch of the Bristol Bay area would amount to 1,000,000 cases for the season, or more than three times the size of last year's catch.

"We started with only one day's fishing a week to permit a sufficient escapement of salmon for spawning purposes," said Commissioner Clarence L. Anderson. "Then we gave the fishermen 24 hours on and 12 off during the second week. But the fish were still going upstream in such numbers that we threw the fishing open 24 hours a day."

The canners, advised last November that some 48 million salmon might be leaving their North Pacific feeding grounds this year for the eastern Bering Sea, got ready early. And by the time the season opened early in July, they had stand-by crews of Eskimos ready to emplane from their home towns to Bristol Bay, west of the Alaska peninsula.

The canneries set up additional lines of cleaning and processing equipment, and flew in 200 Eskimos to man them. "But even with all of this, the canneries couldn't handle the catch," Anderson reported. "At one time we put the fishermen on a limit of 2,500 fish daily."

Although some 48 million salmon are believed to have left their feeding grounds this year, it's estimated that about 35 million will

reach Bristol Bay enroute to their spawning grounds in Alaska's 2,000 salmon streams.

Depends On Japanese

The final number will depend partially on the number of salmon intercepted by Japanese fishermen. The Japanese have agreed to fish west of 175 degrees West longitude, a line running through the island of Atka, at about the central part of the Aleutian chain. In southeast Alaska there have been reduced runs, but the state's total catch so far has nevertheless surpassed the 1959 totals.



High winds, fierce seas and the ever-present menace of ice are factors with which Alaskan fishermen must always contend, as this photo (left) of SIU-affiliated Alaskan Fishermen's Union members shows. Although last year Alaskan salmon fishing had one of its worst recorded seasons, this season's salmon catch (above) promises to be the best since the record-breaking catch of 1948.



\$3 Million Fishing Pier Planned For New Bedford

NEW BEDFORD—New Bedford fishermen, who at present are operating with outmoded, cramped facilities, may be getting a new \$3,000,000 pier in the South End of the City. If plans now under way are realized, the new construction will be 400 feet long with space for 50 craft to tie up. Other features include finger piers extending north and south, five fillet houses, two processing plants, storage lockers, truck loading areas and parking facilities.

Because of the complicated nature of necessary financial arrangements, it will take some time before construction drawings are ready. Right now the project is in the preliminary planning stage. Once the work is started, though, actual construction should take no more than 12 months.

Open Pier Planned

Army engineers rejected the use of a bulkhead pier, which they claim would restrict the flow of water. The new pier, will most likely be an open one, constructed with pilings. Plans also allow for expansion of the facilities should this be necessary at a future date.

Civic leaders and fishing industry personnel attended a meeting

last month in which they were brought up to date on the status of the project. Also present were members of the New Bedford Fishermen's Union, including Howard W. Nickerson, secretary-treasurer.

Propose Rules For US Aid To Fishing Boats

The Department of Interior has announced the proposed rules which will govern the payment of Federal aid for the construction of fishing vessels, as recently authorized by Congress.

Although Congress has only recently appropriated \$2½ million annually for the project, no appropriations have actually been made to aid the US fishing fleet.

Under the terms of the rules proposed by the Interior Department, the program will be limited to fishing vessels that are part of a fishery being injured or threatened by increased fish imports, and the payments cannot exceed one-third of construction costs.

The applicant must show that the vessel would aid in the development of US fisheries, would be of US registry, would land all its catches in US ports and would employ as its crewmen only US citizens or aliens legally living here.

The vessel must also be capable of speedy and economical conversion to a ship capable of aiding the national defense.

New Bedford Scallop Fete Success

NEW BEDFORD—New Bedford's Third Annual Scallop Festival, which this year was held for three days, Aug. 12-14, was a rousing success, according to Howard W. Nickerson, secretary-treasurer of the SIU-affiliated New Bedford Fishermen's Union.

The New Bedford union donated scallops to help make up the 18,203 dinners that were served during the three-day event, and many of the people who worked at it were the wives and children of the fishermen.

The New Bedford Exchange Club, with the cooperation of the New Bedford Seafood Council and many other local organizations, did a fine job, Nickerson reports, and it is logical to assume that next year they will be able to serve at least 9,000 persons a day.

Nickerson bases this optimistic estimate on the fact that there was no waiting for dinners at any time this year due to the streamlined operation set up by Col. Friedman, of the US Army, who was the festival chairman. Nickerson was in charge of the purchase and handling of all food.

It is hoped, Nickerson says, that in the future similar festivals can be held in other parts of the US.



These were some of scallops served by wives and children of New Bedford Fishermen at Third Annual Scallop Festival.

Among unions in the SIU are a number of groups of commercial fishermen on all coasts, as well as shoreside fish canneries and processors. They are involved in such widely-diversified fishing operations as scalloping, tuna fishing, salmon fisheries, cod, halibut and many others. Groups involved include the New Bedford Fishermen's Union, Alaska Fishermen's Union, tuna fish and cannery unions operating out of California ports and groups in Bristol Bay, Kodiak, and elsewhere in the far northwest Pacific.

SIU MEDICAL DEPARTMENT



Don't Hesitate - Vaccinate!

Joseph B. Logue, MD, SIU Medical Director

More Americans are traveling abroad than ever before. Whether they travel for business or pleasure, there is always a possibility that they will contract a disease not prevalent in this country. They may not only endanger their own health but, possibly, the health of persons in the countries they visit, or someone at home when they return.

This is especially true of Seafarers who more or less constantly expose themselves, due to the nature of their profession, to the vagaries of disease in all ports of the world.

It's quite obvious today, for example, that Yellow Fever, Smallpox and Cholera have practically been eliminated in the United States. But, in many countries, these diseases are still prevalent and, if the diseases are introduced into receptive areas, severe deadly epidemics can occur. All of this can be prevented by proper vaccination, so most countries require evidence of vaccination against one or more of these diseases, when they consider themselves threatened by an outbreak elsewhere. Due to fast travel by air, the dangers can be very real since a person may arrive in the US without evidence of the disease, although harboring a disease contracted in another part of the world.

Travelers are advised that vaccination certificates are required not only for health conditions prevailing in the country of departure, such as the US, but also for the conditions that may exist in any country where they may stop during their journey. Vaccinations should be obtained several weeks before leaving, as it takes some time to develop immunity after vaccination and the vaccination certificate is valid only after this period, usually 6 to 14 days, depending on the disease for which vaccination is given.

Some countries may not request travelers to show their certificates when they arrive, from places considered safe; however, this is not always the case. There is always a possibility of a quarantinable disease developing along the route of travel.

Countries of the Middle and Far East that are receptive to Yellow Fever are stringent in their requirements of a valid yellow fever vaccination certificate. If the certificate is not in order, the traveler or seaman may be subject to surveillance, or even isolation up to 14 days. A valid certificate for vaccination against Smallpox is always required for persons entering the US, except from Canada and certain nearby countries.

The International Certificates of Vaccination are the only acceptable documents for international travel, and are valid only when the requirements in each certificate are complete. In the US, the International Certificate of Vaccination may be procured with a traveler's passport, through travel agencies or the Public Health Service. The certificate must be complete and, for Smallpox and Cholera, must bear a stamp approved by the health administration of the country in which the vaccination is performed. If Yellow Fever vaccination is required, it must be issued by a Yellow Fever Vaccination center.

Evidence of Smallpox vaccination within the three past years is required by most countries. A Yellow Fever vaccination certificate is valid for 6 years beginning 10 to 12 days after vaccination, and is required for travelers to Ceylon, India and Pakistan; certain parts of Africa and South America.

Cholera vaccination is required for travelers who pass through areas where the disease is present. The certificate is valid for 6 months following immunization. Some areas of possible prevalence are Burma, Cambodia, India, Nepal, Pakistan and Thailand.

Other immunizations recommended by the Public Health Service depending on the area of travel are Typhus and Paratyphoid, Typhus and Plague.

Some Immunizations Are A 'Must'

Whether you are a traveler or not, the following immunizations should be a must: Typhoid and Paratyphoid Fever, Tetanus, Diphtheria, Influenza, Tetanus Diphtheria (combined) for adult use, and Poliomyelitis.

Poliomyelitis vaccine should be administered as follows:

- 1st vaccination
- 2nd vaccination 2 to 7 weeks following first
- 3rd vaccination 7 months following second
- 4th vaccination 1 year after third.

The Public Health Service has recently approved the manufacture of oral polio vaccine; however, the initial supply will probably not be ready before the spring. It will probably be a year before a sufficient supply is available for general use.

So don't neglect your polio vaccination or attempt to wait for oral vaccine. Now is the time for polio vaccination.

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

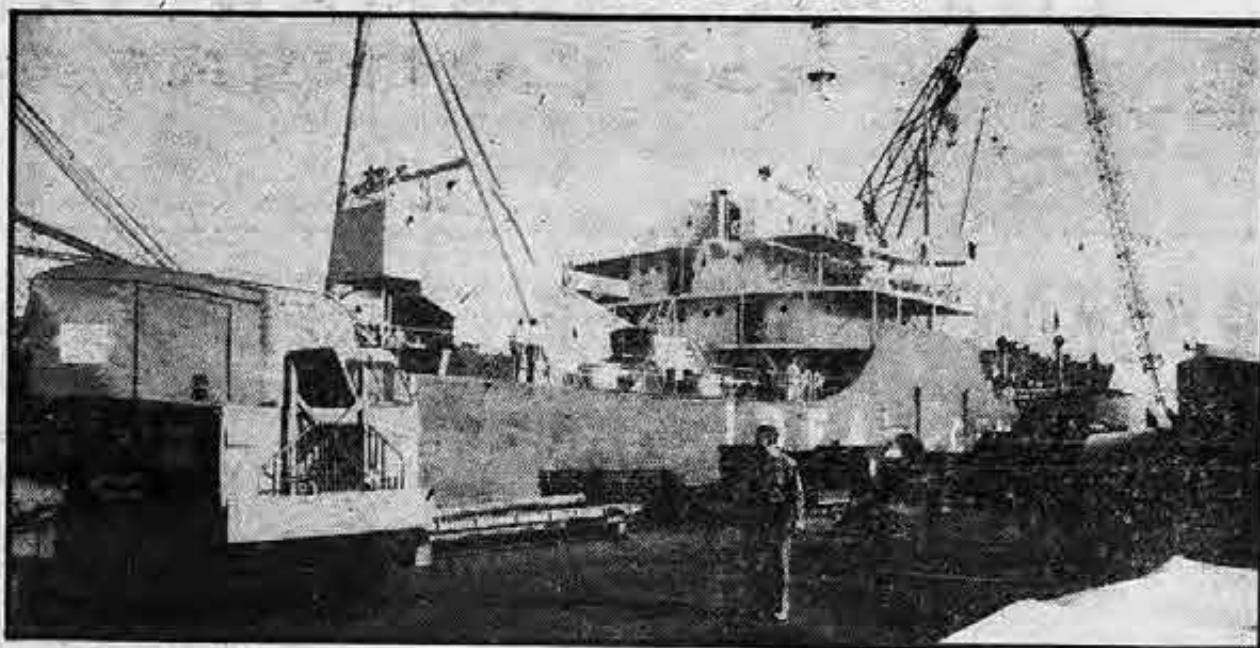
Notify Union On LOG Mail

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, three 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.

Cement Plant Goes To Sea



The SIU-contracted cement carrier Keva Ideal (Ideal Cement) is loaded with equipment for a complete cement plant at the Redwood City, Calif., docks. The cement plant is destined for the Gulf Coast. (Redwood City Tribune photo.)

Seamen's Wage Floor, Forand Medical Bill Fail In Congress

WASHINGTON—An alliance of Republican and Southern Democrat lawmakers sank all hopes for labor-backed legislation in the short summertime session of the 86th Congress. Among legislation which was buried or defeated in Congress was the bill calling for extension of the wage and hour law to cover American seamen and harbor workers.

Besides the changes in the minimum wage laws, bills which went under included the Forand proposal for medical insurance for retired Americans under the Social Security system, Federal aid for school construction and aid for housing.

The SIU and other maritime unions affiliated with the Maritime Trades Department had placed heavy emphasis on the need for a revised wage and hour law. Aside from increasing the minimum wage from \$1.00 to \$1.25 an hour, the law would have extended coverage to all shipboard and harbor craft crews. At present, owners of many tugs, barges, scows and similar craft pay crews as little as 40 to 50 cents an hour in many instances and 84-hour work weeks are not uncommon.

The measure, which passed the Senate but died in the House, had been opposed by the American Merchant Marine Institute.

The biggest issue at the summer session was the drive by organized labor and other groups for hospital and medical benefits for retired Americans. This bill was defeated, largely because of the opposition of President Eisen-

hower. A substitute bill was passed which limits such benefits severely, and places them on a charity basis.

Congress did vote nearly \$4 billion for the foreign aid program, an increase of \$562 million over last year. American flag shipping can look forward to some increase in foreign-aid cargoes as a result of the action.

NYC Blue Cross Given Another Big Rate Boost

Blue Cross rates for 7,200,000 subscribers in the New York area will go up a hefty 33 percent beginning November 1. The hospitalization plan had earlier asked for a rate hike of 37.3 percent. After it was rejected by the State Insurance De-

partment, an amended version was submitted and approved. This was the third rate increase in three years.

Blue Cross claimed the hike was inevitable. They said the area's 270 member hospitals had been charging more and more for their services, and that their reserves had been melting fast. But the superintendent of insurance noted that Blue Cross had been paying hospitals for items not concerned with subscribers' care.

Under the "Standard Plan"—21-full benefit and 180-half benefit days—the rate for families with group coverage will increase from \$6.60 a month to \$8.72. For an individual with group coverage, the rate will go up from \$2.61 to \$3.56 monthly. Similar increases will affect all other categories.

Also starting on November 1, the hospitals' billing practices will be closely scrutinized for over-head-type items, such as training and expansion, which are now passed on to Blue Cross in the form of higher bills.

There will be some new benefits. The Plan noted additional coverage for newborn infants, short-term psychiatric treatment and for cosmetic surgery.

The spiraling cost of hospitalization is being studied by several labor unions, including the SIU. They are looking into the possibility of eventually setting up their own hospital system, which would protect workers from ever-mounting costs.

SS Baltika Unique Ship: Crew Is Largely Female

Nobody would mistake the SS Baltika, Russian-flag passenger ship which brought Premier Khrushchev to the United States, of being a luxury liner, according to Seafarer Eric Joseph who traveled on the ship in 1959. In fact, he said, the Baltika was an ordinary tub as far as passenger ships go.

Normally the ship is on a regular run between Leningrad and London, making stops at Helsinki, Stockholm and Copenhagen en route. It attracted worldwide attention when the Soviet Premier chose to travel to the current United Nations meeting on the ship.

Joseph rode the ship overnight between Helsinki and Leningrad, and back again, when he made a tour of Europe and the Soviet Union in the summer of 1959. Having paid his own way and traveling as an ordinary tourist, he was free to observe some of the actual day-to-day conditions under which Russian ships and seamen operate.

What struck him particularly was the overwhelming preponderance of women crewmembers. With the exception of a few waiters, one purser and other male ratings, the women predominated both in the

galley, dining room and deck and room service. Since the steward department is the largest numerically on a passenger ship it makes the Baltika unique in the annals of merchant shipping.

As far as working conditions go, he observed that the deck gang handled baggage to and from the dock. When not hustling baggage, the gang painted—morning, noon and night. It was pretty clear that there were no worries about having to pay off watch OT.

Karl Marx' theories about a classless society didn't apply on the ship which was a three class affair—first, second and tourist. In the first and second class dining room there was a menu, but the waitresses ignored it. The simply brought out whatever the cooks gave them in the galley.

For entertainment, there's a small bar, a piano and a phonograph. All told, the 7,500-ton ship carries about 150 passengers at a sluggish 14 knots.

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



Isthmian Crews Win PHS Award

The record of Isthmian Lines' 24-ship fleet, each of which earned a rating of 95 or better in an official US Public Health Service inspection, is something pretty special. The steward department force on each vessel deserves the highest praise for this kind of achievement. Vessels are rated on 166 separate items under the general headings of food-handling, dishwashing, waste-disposal, potable water systems, food storage and rodent and insect control.

The 95-plus rating on Isthmian ships recognizes a lot of hard work by the galley force, shoreside company personnel and our own consultants who visited these vessels at various times in port. There is more than meets the eye when you can show this kind of performance.

Most people are interested in the end-results only. They usually don't stop to consider what produces them, and rightly so. No one wants to be burdened with a lot of detail; results are what count. The fact is, of course, that the results depend on all the small details we don't consider because we don't see them.

You can't wind up with tasty, attractive meals unless there's an orderly, well-run galley turning them out. In turn, the galley can't operate properly unless its personnel know and take pride in what they're doing. Their performance depends not only on how well a guy can cook, but on proper running of storerooms, inventory controls and sanitary management.

A clean, well-tended messroom is another part of the job. The messman is the go-between; he's the middle man between the steward, the cooks and the "customer," the ABs, firemen and everybody else in the crew. If he slops a tray of food or generally keeps the messroom looking drab and unappetizing, a lot of the time, money and effort that went into producing the meal is wasted. That's why any kind of award requires teamwork by everybody concerned. Nobody can earn it by himself because too many little things can go wrong and one person can't be in all places at one time.

Of course, there's more than appearances to be considered when dealing with shipboard sanitation. There's the health of the crew at stake, and the clean, orderly galley and messroom is an asset in preventing what could be annoying and serious ailments deriving from unsanitary food-handling and food preparation. Every crewmember thus has a direct stake in shipboard sanitation.

The type of steward department operation that helped Isthmian ships get this latest PHS citation was prominently displayed a few days ago. The occasion was the presentation of the citations for excellence in vessel sanitation at ceremonies held aboard Isthmian's Steel Vendor in Brooklyn. Everyone who attended was impressed with the outstanding buffet arranged by the ship's steward department for about 50 invited guests. No detail was spared by the steward and his galley force. They deserve the highest praise.

Of course, Isthmian crews are not alone in this kind of achievement. Earlier this year, PHS sanitation certificates were won by Bloomfield, Calmar and Marven steamship companies. Others are in line for the same. This type of performance speaks for itself.

The number of companies which receive these awards is on the increase, in line with the general improvement in steward department performance. The Food and Ship Sanitation Department is currently embarking on an expanded program which should help maintain a general level of excellence in shipboard sanitation throughout vessels under contract to the SIU.

Operating along the lines of the PHS, consultants for the Food and Ship Sanitation Department will shortly be checking out SIU vessels with an itemized sanitation inspection report. This will be done on a voyage basis, and ratings up to 100 will be assigned. By carrying out this activity all year round, the department can assist all vessels in maintaining proper sanitation standards and suggest corrective measures where they may be needed. This is another forward step in the campaign to assure that we continue the best type of feeding and service on SIU-contracted vessels.

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



Presentation ceremonies for USPHS sanitation award to Isthmian fleet were witnessed (L-R) by Capt. B. Spokas, Isthmian Director of Safety and Training; SIU Headquarters Rep. Ed Mooney; Isthmian Vice-President J. J. McCabe; Food Plan Director Cliff Wilson; Capt. W. R. Merson, master of Steel Vendor; Isthmian Port Steward Ted Voelter and Dr. R. C. Arnold, Assistant Surgeon General, USPHS, who presented the citation. At right, Seafarers R. Mora and Ray Casanova, members of galley force aboard Steel Vendor, officiate at attractive buffet prepared for guests.



This Trip's On Him



Former Seafarer Ray A. Curtis, who sailed for several years in the deck department aboard Waterman ships, is on deck again, this time with his wife for an 11-day cruise to Puerto Rico aboard the SS Monarch of the Seas. Ray, whose last ship was the Topa Topa, is presently an announcer with WDAM-TV in Hattiesburg, Miss. (Photo courtesy New Orleans Photo News.)

Reds Entice British Co's To Haul Oil

The Soviet Union is beginning to meet with considerable success in getting tankers to carry Russian oil to Cuba. It has recently concluded long-term charters for the services of 16 tankers owned by two British firms, London and Overseas Freighters and Cambridge tankers.

The Russians have been dangling tempting offers under the noses of runaway-flag and European-flag tanker operators to get them to grab Cuban oil charters. Reportedly, the Soviet Union is ready to pay twice the going charter rate on charters of at least two years' duration.

The 16 vessels, in the 20,000-ton range, should satisfy a good percentage of Cuba's oil transport needs.

After Cuba's Premier Castro expropriated foreign-owned oil refineries early in July and went to the Russians for oil, Esso and other expropriated firms threatened to blacklist tankers entering the Soviet-Cuba trade. The Russians have made several approaches to runaway tanker operators but they have been reluctant to grab the bait for fear of losing lucrative contracts with American oil companies.

Foreign Seamen In New Pacts

German, British and Finnish seamen are receiving pay increases and working shorter hours as the result of newly-negotiated contracts with shipowners, the International Transportworkers Federation reported. However, the new scales are still a far cry from those on US-flag ships.

A new wage agreement covering some 50,000 seamen in the German merchant marine has been negotiated by the ITF-affiliated Transport and Public Service Workers Union.

Under the new contract, German seamen with AB ratings receive \$77.57 per month for their first two years, rising by biennial increments to \$94.49 per month after eight years.

A head cook under the new German merchant marine contract earns from \$250.60 per month to \$300.72 per month after eight years. It isn't clear whether or not this refers to a passenger ship rating.

American seamen on East Coast ships with AB ratings earn \$369.17 per month on freighters and \$373.84 per month on tankers from the first year. A chief cook

on an American freighter earns \$435.83 per month and \$454.84 per month on a tanker.

A \$7 per month pay increase is going to most of the unlicensed seamen in all departments in the British merchant marine. Under a new agreement between shipowners and the British National Union of Seamen, a 5½ day week will be recognized for both officers and men. Saturdays at sea are to be compensated by an extra day's pay or leave. There will also be a half-day's pay or leave for Saturday afternoons at sea. Consideration will also be given to a non-

contributory pension plan for unlicensed seafarers.

Segments of the British seamen's union have expressed dissatisfaction with the contract and a rebel movement in the union initiated strikes last month. The walkout spread to most ports of Great Britain, halting or delaying ship departures and causing shipping interruptions in Canada and Australia. Most British ships, however, were sailing by early this month.

Early this year, seafarers' unions in Finland negotiated a 45-hour week for seamen.

LABOR ROUND-UP

Two AFL-CIO affiliates and their employer have received a safety award from the Atomic Energy Commission for establishing an all-time, nation-wide record for man hours worked at an atomic installation without a disabling injury. Cited by the AEC were 2,700 employees of Sandia Corp. of Albuquerque, N. M., represented by the Atomic Projects & Production Workers Metal Trades Council and Local 251 of Office Employees International, which had put in more than 12.7 million man-hours without a lost-time accident. This achievement bested a previous 11.1 million accident-free man-hours held by General Electric Co.'s employees at Lockland, Ohio.

The National Labor Relations Board has upheld a regional director's decision that the Oregon Journal and the Oregonian newspapers were not guilty of unfair labor practices in the Portland

strike involving the Web Pressmen's Union. The union protested the discharge of its members during a strike started by the Stereotypers Union. When the Pressmen's contract ran out last December 31, the management of the papers said that since the men had failed to report for work after the November 10 strike start, they were no longer regarded as employees.

Cutbacks in steel output are causing trouble for the United Steelworkers of America. Some are being furloughed from their jobs, while others are working reduced hour-schedules. According to USWA figures, 11,500 to 13,000 fabricating plant employees have been furloughed in western Pennsylvania, and another 1,100 to 1,200 in the union's Youngstown, Ohio, district. Though no national figures have yet been compiled, the Steelworkers indicate the lay-off situation across the country "doesn't look good."

THE CANADIAN SEAFARER



Union Wins Decision On Annual Wage

An SIU Canadian District contract provision, which in effect, calls for a guaranteed annual wage, has been upheld by a Canadian judge despite the claims of an employer that there was insufficient work to keep men busy all year.

The ruling, which sets an important precedent, was handed down by Judge Harold E. Fuller of Welland, acting as arbitrator in a dispute between the SIU's Licensed Division and the Canadian Dredge and Dock Co., Ltd.

The ruling was the outgrowth of a claim by David A. Sillars, first engineer, and Brian Holford, second engineer, on the tug Lotbinière for winter pay owed them by the company by reason of a section of the collective bargaining agreement.

Sillars was hired Jan. 26, 1959, and was laid off on Dec. 19 of that year, while Holford was hired July 28, 1959, and was also laid off on Dec. 19. The tug was fitted out April 10, 1959, and was laid up for the winter Dec. 3, 1959.

The company had planned not to use the craft in the 1960 season, but changed its mind and fitted out the tug April 19, 1960. Sillars was hired March 30, 1960, and Holford was hired March 31, 1960. They have been on the tug since.

Judge's Ruling

Judge Fuller ruled that Sillars is entitled to be paid at the rate set out in the agreement for the period from Dec. 19, 1959, to March 30, 1960, less holiday pay, and Holford is entitled to be paid at the agreement rate for the period from Dec. 19, 1959, to March 31, 1960, less holiday pay.

The judge cited the clause in the agreement which states that licensed engineers who are hired at the beginning of spring work shall be paid on the basis of 12 months per year and 24 equal payments, and licensed engineers who are hired during the season and remain until fall lay-up shall be paid during the winter months on the basis of one month of winter work for each month of employment during the season; providing always that employees be given off a 14-day period between fall lay-up and January 15 of each year for annual vacations.

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

Back In Service



The excursion vessel Island King slammed into a pier in Montreal Aug. 20, and 30 passengers received minor injuries. The vessel suffered \$2,000 damage to its bow plates, but left its berth Aug. 22 on its regular waterfront cruise with its hull still dented.

SIU Signs Agreement On Dredge

The SIU Canadian District has signed an agreement with the Great Lakes Dredge & Dock Co., of Cleveland, Ohio, covering some 120 of the company's employees.

The Canadian District concluded the agreement after negotiating with a joint team which included the International Union of Hoisting Engineers.

Great Lakes Dredge and Dock was the successful bidder for the Livingstone Channel deepening project near Amherstburg, Ont. The project marks the company's reentry into Canadian waters after a long absence.

The firm also has a contract for American waters operations with the SIU-affiliated Dredge Workers' Union on the Great Lakes.

The Livingstone Channel job began last month and is expected to be finished by December of 1961. The contract calls for a 44-hour week, welfare plan, board allowances and straight time traveling pay when workers are required to spend more than an hour daily in company launches traveling to and from the job.

The equipment on the job includes a clam shell dredge, dipper dredge, suction dredge and several tugs and barges.

British Seamen Call SIU; Union Gets Them Contract

British seamen from a London-registered ship, docked in Montreal, took action to improve their working conditions and salaries. They asked the SIU Canadian District to bargain for them with the shipowner.

The action came during the

Tanker Arrest Nets Him \$300

Seafarer Elias Mallett, who took on a shipping company single-handed and had one of its vessels "arrested" last month, delivered the coup d'état to the firm earlier this month when he was handed a check for \$300 which represented back wages and a small settlement charge for his trouble.

Mallett was unjustly fired from his job aboard the Shell tanker Tyee Shell and did not receive his pay when he was dismissed. He latter slapped a lien on the vessel, tying it up for a day while the company posted bond.

Mallett was approached by a Tyee Shell lawyer and agreed to the \$300 out-of-court settlement. Originally, Mallett had asked for \$400, but settled for the lesser sum after winning the battle which he fought "for principle."

Lakes Crewmen Reject Offer, 5-1; Walkout Likely

A Canadian government mediation board recommendation was overwhelmingly rejected by a referendum of members of the SIU Canadian District employed on vessels of the Association of Lakes Carriers.

The referendum, resulting in a landslide five-to-one vote against the Board's recommendations, is likely to be followed by a strike. The carriers are on the eve of their busiest season with the start of the autumn grain harvest.

The referendum was decided on at the August meeting of the Canadian District at which the headquarters membership unanimously went on record as rejecting the conciliation offer. Ballots were then printed and submitted to the crews of all ships operated by member companies of the association.

The Union had asked for a wage increase of 10 percent across the board and a reduction of the work week from 48 hours to 40 hours. The companies—the major operators in the Canadian-flag Great Lakes trade—offered a 10 percent increase spread over a three year period, and refused the work-week reduction.

Rules Against Union

The Mediation Board recommended a 12 percent raise spread over three years, from the opening of the 1960 season to the close of the 1962 season. It also found against the Union's time demand, claiming that a regular 40-hour

work week is inapplicable to the nature of the operation on the Great Lakes.

The present contract dispute derives from the operation of the St. Lawrence Seaway. Previously, numerous small Lakers were needed to sail into Montreal through the shallow-draft channels below that city. The opening of the Seaway replaced them with much larger ships. The big new Lakers can carry five times the cargo of the small canalers with little more crew.

Under these circumstances, the Canadian SIU felt that its demands were reasonable and well within the ability of the owners to pay.

The major companies in the association consist of such large Canadian-flag operators as Scott Misener, Hall Corporation and N. M. Patterson & Sons. The Canadian Lakers are the largest group of ships under the Canadian-flag at present.

Seaway Story: More Cargo, Fewer Ships

MONTREAL—The trend toward more cargo and less ships was the most conspicuous feature of the operation of the St. Lawrence Seaway this year, according to the Seaway authority. The contradiction is explained by the fact that giant Lakers are replacing the smaller craft with 12-foot draft that formerly operated on the St. Lawrence.

Quoting figures for the first five months of 1960 of Seaway operation, the Seaway Authority said that cargo was up from five to 10 percent on various sections of the Seaway. The biggest increase was in the Welland Canal area, but nevertheless, the number of vessels passing through the canal declined from 4,922 to 4,386.

The SIU Canadian District's major argument in seeking a sizable increase in its Lakes contracts has been the use of much larger vessels capable of carrying up to five times the cargo of the old Lakers.

SIU Canadian District Halls

FORT WILLIAM.....408 Simpson St.
Ontario Phone: 3-3221
HALIFAX, N.S.....128 1/2 Hollis St.
Phone 3-8911
MONTREAL.....634 St. James St. West
Victor 2-6161
QUEBEC.....44 Sault-au-Matelot
Quebec L'Afontaine 3-1569
THOROLD, Ontario.....52 St. David St.
Canal 7-5212
TORONTO, Ontario.....272 King St. E.
Empire 4-3719
ST. JOHN, N.B.....177 Prince William St.
OX 2-5451
VANCOUVER, B.C.....298 Main St.



THE PACIFIC CO

SUP CONSTITUTION TO BE REMODELED; 1st CHANGES READ

The first of many proposed amendments to the Constitution of the Sailors Union of the Pacific were read to the membership at SUP headquarters and all branches during July and last month. This was part of a plan to streamline the constitution so that it conforms to the Union's growth pattern and at the same time reflects the changes set forth in the Landrum-Griffin Labor Act.

The membership and officials of the SUP were in agreement that such a task is best done on a piecemeal basis, changing a few amendments at a time, under the Constitution Committee, and finally putting all proposed changes to a membership vote. On a few occasions, changes have been made in the SUP constitution but this marks the first time in 40 years that the entire document will be remodeled throughout.

All proposed changes will be published in the SUP's official publication—the West Coast Sailors—and after being discussed by the members will be made ready for balloting. Plans indicate this will probably take place sometime late this year.

Thus far—as a result of a membership meeting last July—the first two reports on proposed SUP constitutional alterations were published in the August issues of the "West Coast Sailor." This reflected the initial stages of the study of the constitution. Starting with the preamble, in which no changes were planned, the document was broken down article by article, including the sections thereunder. The first 12 of these articles have been covered.

Recommendations submitted to the membership covering the first six articles of the constitution reflected proposed changes or additions to all but one article—that dealing with the duties of the

members. The article on membership received considerable changes plus the addition of two new sections aimed at modernizing it in line with the current operation of the Union.

Of the second six articles submitted to the membership for consideration, changes were noted mainly in the three dealing with dues and initiation fee, retiring cards and officers.



This old Railway Express Agency building in Portland, Ore., will be converted into a modern newspaper publishing plant to house a new, labor-backed daily, the "Portland Reporter."

Pacific District Shipping

Port	SUP 7/26 to 8/22	MFOW 8/1 to 8/31	MC&S 8/1 to 8/31	Total
San Fran.	784	332	579	1,695
Seattle	70	84	56	210
Portland	122	86	32	240
Wilmington	400	(no hall)	37	437
New York	122	59	42	223
New Orleans	90	(no hall)	12	102
Honolulu	31	40	29	100
San Pedro	(no hall)	127	(no hall)	127
Total	1,619	728	787	3,134

New Pres. Roosevelt To Sail Next Summer

Refurbished and reconditioned at a cost of \$8-\$9 million, and bearing a new name, the former SS Leilani will be running next summer between California and the Orient as the fourth trans-Pacific passenger liner in the American President Lines fleet.

The 700-passenger ship, which APL recently purchased from the US Maritime Administration for \$3,200,000, is being renamed the President Roosevelt after both President Theodore Roosevelt and President Franklin D. Roosevelt, whose portraits will be part of the liner's new decor.

The vessel is expected to be ready for its maiden voyage next August. Thereafter it will have a sailing approximately every 10 days on a schedule fitting in with those of the APL liners President Cleveland, President Wilson, and President Hoover. Her ports of call will be Honolulu, Yokohama, Manila, Hong Kong and Kobe.

The ship will be manned by members of the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards.

Built as a troopship in 1944, the President Roosevelt was converted to a passenger liner by the Government in 1949, and was chartered by American Export Lines for its European runs. Later it ran off the West Coast for awhile as the SS La Guardia and then went into the reserve fleet.

In 1956 the Government sold the ship to Hawaiian-Texton for Hawaiian service, but in 1959 the Maritime Administration acquired the vessel at auction after the owners had failed to meet their payments on mortgages held or insured by the Government.

3 Unions Get Legal OK To Build Honolulu Hall

Tentative plans by the three SIU Pacific District unions to construct a building in Honolulu have gotten a green light from a Circuit Court in Hawaii, which has ruled that the construction would be per-

missible under the terms of the original grant of the property made by Queen Liliuokalani in 1892. The Queen had granted the property to be used as a sailors' home.

Although the proposal is still in the planning and talking stage, the Pacific District unions—the SUP, MFOW and MC&S—have been considering the construction of a building, part of which would be used for union offices.

The rest of the building, according to the plans, would be rented to make the structure self-support-

MFOW, MCS, SUP Aid Labor Paper

The membership of the Marine Cooks and Stewards Union recently voted to invest \$1,000 in a real estate venture aimed at assisting striking trade unionists at two newspapers in Portland, Oregon.

The recommendation to invest the money came after headquarters had been informed of the situation in a letter from MCS Agent H. A. Robinson at Portland. Robinson wrote that the Central Labor Council in his city had held meetings on the strike and had come up with a voluntary program aimed at helping the steno-typers in their beef against the papers.

Invested \$1,000 Each

Meanwhile, two other affiliates of the SIU Pacific District—the Marine Firemen's Union and the Sailors Union of the Pacific—also each voted to invest \$1,000 in the project.

The Stereo men need the funds to cover the expense of a building to house a press and newspaper started by the Guild workers. The press is to be shipped from Florida once the project has been financed. The entire cost is estimated at \$180,000—of which \$100,000 has already been realized.

The paper, it's reported, has all

the earmarks of becoming a success.

Pledges of about 150,000 subscriptions have been received plus numerous promises of advertising. All that remains, to be completed is the raising of the funds with which to get the project rolling.

At last reports, pledges were rolling in quickly enough so that the publisher of the planned daily, the "Portland Reporter," which is now a semi-weekly, could issue the following statement:

"It is the intention of the Reporter Publishing Company to enter the daily newspaper field with a commercial newspaper of general circulation. The target date for daily production is November 1 or shortly thereafter."

Started February 11

The Reporter was originally born last February 11 to fill the local newspaper void created by the strike against two Portland dailies, which continued publication with strikebreakers.

A weekly at first, the Reporter quickly shifted to a semi-weekly basis and will remain on this schedule until daily publication begins.

The new paper began taking shape after Portland publishers, faced with a strike which closed down the papers, began hiring strike-breakers from a noted so-called "labor relations" firm, Bloor Schlepply of Indiana.

On these pages is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs. The SIU Pacific District Unions are a key group in the SIUNA, representing as they do the entire maritime industry on the West Coast.

SIU Pacific District Halls

SUP

HONOLULU... 51 South Nimitz Highway Phone 5-1714
NEW ORLEANS... 523 Bienville St. Phone 7-428
NEW YORK... 675 4th Ave., Brooklyn Phone 7-6605
PORTLAND... 211 SW Clay St.
SAN FRANCISCO... 450 Harrison St.
SEATTLE... 2505 1st Ave. Phone 2-4699
WILMINGTON... 505 Marine Ave. Terminal 3-6817

MC&S

HONOLULU... 51 South Nimitz Highway Phone 5-1714
NEW ORLEANS... 523 Bienville St. Phone 7-428
NEW YORK... 675 4th Ave., Brooklyn Phone 7-6605
PORTLAND... 211 SW Clay St. Phone 3-3222
SAN FRANCISCO... 350 Fremont St. Phone 3-3600
SEATTLE... 2505 1st Ave. Phone 2-4699
WILMINGTON... 505 Marine Ave. Terminal 3-6817

MFOW

HONOLULU... 56 North Nimitz Highway Phone 5-6077
NEW ORLEANS... 523 Bienville St. Phone 7-428
NEW YORK... 130 Greenwich St. Phone 7-7094
PORTLAND... 522 NW Everett St. Phone 3-7297-3
SAN FRANCISCO... 240 Second St. Phone 2-4592
SAN PEDRO... 236 West 7th St. Phone 3-4485
SEATTLE... 2333 Western Ave. Phone 2-6326

AST SEAFARER

West Coast Sailors

MARINE FIREMAN

STEWARDS NEWS

Alaska's Growth May Provide New Jobs For Seamen

To many Americans, our 49th state—Alaska—may be just another place on the map. But to the members of the SIU Pacific District unions it is an area in which they have a vital stake. For the industrial development of this new economic frontier of America could, conceivably, vastly increase trade between it and the rest of the country, and thus provide new job opportunities for SIU members on the West Coast.

Still, enough progress has been made, since Alaska achieved statehood, to warrant the belief that the Alaskan trade will assume increasing importance in the over-all West Coast shipping picture as time goes on.

Until now Alaska has, so to speak, been a "sleeping giant," in the words of the president of the Alaska Steamship Company, whose ships are manned by members of the Pacific District unions.

Alaska Steamship, which first entered the trade in 1895, is the major Pacific District company on this run. Standard Oil of California has one tanker, the Alaska Standard, running regularly between Alaska and Seattle, with other tankers in the fleet making occasional calls, while Pacific Far East Lines occasionally calls at Alaska enroute to the Far East. Plans are afoot to build a tanker terminal in the Anchorage area as a result of oil strikes nearby.

Resources Untapped

Alaska's resources, until now, have been largely untapped—in fact, hardly known. But, since Alaska became a state, national and international attention has been focused on the area. As a result, capital is now being invested to explore the area's oil, iron and coal deposits.

With this in mind, West Coast shipping interests have been taking steps to cash in on Alaska's industrial potential.

Container Service Started

As far back as 1953, in fact—five years before Alaska became a

A Special SEAFARERS LOG Feature

state—the Alaska Steamship Company inaugurated a containership program. Since then it has been expanding the service to more than double its van-carrying capacity to the Anchorage and Fairbanks areas.

When the containership program was first decided upon, in 1953, two basic containers were evolved. One of these was the "crib," a 4' x 6' regular cargo board built up to a height of 3'5" with a plywood top strapped in place. This simple, collapsible device cost about \$23 to build.

Later, the "gard" was designed, with a capacity of 144 cubic feet as compared with the "crib's" capacity of 60 cubic feet.

It is highly unlikely that containership operations will ever reach the 100 percent mark in the Alaskan trade, because the variety of cargo is too great. A typical shipload, for instance, might include 10 to 20 automobiles, a road grader, two or three tractors, a few hundred thousand feet of lumber, a fishing boat and several pleasure craft, dredge buckets or a dredge itself, mill and mine equipment, cannery machines, a herd of cattle, and even a donkey or two.

There are, of course, many problems which still remain, and which must still be surmounted if Alaskan shipping is to reach its full potential. The docks are still small and the ports are strewn all along a 26,000-mile, icebound coastline. The winters are long, and from May to September there is a terrific rush to load and unload, resulting in general congestion at the docks which makes ships lie idle until they can obtain cargo handling facilities.

Ship Lines Back

Because of these problems, over 60 steamship lines have come and gone from the Alaskan trade since 1867, and many shipping lines have taken the attitude that the Alaskan trade is something not to be touched with the proverbial 10-foot pole.

Still, that attitude now appears to be becoming outmoded, and it may well be that Alaska's new status as a state will lead to an era of industrial development which will, in turn, make Alaskan trade a lucrative and thriving enterprise which will tempt many more shipping lines to enter it.



Container ships like this, operated by Alaska Steamship Company and manned by SIU Pacific District crews, are helping West Coast ship lines cash in on Alaskan trade.

West Coast Unions Reopen Contracts

SAN FRANCISCO—The SIU Pacific District unions—the SUP, MFW and MCS—have notified shipowners of their intention to reopen their current contracts for a wage review.

The three unions notified the companies of their intentions in accordance with the current contract provisions.

The Pacific District unions are considering discussing and amending the wage, overtime and penalty time structure presently in effect.

Companies Notified

Companies officially notified on the wage reopeners are: Alaska Steamship Co.; American President Lines; W. R. Chamberlin & Co.; Duncan Bay Tankships, Ltd.; Gypsum Carrier, Inc.; Long Island Tankers Corp.; Matson Navigation Co.; Oliver J. Olson & Co.; Olympic-Griffiths Lines, Inc.; Pacific Far East Lines; Pacific Maritime Association; Al Peirce Co.; Permanente Steamship Corp.; San Francisco Bar Pilots Assn.; Shepard Steamship Co., and States Steamship Co.

Nominations Open For 15 MCS Posts

Nominations for 15 offices in the SIU-affiliated Marine Cooks and Stewards Union opened at MC&S headquarters and all branches Sept. 8. The posts for which the nominees are competing are for a three-year period, expiring in 1963.

Those members who wish to run for any of these official posts have until October 15 to nominate themselves.

The positions open for nomination are: secretary-treasurer, assistant secretary-treasurer, dispatcher and three port agents, all out of San Francisco; one agent and a patrolman each for the ports of Portland, Wilmington, Seattle and New York, and one agent for Honolulu.

New Constitution OK'd By Firemen

SAN FRANCISCO—The members of the Marine Firemen's Union have approved a new constitution by better than 8-1, it was reported at the last membership meeting here on September 15.

The 90-day vote on the constitution ended August 31 and the report by the tallying committee showed 1,442 votes for and 178 against.

The tallying committee consisted of Ted Voorhees, San Pedro; A. Ziller, Seattle; Jack O'Gieblyn, Portland, and Bob Merrill, Dean Richardson and Richard Merel, San Francisco.

Tell it to the LOG



As MCS Hearings In San Francisco Got Under Way



This was the scene as SIUNA opened hearings in San Francisco on issues within Marine Cooks and Stewards Union. Findings on week-long hearings are expected to be issued shortly. At microphone is SIUNA president Paul Hall. Others on platform are SIUNA vice-presidents Morris Weisberger, Lester Baling, Captain John M. Fox, Hal Banks, Sam Bennett and Lester Caveny; also John Hawk, international secretary-treasurer, and Vincent J. Malone, international representative. In foreground are court reporters who took complete record of the proceedings. Newspaper reporters were also invited, and SIU's "open door" policy of airing union issues was hailed by San Francisco press.

Hope Set To Sail On Mercy Mission

SAN FRANCISCO—The SS Hope, the hospital ship which will bring health and medical knowledge to the people of Southeast Asia, will leave tomorrow, Sept. 23, on its mission of mercy to Indonesia and Vietnam.

The former Navy hospital ship Consolation will be operated by American President Lines and manned by members of SIU Pacific District unions.

The Hope, which was refitted at Seattle at a cost of \$1,877,000, arrived here for final fitting out last month. The project "Hope"—for Health Opportunity for People Everywhere—is financed by voluntary subscriptions of the American public, including many labor unions.

MTD Supporting Boycott Of Sears

Both the AFL-CIO Maritime Trades Department and the AFL-CIO Executive Council have taken a firm stand against union-busting tactics employed by Sears, Roebuck and Co., and have pledged their full support of a consumer boycott directed against all of the Sears stores throughout the US and Canada.

The boycott action initially was begun by the Retail Clerks International Association after 262 of its members were fired for honoring a picket line set up by the Machinists Union at a San Francisco Sears store. Sears' management refused attempts by the San Francisco Labor Council to mediate the dispute; consequently, the RCIA—with the full sanction of West Coast organized labor—started the boycott.

But as the plight of the Retail Clerks became known to the labor movement on a national basis, support mounted. Last month in Chicago, the AFL-CIO Executive Council formally endorsed the boycott and pledged the full support of all of its affiliates in a planned campaign to organize the 729 retail stores and 853 catalogue stores in the Sears, Roebuck chain.

In a formal statement issued after the Executive Council met, the AFL-CIO expressed increasing concern over the "union-busting methods" deliberately employed by the billion-dollar merchandising chain.

The Council called attention to the fact that years ago, Sears had put into business a shady anti-unionist, Nathan Shefferman. Later, Shefferman's activities were spotlighted by the McClellan Committee, which was investigating illegal union activities. As a result of the unfavorable publicity, Sears pledged it would never again resort to such tactics. Yet today again, the Council said, Sears "has intensified its aggressive war

against unions on a nation-wide basis."

The Executive Council also pinpointed subsequent examples of Sears anti-union tactics. It said that a St. Louis branch of the concern tried to force a group of International Brotherhood of Electrical Workers employees to give up their jobs and transfer to a service company. The workers refused, and went on strike to protest this treatment. They then were fired by Sears and replaced with strikebreakers.

"In other locations, the manage-

ment of Sears has refused to renew union-shop clauses in agreements with the Retail Clerks and has even rejected the modified union-shop provision accepted by its major competitor, Montgomery Ward," the AFL-CIO also reported.

In summing up its position, the Council urged all members of organized labor not to patronize any Sears store "until its management ceases to interfere with the self-organization of employees and until it demonstrates good-faith acceptance of union security clauses in its contracts."

Seafarer's Underwater Swim Mark: 17 Miles



Seafarer Ray Griffith, surrounded by his wife, Eleanor, and sons Glenn, 11, and Wayne, 6, sleeps after completing a 17-mile underwater swim across the Long Island Sound. (Photo by Newsday, Long Island.)

Seafarer Ray Griffith of Copague, Long Island, has an unusual way of getting across large bodies of water; he likes to cross them swimming beneath the surface, with an assist from skin-diving equipment, of course.

Griffith, who sails in the deck department with the SIU, made an underwater trip across the Long Island Sound early this month from Bridgeport, Conn., to Port Jefferson, LI.

He made the 17-mile underwater swim in a little less than 16 hours, setting an endurance record and a distance record, as he was the first man on record to try the feat.

The 33-year-old Seafarer, who is a heavy construction welder while on the beach, joined the SIU in 1945. He is married and is the father of two sons.

Griffith called the underwater trip a "proving ground" for bigger projects. He wants to swim the English Channel underwater and he is also considering going around Manhattan underwater. However, these projects require money, and Ray is seeking a sponsor before he tries them.

Griffith said that his swim across the Sound ran into trouble six times: three times he got leg cramps and he twice lost sight of the target light before his handlers steered him on the right course. Another time he sank beneath the weight of two new oxygen tanks and had to inflate his life preserver to get to the 15-foot level at which he made most of the trip.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Business Lag Making For Good Buys

The economists, businessmen and Administration spokesmen who announced last January that this was to be the decade of the "Soaring Sixties" are now running for cover. The predicted fabulous boom never appeared. In fact, business is sagging, and merchants and manufacturers are shading prices to move excess inventories.

As a result, some good buys in household appliances and furnishings are available for careful shoppers. Here are types of merchandise on which you can make especially advantageous buys at this time:

● Heaviest price-cutting is on large appliances, especially refrigerators and washing machines.

● Furniture manufacturers and retailers are shading prices and also have brought out simplified, less-costly living room and bedroom sets, sofa beds and metal dinette sets, to combat the slump in that industry.

● TV producers and dealers are cutting prices especially sharply on the 17-inch portable and 21-inch standard sets. When you shop, you're likely to find dealers trying to convince you to take 19 or 23-inch models instead. They get a larger profit margin on the bigger-screen sets. But the 17 and 21-inch sets are better values financially.

● A number of building materials are lower this fall, but plywood prices especially have gone down.

Besides these reductions, September is a good month to find cut-price sales on housewares, china and glassware; batteries and other car equipment (specially-priced in pre-winter sales); piece goods; tools and hardware.

September is also the month food markets offer special prices on canned goods to clear out last year's pack before this year's arrives. This is an opportunity to stock up on food staples at savings.

In kids' back-to-school clothes, the big trend is to blends of synthetics. It's a desirable trend. The newer synthetics add dirt-resistance, wrinkle-resistance, durability and easy washability to the older fabrics like cotton, rayon and wool. The "polyester" synthetics, which include Dacron, Kodol, Vyron and Terylene, generally are the most truly wash-and-wear and the strongest fibers. They are especially desirable in a blend with cotton, or in a less-expensive blend with rayon, for shirts and blouses.

For example, boys' shirts of 65 percent Dacron and 35 percent cotton are available for about \$3 this fall. Watch for even lower prices later this year on men's and boys' shirts and women's and girls' blouses of this desirable combination of fibers. The biggest manufacturer of this fabric has just announced a price reduction. Experience has shown that this proportion of Dacron and cotton is one of the most soil-resistant, easiest-laundering, long-wearing fabrics for shirts and blouses.

The "acrylic" synthetic fibers, including Acrilan, Creslan, Orion and Zefran, are softer and warmer than the polyesters and more like wool. They keep creases and resist wrinkling, but are generally not as strong or wrinkle-resistant as the polyesters. They do drape better, and thus are especially suitable for dresses, skirts, and school slacks, for fall and winter.

In all-cotton garments, there also are more resin-treated garments this year, especially in the simpler dresses and blouses. Resin-treated cottons generally are not as truly automatic wash-and-wear as Dacron-and-cotton blends or even Orion blends. Resin-treated cottons generally require drip-dry treatment, can't go through the spinning cycle, and may need a little ironing. But they are superior to untreated cottons in both washability and soil-resistance, and quality for quality, are generally more wear-resistant.

When you shop for back-to-school dresses this fall, you're going to see the stores pushing more dresses, fewer skirt-and-blouse combinations; more bouffant styles, fewer straight styles. But for younger girls especially, the blouse and skirt or jumper combination lends itself to more costume variations and saves much laundering.

Food Still Problem

Food is still the big cost-of-living problem this September, although prices will slacken off seasonally later this fall. Meat is still relatively expensive, with pork in relatively scarce supply. You'll find some supermarket leaders on lamb, beef and pork shoulders.

Poultry—both broiler-fryers and turkeys—are in large supply this month. Marketing of broilers and fryers are running a good 12 percent ahead of a year earlier, and prices are dropping.

A recent survey by Government home economists found you generally need 2.4 pounds of ready-to-cook chicken to provide a pound of lean cooked meat; 2.2 pounds of young turkey and 4.5 pounds of duck. Using recent prices, that means chicken at 55 cents a pound really costs you \$1.32 for the cooked meat; turkey at 59 cents costs you \$1.30, and duck at 55 cents costs \$2.48.

This fall look for the best values in big turkeys especially. They're in heavy supply. Prices for big turkeys have been running a little less than those for birds under 16 pounds. The larger turkeys also yield you more actual meat per pound.

Navy Nabs Sea-Land Ship Name

Admiral Raphael Semmes, who gained his fame as a Confederate sea raider, will be sailing under two flags from now on—that of the US merchant marine and that of the US Navy he fought against during the Civil War—(oops—War Between the States).

Semmes' name is already being borne by one merchant ship—the trawler ship Raphael Semmes of the SIU-contracted Sea-Land Service.

Now, in addition, the same name will be carried by a new Navy guided-missile destroyer scheduled for completion next year at Avondale Marine Ways in New Orleans.

Semmes captured 68 Northern ships during the Civil War and threw Federal commerce into a panic. Insurance rates soared, and many vessels, to escape both Semmes and the high premium, transferred to foreign flags, thus becoming the first runaways. The decline of the US flag at sea after the Civil War has sometimes—but mistakenly—been blamed on Semmes' raiding activities.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

MMP Vote On, To End In October

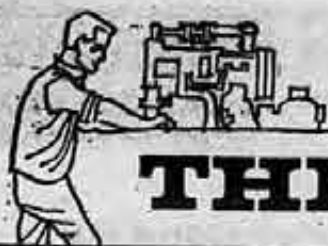
Fourteen candidates are now seeking the three top international offices—that of president, vice president and secretary-treasurer—in the election of the Masters, Mates and Pilots.

The election period, which started with the mailing of ballots July 14, will run for 90 days, with votes counted in Washington, DC, during the last week of October.

The election processes were put in motion at a meeting of the three-man balloting committee selected during the MM&P convention in Galveston. The committee met in New York at the end of June and accepted the nominations.

The committee also prepared an election ballot containing a 200-word statement by each candidate.

Ballots are returnable to a safe deposit vault in a Washington bank under the control of the Election Institute.



THE SIU INDUSTRIAL WORKER

New Contract Talks



At top, negotiating committee representing Armand Edwards employees includes (l-r) Martin Lastra, Leon Wilson, shop steward; Angelo Orti, Susano Lastra and Ramon Correa-Rios. Contract talks are continuing. Below, American Casting women employees listen attentively to contract talks. They are (l-r) Josephine Noranes, Blanca Morales, Francisca Ramirez and Jesusa Rodriguez.

WELFARE BENEFITS CLIMB TO OVER \$200,000 MARK

The Marine Allied Workers Division paid a total of 87 benefit claims to MAWD members and their dependents during the month of August, bringing the grand total paid out to \$204,210.53 since the Plan's inception.

One of the highest claims paid to date was paid to Alphonso Marra, an employee at the New York Canvas & Rope Company, New York City. Marra's benefits were paid for hospitalization and weekly disability. His total sum received during August was \$1,359.25.

Of the 87 payments made during August, MAWD members received a total of 41 payments and their dependents accounted for the remaining 46. Fifteen claims were paid for maternity cases.

During the first month of operation as a self-insured plan, the MAWD Northeast Area Welfare Plan did not have occasion to make insurance payments for death benefits, accidental death or dismemberment. The entire sum of money paid out was to those claiming hospital, disability and maternity benefits.

Maternity Benefits

Maternity benefits were paid to the following:

MR. AND MRS. R. CONN, \$178.75 for the birth of a child at St. Agnes Hospital, Philadelphia, July 20, 1960. Conn is employed at Air Master Corporation, Philadelphia.

MR. AND MRS. J. SMITH, \$90.55 for the birth of a child at Mercy Douglas Hospital, Philadelphia, January 17, 1960. Smith is employed at Air Master Corporation, Philadelphia.

MR. AND MRS. ANTHONY FASANO, \$180.50 for the birth of

a child at Brooklyn Hospital, Brooklyn, June 28, 1960. Fasano is the shop steward at Standard Building's Kimberly Division, Brooklyn.

MR. AND MRS. P. WHITE, \$181.70 for the birth of a child at Jefferson Hospital, Philadelphia, July 8, 1960. White is employed at Air Master Corporation, Philadelphia.

MR. AND MRS. FERNANDO FALA, \$135.50 for the birth of a child at Lankenau Hospital, Collingdale, Pa., July 14, 1960. Fala is employed at the National Molasses Company.

MR. AND MRS. KURT PARTL, \$31.25 for maternity benefits at Presbyterian Hospital, Yeadon, Pa. Partl is employed at Air Master Corporation, Philadelphia.

MR. AND MRS. P. JENKINS, \$107.20 for the birth of a child at Presbyterian Hospital, Philadelphia, June 22, 1960. Jenkins is employed at Air Master Corporation, Philadelphia.

MR. AND MRS. A. SKERSTAD, \$171 for the birth of a child at Lutheran Medical Hospital, Brooklyn, July 2, 1960. Skerstad is employed at Atlantic Cordage, Brooklyn.

MR. AND MRS. JAMES SMITH, \$140.25 for the birth of a child at Temple University Hospital, Philadelphia, June 7, 1960. Smith is employed at E. A. Gallagher & Sons, Philadelphia.

MR. AND MRS. C. BRAXTON, \$120 for the birth of a child at Presbyterian Hospital, New York City, June 8, 1960. Braxton is employed at Beam-Matic Corporation, New York City.

MR. AND MRS. LAWRENCE WELSH, \$120 for the birth of a child at Nazareth Hospital, Nazareth, Pa., August 7, 1960. Welsh is employed at All American Metals of Philadelphia.

MR. AND MRS. M. ALVARADO, \$182.50 for the birth of a child at Brooklyn Hospital, July 7, 1960. Alvarado is employed at Wisor-Smith Metal Products, Brooklyn.

MR. AND MRS. C. STENDER-OWICZ, \$120 for the birth of a child at Nazareth Hospital, August 11, 1960. Stenderowicz is employed at All American Metals, Philadelphia.

MR. AND MRS. W. McKIE, \$57.80 for the birth of a child at the Germantown Dispensary, Germantown, Pa., August 3, 1960. McKie is employed at Air Master Corporation, Philadelphia.

With SIU Industrial Workers

This is one in a series of features which the SEAFARERS LOG will publish regarding members of SIU-affiliated unions working in maritime production and allied fields.

BROTHER PAUL BRADLEY is employed at the Southwark Co. Co., Philadelphia. He worked at the Southwark firm since March 1958, and has been an MAWD member since May, 1958.



Paul and his wife, Grace, reside at 608 North Marshall with their four daughters, Pauline, Carolyn, Marilyn and Doris, ranging in age from two years to seven. Pauline is the oldest.

BROTHER OSCAR JIMENEZ is employed as a press operator at Porter-Mathews Company in Philadelphia. A resident of Philadelphia, Oscar is a skilled carpenter.



An MAWD member since October, 1959, and employed at Porter-Mathews since September of that year, Oscar is a family man with two daughters, Carmen, age 14, and Ivette, age 17. Mr. and Mrs. Jimenez and family reside at 2218 Harold Street, Philadelphia.

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SISTER URSULA ISRAEL is employed as an operator at the F. M. Stevenson Company of Baltimore. Born in Berlin, Germany, Ursula is unmarried and has been working at the Stevenson firm since July, 1940.



She has been an MAWD member since April 1958. Ursula resides with her parents, Mr. and Mrs. Edgar Israel of 2823 Waldorf Avenue, Baltimore.

These Are Your Union Meetings —Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every MAWD member and his family.

What's more, these meetings provide every MAWD member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

NEW YORK—Tuesday, October 4, at 7 P.M., SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE—Friday, October 7, at 8 P.M., SIU Hall, 1216 E. Baltimore St.

SUNBURY—Sunday, October 9, at 2 P.M., Friendship Fire Company.

PHILADELPHIA—Tuesday, October 11, at 7:30 P.M., SIU Hall, 2604 S. 4th St.

WELFARE PLAN SELF-INSURED

The Welfare Plan trustees recently completed plans to place the MAWD Northeast Area Welfare Plan under self-insurance, effective August 1, 1960. The self-insurance plan will continue to give MAWD members the same coverage they have had since the inception of the Welfare Plan but the "new look" will cut down operating expenses by discontinuing premium payments to an insurance company.

The MAWD plan came into its own as a self-insured plan because of the reserve of money accumulated that will allow the latest move to give greater and more effective coverage to all members.

The SIU deep sea Welfare Plan has operated independently over a number of years and experience has shown that a self-insured plan not only cuts operating expenses considerably, but also gives the members the type of insurance necessary to cover them in their own respective work.

A \$23,000 deposit has been made with the New York State Workmen's Compensation Board to cover disability benefit payments as required by NY State law.

NLRB Calls Election At Roto Broil

Official word was received this week from the National Labor Relations Board ordering an election at the Roto Broil Division plant of the Jay Kay Metals Corporation in Long Island City.

According to the NLRB the long-awaited election must be held within the next thirty days.

The election has been sought by Marine Allied Workers Division officials for over a year. The MAWD will be on the ballot in opposition to "Amalgamated Local 355," who holds the present collective bargaining agreement with the Jay Kay Corporation. "No Union" will also hold a space on the ballot.

Report On SIU Credentials

We, the undersigned committee on credentials duly elected at the regular business meeting at headquarters on August 8th, 1960, in accordance with the constitution, have examined the credentials of the candidates for elective office or job in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District for the years of 1961-2-3-4, as per Article XI, Section 1, and submit the following report:

We qualified or disqualified those men who submitted for office by the rules of our constitution as contained in Articles XII and XIII. Article XII is known as **Qualifications For Officers, Headquarters Representatives, Port Agents, Patrolmen, and Other Elective Jobs.** The Article reads as follows:

"Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

"(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as sea time. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

"(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

"(c) He has at least four (4) months of sea time, in an unlicensed capacity aboard an American-flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

"(d) He is a citizen of the United States of America; and

"(e) He is not disqualified by law.

"Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

"Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with the Constitution, shall maintain full book membership in good standing." (End of quote from Constitution)

Article XIII, is known as, **Elections For Officers, Headquarters Representatives, Port Agents and Patrolmen.** The article reads as follows:

"Section 1. Nominations

"Except as provided in Section 2 (b) of this Article, any full member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the credentials committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

"(a) The name of the candidate.

"(b) His home address and mailing address.

"(c) His book number.

"(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.

"(e) Proof of citizenship.

"(f) Proof of seetime and/or employment as required for candidates.

"(g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.

"(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

I hereby certify that I am not now nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

Dated: _____

Signature of member _____

Book No. _____

"Printed forms of the certificate be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

"All documents required herein must reach headquarters no earlier than July 15th and no later than August 15th of the election year.

"The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the credentials committee upon the latter's request." (End of quote from Constitution)

It is to be pointed out to the membership that the SEAFARERS LOG issue of July 1st, 1960 carried the constitution of the Seafarers International Union of North America - Atlantic, Gulf, Lakes and Inland Waters District, in which Articles XI, XII, and XIII give the terms of office, the qualifications for office and the manner in which credentials are to be submitted.

We further point out to the membership that the full notice of opening of nominations, necessary qualifications for same, and an appeal for all interested members to qualify themselves were contained in the SEAFARERS LOG, in the issue of July 20th, 1960 on Page 2.

The SEAFARERS LOG issue of July 20th, 1960, on Page 14, carried the President's Pre-Balloting Report, which report gave the depository required by Article X, Section 1 (e) of the Union Constitution.

The official records of the Seafarers International Union of North America - Atlantic, Gulf, Lakes and Inland Waters District shows that the Pre-Balloting Report of the Secretary-Treasurer was given in the headquarters meeting of July 5th, 1960, in conformity with Article X, Section 1, Paragraph (e) of our Union Constitution. This same Pre-Balloting Report was acted on in all constitutional ports holding regular membership meetings during the month of July, 1960. The Pre-Balloting Report has been reproduced verbatim in the July 20th, 1960 issue of the SEAFARERS LOG as mentioned previously.

We find, that by referring to the issues of the SEAFARERS LOG mentioned above, and to the minutes of the regular membership meetings in all the Atlantic and Gulf District ports, that every possible effort was not only made to advise the membership of the qualifications to run for office but in addition, a plea was made that any man who thought he may be capable of holding any elective office was urged to submit his credentials for same.

We, this committee, as well as our rank and file members are aware of the fact that copies of the constitution, wherein all the qualifications for submitting for office were contained, were and have been made available to all of the membership of our Union. In this constitution, we, as good Union members, know that it fully outlines all qualifications necessary for office and the steps and



Six-man credentials committee elected by headquarters membership is shown checking out qualifications of nominees for SIU's general election. Voting will be for four-year terms.

the manner in which to qualify for office.

The following is a complete listing of all men who submitted their credentials to the committee. The men's names and jobs for which they submitted such credentials are listed in the order which this committee feels they should be placed on the general ballot. That

is, in alphabetical form under the offices for which they run, and that the ports, following the headquarters-offices, beginning with Boston, be arranged on the Ballot geographically as has been done in the past. Following each man's name and book number in his qualification or disqualifications, followed by the reason for same.

PRESIDENT

Paul Hall, H-1

Qualified Credentials in order.

EXECUTIVE VICE-PRESIDENT

Cal Tanner, T-1

Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Claude Simmons, S-1

Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Earl Shepard, S-2

Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Lindsey J. Williams, W-1

Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

Al Tanner, T-12

Qualified Credentials in order.

SECRETARY-TREASURER

Al Kerr, K-7

Qualified Credentials in order.

HEADQUARTERS REPRESENTATIVE

John Cole, C-8

Qualified Credentials in order.

William (Bill) Hall, H-272

Qualified Credentials in order.

Edward (Eddie) Mooney, M-7

Qualified Credentials in order.

Freddie Stewart, S-8

Qualified Credentials in order.

NEW YORK PORT AGENT

Paul Drozak, D-180

Qualified Credentials in order.

NEW YORK JOINT PATROLMAN

John Arabasz, A-2

Qualified Credentials in order.

E. (Scottie) Aubusson, A-8

Qualified Credentials in order.

John Bucc, B-780

Qualified Credentials in order.

Robert J. Burns, B-187

Qualified Credentials in order.

Daniel (Dan) Butts, B-828

Qualified Credentials in order.

John Cabral, C-200

Qualified Credentials in order.

Stephen Carr, C-70

Qualified Credentials in order.

Leo Cronsohn, C-801

Qualified Credentials in order.

Joseph (Joe) Di Giorgio, D-2

Qualified Credentials in order.

Stephano Di Girolomo, D-76

Qualified Credentials in order.

Harry D. Fitzgerald, F-371

Disqualified Did not submit proper seetime as required by the constitution. (See Appeal.)

Louis (Lou) Goffin, G-7

Qualified Credentials in order.

Howard Guinler, G-3

Qualified Credentials in order.

Edward Guszynsky, G-71

Qualified Credentials in order.

Eugene R. Hall, H-55

Disqualified Did not submit four months seetime for current calendar year.

Emilio Hernandez, H-7

Qualified Credentials in order.

Luigi Iovino, I-11

Qualified Credentials in order.

Robert C. Meloy, M-1056

Qualified Credentials in order.

Frank Mongelli, M-1111

Qualified Credentials in order.

Peter Patrick, P-182

Qualified Credentials in order.

Charles Scofield, S-186

Qualified Credentials in order.

William John Smith, S-60

Qualified Credentials in order.

Charles Stambul, S-578

Qualified Credentials in order.

Keith Terpe, T-3

Qualified Credentials in order.

Raymond Torres, T-31

Qualified Credentials in order.

Norman E. Wroten, Jr., W-256

Qualified Credentials in order.

PHILADELPHIA AGENT

Steve (Blackie) Cardullo, C-1

Qualified Credentials in order.

Jerry Gerle, G-269

Qualified Credentials in order.

PHILADELPHIA JOINT PATROLMAN

John Hetzell, H-6

Qualified Credentials in order.

Raymond (Ray) Oates, O-2

Qualified Credentials in order.

BALTIMORE AGENT

Rexford (Rex) Dickey, D-6

Qualified Credentials in order.

BALTIMORE JOINT PATROLMAN

James C. Barnette, B-104

Qualified Credentials in order.

(Continued on page 30)

Action On Appeal

(Ed. note: The following is the text of the teletype message to all ports on the appeal of Brother Harry D. Fitzgerald from disqualification by the credentials committee. His appeal was upheld by membership vote in all ports in which meetings are held on the ballot.)

Appeal received from Brother Harry D. Fitzgerald, Book No. F-371, from his disqualification by the credentials committee. Fitzgerald is a candidate for the job of joint patrolman in the port of New York. Fitzgerald had received notice of disqualification while serving aboard vessel under SIU contract.

Fitzgerald concedes that he did not furnish proof of sufficient seetime but has now come up with additional verified proof to show that he has enough seetime. In view of the fact that he mailed in additional evidence, headquarters is willing to recommend that he now be ruled qualified by the membership, even though he should have produced this proof before the credentials committee. While the credentials committee acted correctly in the light of the evidence before it, it is recommended that they be overruled, inasmuch as Brother Fitzgerald was on a vessel and would have been able to clear up his seetime proof if he had been available just prior to the time the credentials committee acted.

Crew Wants Air Conditioning

To the Editor:

We, the crew on the SS Transeastern, want to go on record as giving the negotiating committee full support for having it stipulate in all future contracts that air conditioning and movie projectors be included on all ships on extended voyages, especially those running to the Persian Gulf, and that in no case should a swimming pool take the place of air conditioning.

One SIU-contracted company, Cities Service, already provides movie projectors for ships running foreign.

We also would favor a recreation program for men at sea similar to programs such as the Safety Program, Food Program, Scholarship Program etc., under the Welfare Plan.

We emphasize that for ships running to the Persian Gulf, swimming pools are of little recreational value because (1) pools are too small; (2) they are too near the smoke stack; (3) water temperature is hotter than air temperature; (4) intense sunlight in the Persian Gulf area is not favorable to sun bathing; (5) water will not stay in pool when ship rolls.

Air conditioning would encourage men to stay on ships that are shuttling to the Persian Gulf, and would help prevent the loss of jobs to aliens, non-union seamen, etc., when SIU men get off after one or two trips.

In the past, the SIU has been a leader in the maritime field for seamen's benefits. Let us again set the pace for a first class recreation program to be set up and supervised by the Welfare Plan. We would like to hear our brothers' opinions on these proposals.

E. K. DeMoss
D. L. Dickerson
B. Hager
L. A. Ziemba

Hearing Back After Operation

To the Editor:

It has been about 10 months since I have written for reinstatement into the Union because at that time I was going to get a hearing aid so that I would be able to return to sea after a long absence.

A lot has happened since then which now enables me to write of wonderful news very important to all deaf persons, and especially brothers wearing hearing aids and trying to ship out.

There is a rather new operation called "stapes mobilization" that has been very successful in restoring hearing. I know because I had the operation performed on both ears, and for the first time in 15 years I can hear again—and hear everything. I don't have to wear a hearing aid or worry about being turned down by doctors for shipping out. It is excitingly wonderful.

I used to have a 78 percent loss of hearing and my ears used to run, but not any more.

Dr. Louis Shipman performed the operation on me at Charity Hospital here in New Orleans. Dr. Shipman has since moved to Tallahassee.

Before he left, he performed the operation on my left ear. He said that anyone wanting the operation should see Dr. Louis of the ear, nose and throat clinic at Charity Hospital in New Orleans.

Any brother who would like

to write me for information on the operation can reach me care of the SIU hall at 523 Bienville St., New Orleans. I will be glad to help and, if you are in town, I will go to the hospital with you.

Joseph P. Barraco

(Editor's Note: Dr. Joseph P. Logue, Medical Director of the Seafarers Welfare Plan, has informed the LOG that the "stapes mobilization" operation has helped persons with one specific ear condition. The "stapes" bones in the middle ear sometimes "freeze" together, causing deafness. The operation, a very delicate one, unlocks the little bones and improves the hearing in these cases. Other types of deafness would require different treatment.)

Mariners' Home In Canary Isles

To the Editor:

The United Seamen's Service has referred the Seafarers International Union to us as an outstanding organization in providing for the needs of seafarers.

Therefore, we take pleasure

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.

In informing you that the Casa Del Marino (Seaman's Home), which offers lodging and health, social, cultural and employment services to all Seafarers, is being built at Puerto De La Luz, Las Palmas, Gran Canary, Canary Islands. We hope to see it finished by the end of next year.

We wish to offer you our collaboration in any way that may suit you, and our help in any service to the home. We wish to get in touch with everyone for we wish to serve and help all seamen. We are interested in any suggestions you may make for the best conditions and use of our future installation to serve the needs and likings of all the great family of mariners for whose service we have come into existence.

The home is founded by the National Maritime Insurance Institute which has independent assets and legal status. It is governed by its own members under the Institute Social De La Marina, which in turn is under the Spanish Ministry of Labor. We remain at your complete disposal.

Manuel Perez de la Barreda
Deputy Administrator

Typo Leader Praises SIU

To the Editor:

I have received the LOG for a number of years and enjoy reading it.

The Seafarers Union is a wonderful organization, not just alone for the good working conditions it obtains for its members, but for its great fraternal benefits such as caring for the sick members and their families.

It is an organization that is "its brother's keeper." May your great Union prosper.

Thomas J. Scalley,
President
Somerville Typographical Union

Skipper Halls Marymar Gang

To the Editor:

On the night of 22-23 July, 1960, while on passage from Panama to Long Beach, Calif., the SS Marymar maneuvered alongside a sinking craft off the west coast of Mexico to conduct rescue operations. The craft was the MV Patsy-K, registered at Los Angeles, Calif., and was in position 16-05 North and 98-30 West.

On board were seven persons, (the captain, his wife, three small children ages 7, 5, and 2½ years and two crewmen) and a boxer dog.

As it was at night and long heavy swell was running, everyone in the crew of this vessel is to be commended for their efforts that made the operation a success.

The survivors were taken on to Long Beach where they were debarked. The week that they were on board (enroute to Long Beach) involved some strange but interesting duties for all on board. At odd hours of the day and night one could expect to see a hard-boiled crewman holding a baby in his arms, drying its tears or washing deck grease from its feet. Again one might see someone dashing to save one of the children from falling down a ladder or from falling over the side.

Special mention is due to Guy W. Walter, steward, who was up day and night making certain that the survivors were cared for. He should be given a medal for baby-sitting.

I am proud of the crew of the SS Marymar. Very truly yours,
s/ Rupert H. Matthews Jr.
Master SS Marymar

Warns Brothers On Swimming

To the Editor:

I would like you to publish this in the next issue of the LOG.

This is a warning to all our brothers about their vacation and swimming in uncharted waters. I was home having fun with my family and when I went swimming, I fractured my back in two places.

So if you go swimming, know what kind of water you are going into. I'm here in the hospital (Marine Hospital, States St., New Orleans) and will be here for a long time. The old saying is "accidents don't just happen, they are caused," and myself and others are the cause. So be careful on your next stay-at-home with your family.

C. H. Boatwell

Brother Lauds Bermuda Hospital

To the Editor:

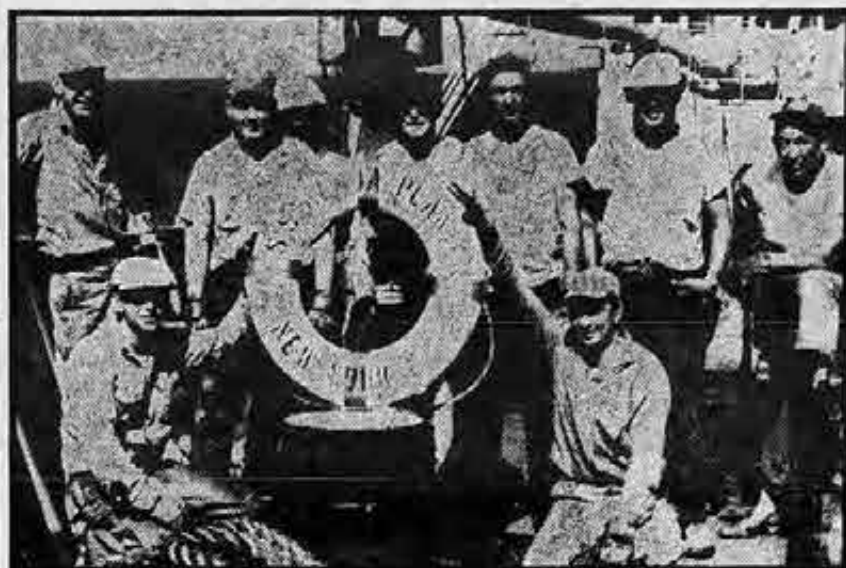
I have just gotten back from doing a month and a half in the King Edward Memorial Hospital in Bermuda. I have never had as good treatment anywhere.

All the nurses and doctors take care of you and see that you don't lack for anything. And Captain Smith of the Sailors Home is up to see you and brings you magazines and cigarettes. I got there around 10 AM and he was there to see me and brought candy, cigarettes and magazines that afternoon.

I would like you to put the Sailors Home, Hamilton, Bermuda, on the LOG mailing list as sailors go there from all over the world. It would give other sailors a chance to see what the SIU is doing for the merchant marine.

J. G. Gregory

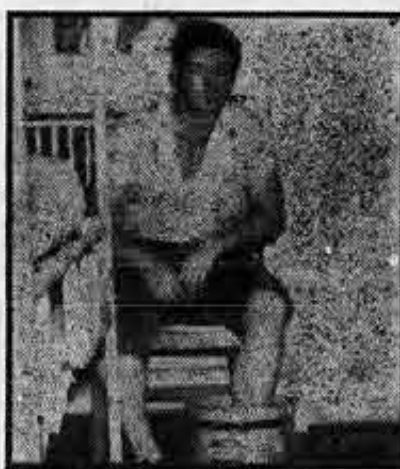
Photographs From The Fleet



In deck department of the SS Alcoa Planter, photographed by Second Mate Bob Parker, are (standing, l-r) J. P. Morris, R. Darley, B. C. Wentworth, C. V. Johnson, H. I. Grizzard, H. O. Limbaugh, and W. C. Yates. R. C. Anderson and D. L. McCorvey are on either side of the life preserver, and R. W. Reynold, not visible, is poking his head through the ring.



Members of the crew huddling on the deck of the SS Steel Scientist (Isthmian) were caught by shipboard photographer Bud Schmiedel. The men are (l-r) Dawson, DM; Heins, AB; Angelo, chief cook; Renfro, DM; Ahern, bosun; Aughton, OS.



G. C. Eller, wiper, (left) nurses a sore foot in a bucket of hot water and salts in his fo'ble aboard the Carolyn. Meanwhile, on deck, (photo right) Charles Dorrough, third cook, and George Nicholson, oiler, rig up the aerial on Dorrough's radio. The radio helped to wile away the hours as the Carolyn stayed at anchor for three weeks off Karachi, Pakistan, waiting for a berth.



Ernest Phillips, wiper (photo left) takes a breather on the SS Carolyn (Bull Line). W. Shaw, AB (right) poses with one of his prize catches on the Carolyn. The photographs were taken by Jose F. Santiago, ship's delegate just before the ship reached India.

With The Denayers



Seafarer Ralph J. Denayer, on the beach for a while, poses with his daughter Brigette and the family pet, Whiskey the spitz.

Lovers And Liars Asea

In the old days, there were great lovers Casanova, Don Juan (or Don Giovanni, whichever you prefer), Sinbad, and more recently, Popeye. But they were pikers compared to the self-styled lovers aboard the Del Aires. The following article was submitted by Seafarer Thomas C. Riley who gives first-hand information on modern day liars and lovers.

Just a few lines to let you know of all the great lovers on the Del Aires (Delta).

In early history there was a great liar by the name of Baron von Munchhausen; in later history, in England, his peer was a gent by the name of MacCauley.

These fellows, though, were strictly amateurs. Khrushchev is a bush leaguer, too, compared to the

great liars and self-styled lovers on the Del Aires.

We have a variety of C card men, some of whom were SIU members but quit sailing regularly after World War II.

They are of assorted ages—from 17 to 61—and represent all three departments. They all share one mutual trait: None of the women from New Orleans to Buenos Aires want them to spend a dime.

These lovers all have an assortment of keys to so-called love nests. But strange as it seems, these keys open all doors to the fo'c'sles on the ship and various and sundry clothes lockers.

Now, of course, we know that these C card men would have no cause to lie.

Not one of them has spent one nickel for souvenirs, yet they are, collectively, the leaders on the draw list.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Shipboard Sketches By Ben Graham



"He's a tall fellow with eye glasses. I think he said he was captain or messboy—something like that!"

'Pot' Luck With a Mynah

If you are planning to buy a mynah bird, you had better ask the man who owns one all about it before you buy. That's the advice which Seafarer William R. Cameron gives to his shipmates.

Cameron, sailing on the SS Iberville (Waterman) in the Far East, reports on the "pot" luck he took with one of the big black talking birds.

"I picked up one of these birds out here in the Far East and he's quite a bit of trouble," Cameron says. "First I clipped his wings, but not enough."

Mynah Takes Swim

The bird took off from the fantail of the ship, but finally realized he couldn't make it to the shore and tried to fly back to the ship. "He was going down all the time and landed in the river," Cameron relates.

The bird was finally rescued by messman Marvin LeAcche. "Frightened almost to death, plus having swallowed salt water, the bird really looked sad. With each breath you could hear the water coming from his lungs and he looked the picture of death, but in a couple of days he came through with flying colors," Cameron reports.

"When we reached another Japanese port, I thought I would get some dirt for him to play on. I asked the bosun for some sand for a sample to be sure that I'd get what I wanted," Cameron said.

"I asked the Japan port steward to take the sample and bring me some more of the same. The ship was sailing that night, and the

port steward came back that afternoon and left a bag with the steward who gave me the package.

Sand's Big In Japan

"Feeling the package without opening it, I thought that these were the biggest grains of sand I ever felt. I mentioned it to the steward who said the man reported that they did not have what I wanted, but he got what they had."

"I took a look in the bag along with a deckhand who said that it didn't look like sand to him."

"Another fellow from the crew passed by and looked at the stuff and said 'Man that really will make him sing now.' Someone else came by and said it was the best bird feed in the world."

"I tried feeding the bird the seeds but he wanted no part of it. The captain took a look and told me I'd better throw the stuff over the side, and over the side it went."

Timely Advice

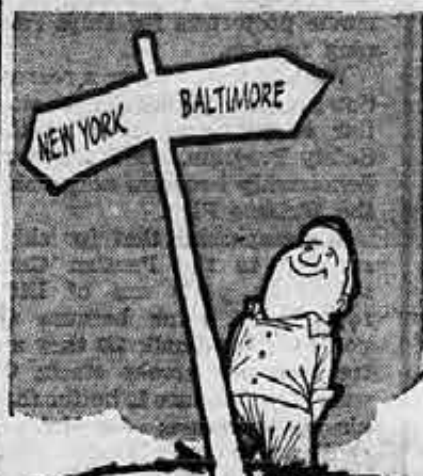
Cameron advises anyone who wants bird feed or sand in the Far East to get it themselves, "you might get something you don't want. Had not the AB standing beside me warned me, I would have come into the States with about four pounds of marijuana seeds . . . brother, I would have had some trouble."

Cameron closes his report by saying that if you buy one of these

birds, don't take him home for your wife to care for because she may leave you and the bird after one day of cleaning up after him.

Saleable Item

"I'm planning on asking my daughter if she wants a mynah bird. If not, would anyone like to buy a young mynah, only three months old, who should start talking when he's six months to a year old?"



SEAFARERS PORTO'CALL

IN NEW YORK
675-4th AVE

IN BALTIMORE
1216 E. BALTIMORE



Seafarers On The Iberville

Relaxing on the deck of the SS Iberville (Waterman) are (top left photo, l-r) Edward "Skeet" Grudinski and George Filomio. Meanwhile, down in the messhall (top right photo, l-r) steward department members Marvin LeAcche, Lawrence Holt, Grudinski, Danny Parkman and Oreste Vole sit at chow as Chief cook Clarence White stands by. Photos are by William Cameron.



Turning to with a will (photo at right) P. "Dusty" Dousat handles the wrench while William Ekine holds the block. Dousat's smile is probably due to the baby boy his wife recently presented him. Photo is by Cameron.



Voyage Of Ocean Joyce Is 'Sad' But Funny



Native boys in dugout pull up along side the Ocean Joyce in anchorage off Madras, India. Boy in center holds "Baksheesh" or gift offerings to keep them dry. Dugouts carry a sail rolled on a pole when not in use.



On the dock alongside the Ocean Joyce in Kidderpore, Calcutta, native longshoremen load sacks of grain from a cart onto a truck. No automation here—just manpower.



Natives in Calcutta (Kidderpore) pose next to a sacred cow. The animals roam the streets of every Indian village and city freely. Natives like to be photographed along side the sacred beasts.

(The following article was submitted to the LOG by Seafarer William Calefato of Maritime Overseas' SS Ocean Joyce.)

Ice, soot, the messhall and Hard-way Jones: It was these that made life on the Ocean Joyce part comedy and part tragedy.

Hard-way Jones is more than a legend. He is John Tinker, a wiper on the Ocean Joyce who boosted the morale of the crew with a fusillade of spicy stories every day of the voyage.

It is not easy to laugh on the run to Calcutta, Hawaii, Panama and the Gulf, but with Hard-way and his humor, everyone grins.

He was called that because the protagonist in one of his jokes was named Hard-way Jones, a man who always did things the hard way. The Hard-way Jones on the Ocean Joyce almost met his match when an oiler began matching him joke for joke and story for story.

Hard-way stopped the chief engineer on an urgent job to tell him a favorite joke about one of the country's leading ladies who underwent a skin graft—the chief threw up his hands and abandoned the job. After that, Hard-way became a popular figure and a sort of victim of the chief engineer.

The chief then asked Hard-way where he got the authority to pull ice in the evenings as well as during the day. Hard-way explained that he pulled the ice for the three meals and between because the drinking water was tepid. The chief walked away, but the following day, the ship's delegate had an audience with the master on the drinking water situation and a conference between the skipper and the engineers ensued.

(Meanwhile, the first assistant engineer found out why the water was warm and the ice machine erratic: the refrigerant was exhausted. A new tank was installed but didn't work until the next day.)

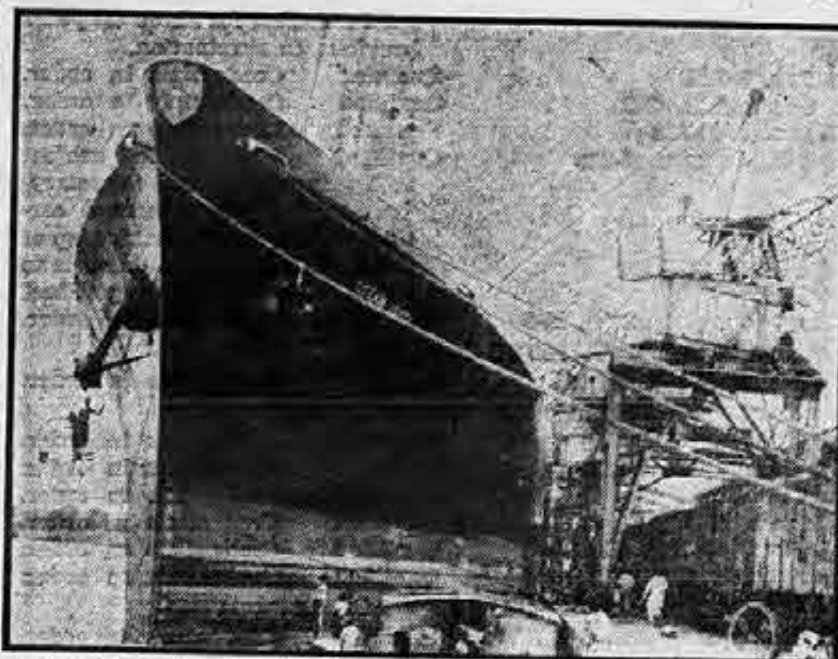
Blows His Gasket

The chief engineer blew a gasket after the conference with the skipper. "So they went and told the old man, huh? Well, now you wipers will pull ice only once a day, and I'll put a lock on the ice maker... that'll fix 'em."

But Hard-way Jones came up with a plan. Coffee cans were filled with ice and stored in the fish box. In a few days there was plenty of ice.

Then the main cog of the engine department came up with another mandate. "I see you blow the tubes four times," he said. "Do you pull the chain once for each blow?" he asked. The answer was "yes," and the chief engineer decreed that for each blow, two pulls on the chain is needed to complete a cycle.

With all that seamen face on many ships, a Hard-way Jones among the crew makes life bearable. As a good morale booster he makes the saying true that there is "a little fun to match the sorrow."



The Ocean Joyce unloads grain in Calcutta as native workmen (in bosun's chair at starboard anchor) paint the hull. The ship also called at Hawaii, Panama and the Gulf.



The Marine Club in Kidderpore, Calcutta, is one of the finest in the Far East, according to Seafarer William Calefato, who took the pictures on this page. Food is good and lodging in one of the 134 rooms costs from one to 15 rupees.



Hungry child in Madras filches something to eat at sidewalk market. Most children this age don't wear any clothes in many parts of India.



OH, BURLY—YOU'RE ALWAYS TALKING ABOUT YOUR UNION—



WHY DON'T YOU TELL SOME SEA STORIES...



O.K., SURE! WELL... ONCE UPON A TIME THERE WAS A MAN BY THE NAME OF ANDREW FURUSETH...



Credentials Committee Report

(Continued from page 26)

R. E. Bacon, B-349	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
John Fay, F-363	Qualified	Credentials in order.
Paul Gonsorchik, G-2	Qualified	Credentials in order.
Ell Hanover, H-313	Qualified	Credentials in order.
Clifton H. Jackson, J-235	Qualified	Was qualified subject to his furnishing the Secretary-Treasurer a duly executed certificate prior to the making up of the ballot. Failure to do so is to result in his being disqualified.
Anthony (Tony) Kastina, K-5	Qualified	Credentials in order.
MOBILE AGENT		
Louis Neira, N-1	Qualified	Credentials in order.
MOBILE JOINT PATROLMAN		
Harold Fischer, F-1	Qualified	Credentials in order.
James M. Foster, F-248	Qualified	Credentials in order.
Robert Jordan, J-1	Qualified	Credentials in order.
Leo Marsh, M-9	Qualified	Credentials in order.
W. J. (Red) Morris, M-4	Qualified	Credentials in order.
Homer Starling, S-141	Qualified	Credentials in order.
NEW ORLEANS AGENT		
C. J. (Buck) Stephens, S-4	Qualified	Credentials in order.
NEW ORLEANS JOINT PATROLMAN		
George E. Annis, A-230	Qualified	Credentials in order.
Carl (Red) Gibbs, G-60	Qualified	Credentials in order.
Belarmino (Bennie) Gonzalez, G-4	Qualified	Credentials in order.
A. W. (Andy) Gowder, G-352	Qualified	Credentials in order.
Jack O. Kennedy, K-228	Qualified	Was qualified subject to his furnishing the Secretary-Treasurer a duly executed certificate prior to the making up of the ballot. Failure to do so is to result in his being disqualified.
W. (Bill) Mitchell, M-22	Qualified	Credentials in order.
J. P. Morris, M-639	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
Milton J. Phelps, P-479	Qualified	Credentials in order.
Eugene Ray, R-321	Qualified	Credentials in order.
Albert Richoux, Jr., R-261	Qualified	Credentials in order.
Charles (Whitey) Tannehill, T-5	Qualified	Credentials in order.
Herman Troxclair, T-4	Qualified	Credentials in order.
Steven (Steve) Zubovich, Z-13	Qualified	Credentials in order.
HOUSTON AGENT		
Robert A. Matthews, M-1	Qualified	Credentials in order.
HOUSTON JOINT PATROLMAN		
Theodore (Ted) Babkowski, B-1	Qualified	Credentials in order.
Charles Kimball, K-2	Qualified	Credentials in order.
Oscar N. Raynor, R-520	Qualified	Credentials in order.
James Tucker, T-22	Qualified	Credentials in order.
DETROIT AGENT		
Martin (Marty) Breithoff, B-2	Qualified	Credentials in order.
NO DESIGNATION		
Kenneth Collins, C-794	Disqualified	Did not submit proper seetime as required by the Constitution and failed to designate for which port he was running. Failed to submit proof of citizenship and did not send in a certificate.

As will be noted in the foregoing sections of the committee's report, the provisions of the SIU constitution governing election procedure made it mandatory that several of the men who had been nominated be disqualified. The Committee is bound by the constitution and had to decide on the basis of the constitution. It has no other choice. The Committee feels that the cases of disqualification cited above are especially regrettable because of the fact that the Union, this year, as in every election year, went to such lengths to set forth the procedures and requirements to be followed by those seeking a place on the ballot.

In light of these circumstances, the committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office.

The committee particularly desires to point out the provisions of Article XIII, Section 2 (c) of the constitution, wherein is spelled out in detail the right of a disqualified

candidate to appeal from a decision of the credentials committee and how he does it.

Your committee wishes to bring to the attention of the membership, the fact that the Union constitution in Article XII, Section 1 (b) requires that a nominee have at least four (4) months seetime, between January 1st and the time of nomination. During the course of examining the various credentials of those members who had submitted for office, it was found that some of our brothers had failed to submit sufficient seetime in the current year to meet the requirements of the constitution. However, in sending in their letter of acceptance of their nomination, they had made mention of the fact that they were presently employed aboard ship and due to the voyage not being completed, they were unable to secure a discharge covering the time. In each of these instances, your committee verified such employment with the steamship company operating the particular vessel. The men and the vessels they are on, that had this type of seetime verified are as follows:

MAN'S NAME	SHIP	TIME EMPLOYED
Daniel (Dan) Butts, B-628	SS Steel Voyager	7/21/60 to 8/11/60
Stephen Carr, C-70	SS Elizabeth	12/10/59 to 8/11/60
John Cole, C-8	SS Seatrain Ga.	12/11/59 to 8/10/60
Leo Cronsohn, C-801	SS Seatrain Ga.	4/19/60 to 8/11/60
Stephano Di Girolomo, D-76	SS Elizabeth	5/8/57 to 8/11/60
A. W. (Andy) Gowder, G-352	SS Texmar	4/22/60 to 7/20/60
Homer Starling, S-141	SS Alcoa Roamer	4/8/59 to 8/15/60

In the checking of the continuous good standing for the three year period previous to nomination of the various candidates, your committee found that numerous candidates had paid their dues late. The committee found in each instance however, with the exception of two members that will be dealt with later in this report, that the member so affected had been on a ship during the period, thereby preventing him from paying his dues. As we the membership know, it has always been the practice of the Union to consider anyone who has been unable to pay dues due to being on a voyage, to be in good standing until the time of their payoff. More important, the constitution so provides, in Article III, Section 3 (e).

In the course of doing its work, the committee took action in accordance with the provisions of Article XIII, Section 2 (c) of the constitution which reads, as follows:

"(e) The credentials committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1 (a) of Article XII."

In compliance with Article XIII, Section 2, Paragraph (b) of our constitution and in an attempt to give every nominee every consideration and to try to prevent any disqualifications, Peter Gonzales, G-132 of this committee, the credentials committee, remained at the entrance of the headquarters building of the Union until midnight of August 15th, 1960, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

At this time, however, your committee would like to point out that on the advice of the Union's general counsel, the credentials of the following men were processed even though they were not received in headquarters until the morning of August 16th, 1960.

Robert C. Meloy, M-1056
Kenneth Collins, C-794
James M. Foster, F-248
Carl (Red) Gibbs, G-60

The envelopes of each of the above were stamped August 15th, 1960, by the branch of the post-office from which the Union receives its mail. It was the opinion of the Union's lawyers as well as of this committee, that it would be unfair to penalize the aforementioned men by disqualifying them, for a failure of the postoffice department of the United States Government to deliver their credentials prior to the deadline. Of the four men aforementioned, one, Kenneth Collins, was disqualified for reasons given prior in this report. The other three men, James M. Foster, Carl (Red) Gibbs and Robert C. Meloy, were qualified.

The committee would like to point out to the membership, that although the President clearly specified in his Pre-Balloting Report the exact offices for which nominations were to be made, some credentials were received for offices other than those carried in the Pre-Balloting Report. The following are the names of the nominees so involved as well as the job titles for which they actually submitted:

Robert J. Burns, B-187, Patrolman.
Stephano Di Girolomo, D-76, Engine Patrolman.
Harry D. Fitzgerald, F-271, Stewards Department Patrolman.
Paul Gonsorchik, G-2, Patrolman.

Clifton H. Jackson, J-235, Engine Patrolman.

Milton J. Phelps, P-479, Patrolman.
Oscar N. Raynor, R-520, Patrolman.
Albert Richoux, Jr., R-261, Patrolman.

Raymond Torres, T-31, Patrolman.
Norman E. Wroten, Jr., W-256, Engine Patrolman.

However, your committee did not feel that a man should be disqualified on such small technicalities as given above. Each nominee listed above had specified a patrolman's job of some department in the port for which he wished to be nominated. Inasmuch as the Pre-Balloting Report only listed Joint Patrolman in each port, this committee therefore processed the aforementioned credentials for the Joint Patrolman's job in the port for which they had nominated themselves.

One man, Walter Beyeler, B-81, threw in and was declared qualified to run for office. However, he became deceased and, accordingly, his name does not appear on the ballot.

In checking the credentials of the various nominees, this committee had disqualified John Cabral, C-200, a nominee for New York Joint Patrolman; W. J. (Bill) Mitchell, M-22, a nominee for New Orleans Joint Patrolman; and Homer Starling, S-141, a nominee for Mobile Joint Patrolman. A telegram was sent to each of these three brothers by your committee, notifying them of their disqualifications as per the constitution. However, before sending out the letters containing the full details of disqualification, your committee heard from each of the aforementioned brothers either by telegram or in person. Based on the information that was furnished by these brothers, it was then possible for this committee to qualify them.

At that time, they were sent another telegram by the committee, informing them that they had been qualified.

Your Committee received credentials from Brothers James C. Barnette, B-104, and Stephano Di Girolomo, D-76, who had failed to list what port they were submitting for, and in Brother Barnette's case, in addition, he had failed to give the job for which he wished to submit. Your committee contacted these men by telegram telling them of this deficiency in the submitting of their credentials. The committee later received by telegram, the information as to what port and jobs these brothers wished to submit for, and we have carried them in this report as they designated by telegram that they wanted to be carried.

Your committee also had two letters of nomination submitted that were undated. Robert C. Meloy, M-1056, failed to date his letter of nomination. However, since the registered stamp put on the outside of his envelope by the Oakland, California Post Office was August 13th, it was stamped by the Brooklyn, New York Post Office on August 15th, and received by your committee before nine (9:00) A.M. on the morning of August 16th, 1960, this brother's credentials were qualified on this point of the qualifications for office.

J. P. Morris, M-639, also failed to date his letter of nomination. However, since the registered stamp put on the outside of his envelope by the Tripoli, Libya Post Office was August 2nd, 1960, it was stamped by the Brooklyn, New York Post Office on August 7th, 1960 and received by the Secretary-Treasurer, Al Kerr, on August 8th, 1960, this brother's credentials were qualified on this point of the qualifications for office. However, he was later disqualified by your committee for the reason given previously in this report.

Your committee had two (2) nominees that failed to submit the certificate that is called for in Article XIII, Section 1, Paragraph

(h) of the Constitution. This committee has notified the two (2) brothers involved, Clifton H. Jackson, J-235, a nominee for Baltimore Joint Patrolman and Jack O. Kennedy, K-228, a nominee for New Orleans Joint Patrolman that they have been qualified, subject to their furnishing the aforementioned certificate to the Secretary-Treasurer prior to the making up of the ballot. Failure on their part to furnish the certificate by the time mentioned, is to result in their disqualification.

As previously mentioned in this report, two (2) nominees had paid their dues late. They were John Cabral, C-200 and Luigi Iovino, I-11, both of whom had paid one quarter's dues late in the three year period prior to nomination. Both of these brothers presented USPHS certificates showing that they had been in the hospital during the quarter for which their dues were late in payment. Leo Cronsohn, C-801, also had late dues payments but had on file in headquarters, USPHS certificates and correspondence covering same. Based on Article III, Section 3, Paragraphs (b) and (c) of our Union constitution, your committee has qualified the aforementioned brothers.

This committee would like to point out that one of the nominees, William John Smith, S-60 failed to send his credentials to the credentials committee as per Article XIII, Section 1 of our constitution. Instead, Brother Smith sent them to the bank depository that was mentioned in the President's Pre-Balloting Report. This was an error, that the committee thought, that could have been made by any of us seamen. The bank forwarded the credentials to our Secretary-Treasurer, Al Kerr, who received them on August 11th, 1960. Therefore, your committee has qualified Brother Smith as previously mentioned in this report.

Telegrams were sent to each man who was disqualified by the committee, telling him of his disqualification as well as a detailed letter being sent to each man so disqualified, all in compliance with our constitution. In addition, each man disqualified received a copy of our constitution, so that the disqualified nominee would have available the procedure to be used in appeal from the decision of the credentials committee.

The membership can readily see from the foregoing report, that your committee has made every effort possible within the confines of our constitution to qualify every nominee.

All credentials were turned over to the committee in good order at 9:00 A.M., Tuesday, August 9th, 1960, or have been received by mail since that date. All credentials have been examined in strict accordance with the constitution. Any defect in the credentials disposed of by the committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the committee.

It is your committee's final recommendation that the membership of the Atlantic, Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America make every possible effort to vote in this general election, as every good Union man should.

This committee having completed its duties, hereby adjourned at 4:15 P.M. on August 22nd, 1960, in the headquarters offices of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn 32, New York.

Date: August 22nd, 1960

Charles Palmer, P-13
Chairman

Ignatius McCormick, M-1195
Peter Gonzales, G-132
Samuel Clurman, C-511
Lawrence P. Hogan, H-87
Edison C. Shaffer, S-530

SIU BULLETIN BOARD

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

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

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

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

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September 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.

Seafarer Wins Study Award

ITHACA, NY—A Seafarer is one of eight union members who have been awarded scholarships for a two-year program of study at Cornell University designed to train them for careers in the international labor field.

Edwin P. Wilson, of Falls Church, Va., began studies at the New York State School of Industrial and Labor Relations at Cornell this month.

Wilson has been a member of the Inland Boatmen's Union since

April of this year. Before that he was a personnel officer for the Air Force.

From 1947 to 1950, Wilson was a member of the Sailors Union of the Pacific and last sailed deep

sea in 1950. His ambition is for a career in the International Transportworkers Federation or in the International Confederation of Free Trade Unions.

The eight union men will receive \$300 per month during their two-year training period. They will study at Cornell for two semesters and then serve a one-year internship with a union or governmental agency directly concerned with international labor matters.

Other recipients of the labor scholarships include:

James A. Blyer of El Cerrito, Calif., a former officer of Local 1-561, Oil, Chemical and Atomic Workers International Union, AFL-CIO.

Thomas V. Miller of Pittsford, N. Y., a member of Local 616, American Federation of Teachers. John J. Muth of St. Louis, Mo., a member of Local 655, Retail Clerks International Association.

Ronald H. Smith of Lincoln, Neb., president of Local 7470, Communications Workers of America, AFL-CIO.

Breakfast is Served



Denise Forster 3½-year old daughter of Seafarer and Mrs. Keith Forster of New Jersey, gets set, with the help of her father, to try some of the food at the SIU cafeteria during a recent visit to headquarters. Forster is on the Sandcaptain.

PERSONALS and NOTICES

Leonico Okol Bumatai
Contact your wife at the Braz Cubas 67, Santos, Brazil.

✶ ✶ ✶

Earl Ray
Get in touch with your mother, Mrs. Alma Ray, Route 1, Box 20, Fairfax, Ala.

✶ ✶ ✶

George Williams
Get in touch with Paul F. Burke, Erie County Dep't of Social Welfare, 210 Pearl Street Building, Buffalo 2, NY, concerning Genevieve Dillworth.

✶ ✶ ✶

Charles E. Taylor
Your father is critically ill. Contact your family immediately at Route 1, Concord, North Carolina, Telephone STate 2-2434.

✶ ✶ ✶

John H. Murray
Important you contact your son, c/o Gerner, same address as previously.

✶ ✶ ✶

Maternity bonds are being held in New York headquarters for the children of the following Seafarers: James C. Thompson, T-380; Antone S. Granger, PB 14466; James R. Armstrong, A-69, and Jimenez William, J-33.

✶ ✶ ✶

Nick Tatar
Important you contact Joseph Malazensky at DR 6-7635 in Millburn, NJ.

✶ ✶ ✶

George H. Rowland
Please write your sister at 506 E. Main, Easley, SC, regarding some important papers she has for you.

✶ ✶ ✶

Charles H. Bush
Contact your wife at 2649 19th Street, San Francisco, Calif.

✶ ✶ ✶

Paul Magro
Get in touch with your brother-in-law, 87 Cambridge St., Burlington, Mass.

✶ ✶ ✶

Henry E. Hicks
Contact your wife at 1515 Park Ave., Baltimore, Md.

✶ ✶ ✶

Earl J. Fuller, Jr.
Urgent that you contact your mother, Mrs. Earl J. Fuller, Sr., Rt. 2, Berryville, Va.

✶ ✶ ✶

Ex SS-Feltore
Gear is being held for the following men at Sparrows Point: Paul Essman, John J. Kehoe, Donald Eystone.

Joe Powers
Get in touch with Hilda Revesz, 33-32 110th St., Corona 63, N.Y.

✶ ✶ ✶

Walter C. Zajane
Contact your mother. Didn't hear from you for six months. Everything okay at home. Don't worry. Mrs. Mary Zajane, 147 John St., Staten Island 2, N.Y.

✶ ✶ ✶

Henry Croke
Contact Mrs. C. Nowlan, 301 - 51st St., Brooklyn 9, NY.

✶ ✶ ✶

Charles Robert Gilbert
Contact your family.

✶ ✶ ✶

Michael Armando
Contact Jerry R. Signorelli, 11 Elton St., Brooklyn 8, NY.

✶ ✶ ✶

Henry E. Hicks
Contact Mrs. H. E. 1515 Park Ave., Baltimore 17, Md.

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SIU Atlantic, Gulf Lakes & Inland Waters District

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Seafarers' Labor Day

With two bands providing the music, one a group of SIU men from Philadelphia, some 500 Seafarers stepped smartly up New York's Fifth Avenue in the second annual Labor Day parade. Pictured here are a few of the marchers who participated along with contingents from other New York unions. Over a million watched the spectacle.

